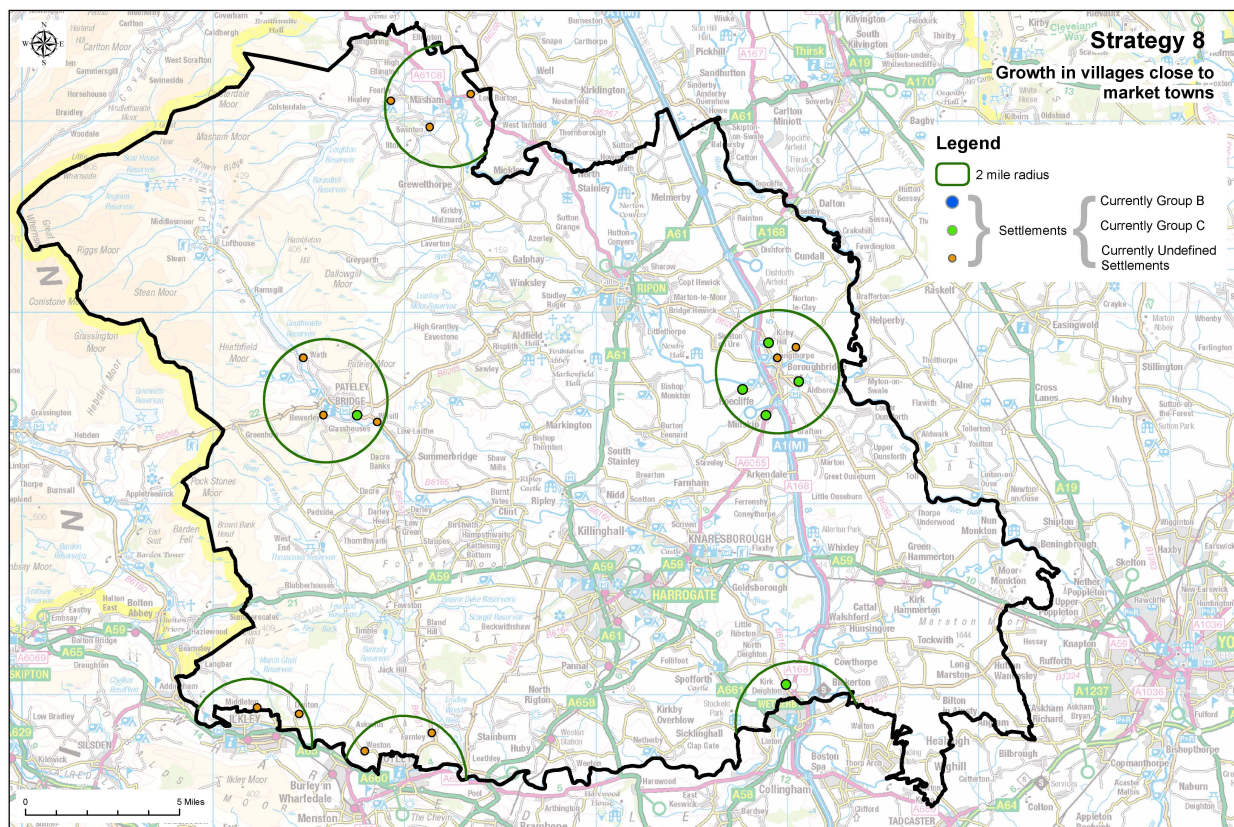


Strategy 8: Growth in Villages Close to Market Towns



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Map 6.8 Strategy 8: Growth in villages close to market towns

Under this strategy most growth would take place in villages surrounding market towns. The strategy includes villages close to the market towns within the district (Pateley Bridge, Masham and Boroughbridge), and villages within the district that are close to market towns outside the district. At this stage, settlements within roughly two miles of a market town have been included.

Strategy 8: Assessment

1. Quality housing available to everyone	
Pros	Cons
<ul style="list-style-type: none"> Allows rural housing needs (including affordable housing needs) to be accommodated close to settlements that are more sustainable. 	<ul style="list-style-type: none"> Does not provide for needs in main urban areas or parts of the district remote from a market town. Development in settlements close to market towns in neighbouring districts will require close working with adjacent authorities that may risk delaying the plan. Potential lack of sufficient developer interest.
2. Conditions to engender good health	
Pros	Cons
<ul style="list-style-type: none"> Near-by market towns can provide for day to day health needs. Concentrating development is more likely to increase population sufficiently to make investment in providing additional health provision, including in the villages where little currently exists, more viable. Some ability to access jobs and services by healthy means (predominantly cycling). Potential to encourage healthy lifestyles through easier access to the countryside. 	<ul style="list-style-type: none"> The villages identified have none or severely limited health services. Poor public transport access to health provision in market towns and more specialist provision in larger urban areas. Potential to reduce air quality.
3. Safety and security for people and property	
Pros	Cons
<ul style="list-style-type: none"> None identified. 	<ul style="list-style-type: none"> None identified.
4. Vibrant communities that participate in decision making (including reducing the potential for social isolation)	
Pros	Cons
<ul style="list-style-type: none"> Although small in size the villages do provide a local community. Facilities and services to reduce social isolation exist in nearby market towns. 	<ul style="list-style-type: none"> Generally none or very few services to reduce the potential for social isolation. Deliver less affordable housing in rural and urban areas not included in the strategy, potentially making it more difficult to provide and/or sustain services in these areas (particularly rural areas). Potential for relatively high levels of newcomers to villages- may have different views to existing populations that result in social tensions.
5. Culture, leisure and recreation activities available to all	
Pros	Cons
<ul style="list-style-type: none"> Most villages around Boroughbridge have some activities. Access to local activities in nearby market towns. 	<ul style="list-style-type: none"> Villages around Masham, Pateley Bridge, Ilkley and Otley offer very few activities. Limited access by non-car means to settlements with a wider range of facilities (than market towns) both within and beyond the district.
6. Local needs met locally	
Pros	Cons

<ul style="list-style-type: none"> Nearby market towns provide a good range of facilities within two miles. 	<ul style="list-style-type: none"> Most villages offer few services. Limited access by non-car means to settlements with a wider range of facilities (than market towns) both within and beyond the district.
7. Education and training skills that build on the skills and capacity of the population	
Pros	Cons
<ul style="list-style-type: none"> Potential to support primary schools in Glasshouses, Roecliffe, Kirby Hill and Farnley - accessible by walking and cycling. Primary schools in nearby market towns (within two miles). 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. Potential to support secondary schools in Pateley Bridge and Boroughbridge. 	<ul style="list-style-type: none"> Most of the identified settlements do not have primary schools. Accessing education (primary, secondary, further) is likely to increase travel using private cars. Limited support for primary schools in other rural villages or main urban areas.
8. Biodiversity and attractiveness of the natural environment	
Pros	Cons
<ul style="list-style-type: none"> Provides an opportunity to improve the quality, extent and accessibility of Green Infrastructure (GI) in and around the identified settlements- this would provide investment in GI in a number of locations across the district. Provides an opportunity to redefine the edges of settlements with new woodland to improve integration with the countryside. Directs development away from areas covered by the Special landscape Area local designation. 	<ul style="list-style-type: none"> Settlements around Pateley Bridge - potential impact on AONB, SPA/SAC, SSSIs. Settlements west of Masham - potential impact on AONB, SSSI. Kirk Deighton - potential impact on SSSI. Settlements near Ilkley - potential impact on SPA/SAC. Settlements near Ilkley, Otley: sites may not exist without a review of Green Belt boundaries. Potential for local highway capacity improvements to have negative landscape impacts.
9. Minimal pollution levels	
Pros	Cons
<ul style="list-style-type: none"> Some potential to lead to lower increases in car travel than would otherwise be the case due to close proximity to market towns. 	<ul style="list-style-type: none"> Potential to increase traffic related air pollution, noise and vibration within the nearby market towns. 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.
10. A transport system that maximises access whilst minimising detrimental impacts	
Pros	Cons
<ul style="list-style-type: none"> Most villages are close enough to market towns to enable access to some jobs, shops and services by walking and/or cycling. In some villages, potential to support existing bus services and/or extension of routes/increased frequency. Potential to use development to contribute to creation of safe walking and/or cycling routes to the market towns. 	<ul style="list-style-type: none"> Limited accessibility and very limited public transport will increase traffic and congestion in the market towns and the three larger settlements as people use cars to access jobs, shops and services. Will increase traffic flows in all affected villages. Development close to Boroughbridge and Wetherby will increase traffic on the A1(M) and A19. Does not contribute to maximising potential infrastructure improvements along the Harrogate rail line.

11. Minimise greenhouse gas emissions and a managed response to climate change	
Pros	Cons
<ul style="list-style-type: none"> For most villages, opportunities to access some employment, day to day shopping and facilities/services within the nearby market towns by healthy means. Some potential for less polluting travel to access the district's 3 largest settlements and beyond. 	<ul style="list-style-type: none"> Less ability to adopt new less polluting construction materials and techniques.
12. Prudent and efficient use of energy and natural resources with minimal production of waste	
Pros	Cons
<ul style="list-style-type: none"> Settlements near Pateley Bridge - poor/very poor agricultural land. 	<ul style="list-style-type: none"> Less ability to adopt new less polluting construction materials and techniques. Settlements near Boroughbridge and Wetherby: likely that development will be required on the best agricultural land. Settlements near Ilkley, Otley and settlements to East of Masham: likely that development may be required on good agricultural land.
13. Protect and enhance the historic environment	
Pros	Cons
<ul style="list-style-type: none"> Potential impact on Conservation Areas largely limited to those identified by the strategy. 	<ul style="list-style-type: none"> Potential for negative impacts on Conservation Areas within the identified villages. The change in the villages will be the most significant for decades and the scale required may be completely inappropriate for many rural settlements. Potential to unintentionally direct development to former battlefield sites.
14. A quality built environment and efficient land use patterns that make good use of derelict sites, minimise travel and promote balanced development	
Pros	Cons
<ul style="list-style-type: none"> None identified. 	<ul style="list-style-type: none"> Settlements near Ilkley, Otley: sites may not exist without a review of Green Belt boundaries. Increased traffic on the narrow High Street in Pateley Bridge may have negative impacts on the shopping environment. Little potential to re-use previously developed land (PDL).
15. Good quality employment opportunities available to all	
Pros	Cons
<ul style="list-style-type: none"> Provides reasonable access to some local jobs in the nearby market towns. Potential to deliver live/work units in desirable locations. 	<ul style="list-style-type: none"> Potentially limited ability to attract interest in large scale employment allocations in or around Masham or Pateley Bridge. Most employment will be away from the market towns and will involve significant travel.
16. Conditions for business success, economic growth and investment	
Pros	Cons

<ul style="list-style-type: none"> • Support the service centre role of market towns. • Scale of development likely to make additional investment in local culture, leisure and recreational businesses more viable. 	<ul style="list-style-type: none"> • Potential to undermine tourism related businesses, particularly in Pateley Bridge.
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Table 6.17 Strategy 8: Assessment

Strategy 8: Conclusions

<p>What are the benefits of this option?</p> <p>Growth in villages close to market towns could offer the opportunity for some rural housing (including affordable housing) to be provided in locations where there is good access to more sustainable settlements providing a range of jobs, shops and services. This could also support the service centre role of market towns.</p>
<p>What are the uncertainties/risks to delivery?</p> <p>A key risk in relation to this option is that settlements earmarked for growth, which are adjacent to market towns in other districts, will require the council to work with adjacent authorities to consider impacts on their market towns. This may take time and there is the possibility that agreement on development impacts would not be reached resulting in abortive work and delay to the preparation of the local plan.</p>
<p>What are the disadvantages of the option?</p> <p>This option alone would not be able to deliver sufficient suitable sites to accommodate the level of growth for the district as a whole. It would be completely inappropriate to provide significant growth in settlements around market towns to the west of the district because of potential impacts on the AONB, SPA/SAC/ SSSIs and on landscape character generally. Light pollution would also be an issue. To the east high quality agricultural land would be lost and development of villages to the south would require duty to cooperate consultation with adjacent authorities.</p> <p>Many of the villages for expansion in this option have limited services and facilities and poor bus services. It is unlikely that the level of growth would be significant enough to improve existing services and facilities in these villages, improve bus services or provide better cycling facilities to access market towns. As a result car travel would increase potentially causing traffic congestion, putting pressure on car parking provision, impacting on air quality and the character of conservation areas which would all have an adverse impact on the local economy and tourism. Whilst increased growth around market towns may help support some local services it may also lead to over-crowding in others in a situation where the level of growth proposed is not enough to lead to investment in services.</p> <p>This option may not be attractive to the employment market and would be unlikely to lead to the development of facilities such as combined heat and power.</p>
<p>What mitigation measures would be required?</p> <p>Implementation of a robust design and landscape policy will be required in order to reduce environmental impact on the established character of the settlements.</p> <p>A strategy for improving accessibility between villages and the market town would be required to improve bus services, and provision for walking and cycling.</p>

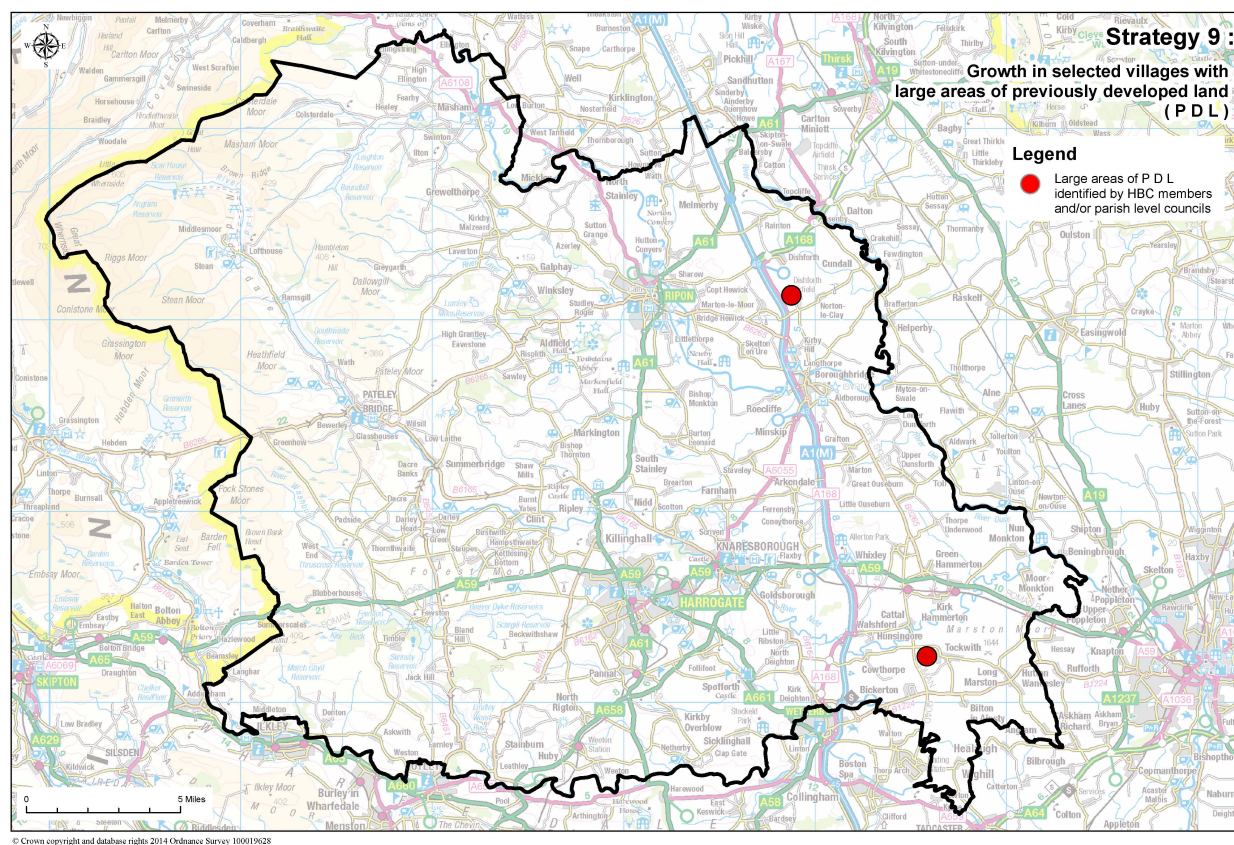
Table 6.18 Strategy 8: Conclusions

Strategy 8: Growth in villages close to market towns. 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	GREEN	RED	GREEN	WHITE	RED	RED

Table 6.19 Strategy 8: Summary

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

Strategy 9: Growth in Selected Villages with Large Areas of Previously Developed Land (e.g. Airfields at Tockwith and Dishforth)



Map 6.9 Strategy 9: Growth in selected villages with large areas of previously developed land (e.g. airfields at Tockwith and Dishforth)

Under this strategy most growth would take place in villages that have large areas of previously developed land (sometimes called brownfield land). Specifically airfields at Tockwith and Dishforth have been considered.

Strategy 9: Assessment

1. Quality housing available to everyone	
Pros	Cons
<ul style="list-style-type: none"> ● Dishforth: provides housing close to A1(M) potentially attractive to the market. ● Tockwith: provides housing in south-east of the district, potentially attractive to the market. ● Large strategic sites provide greater opportunities to provide for specific specialist housing needs e.g. extra care housing. 	<ul style="list-style-type: none"> ● Potential that the identified sites may not be available for re-development. ● Unlikely that the sites identified will provide enough land to meet the housing needs over the plan period. ● Limited scope to address housing needs in other parts of the district.
2. Conditions to engender good health	
Pros	Cons
<ul style="list-style-type: none"> ● Tockwith: nearby health facilities in Tockwith village. ● Concentrating development is more likely to increase population sufficiently to make investment in increasing health provision more viable. ● Potential to encourage healthy lifestyles through easier access to the countryside. 	<ul style="list-style-type: none"> ● Dishforth: isolated from local health services. ● Poor public transport access to hospitals in Harrogate and Ripon etc. ● Potential to reduce air quality.
3. Safety and security for people and property	
Pros	Cons
<ul style="list-style-type: none"> ● More likely to require large sites that would need master planning, master planning would make it easier to incorporate designing out crime principles. 	<ul style="list-style-type: none"> ● Dishforth: potential that large scale development close to the A1(M) may become a target for criminals using the motorway due to the ease of access.
4. Vibrant communities that participate in decision making (including reducing the potential for social isolation)	
Pros	Cons
<ul style="list-style-type: none"> ● The use of larger sites are more likely to deliver affordable housing and a better mix of market housing. 	<ul style="list-style-type: none"> ● Limits the ability to address affordable housing needs in other parts of the district. ● Potential for high levels of newcomers to the affected villages - may have different views to existing populations that result in social tensions.
5. Culture, leisure and recreation activities available to all	
Pros	Cons
<ul style="list-style-type: none"> ● Tockwith Airfield: Tockwith provides a limited range of day-to-day activities. ● Overall: Potential to provide activities for local needs as part of the developments. 	<ul style="list-style-type: none"> ● Dishforth Airfield: Norton-le-Clay has severely limited activities. ● Overall: Limited activities unless provided as part of the developments. ● Access to facilities is likely to be dependent on the use of private cars.
6. Local needs met locally	
Pros	Cons

<ul style="list-style-type: none"> • Potential for mixed use allocation to provide some employment. • Tockwith: Tockwith village has a range of day to day facilities. 	<ul style="list-style-type: none"> • Dishforth: remote from Dishforth village, closer to Norton-le-Clay (only facility is a school between the airfield and Norton-le-Clay). • Most employment, shops and services required will be in other settlements, potentially settlements outside the district (if in line with current patterns) reducing the economic benefits to the district.
7. Education and training skills that build on the skills and capacity of the population	
Pros	Cons
<ul style="list-style-type: none"> • Potential to support existing primary schools in Tockwith and near Norton-le-Clay (Dishforth Airfield). • 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. 	<ul style="list-style-type: none"> • Increased travelling to secondary school and further education. • Limited support for schools in other areas.
8. Biodiversity and attractiveness of the natural environment	
Pros	Cons
<ul style="list-style-type: none"> • Directs development away from areas covered by the following national and international designations: AONB, SPA, and SAC. • Directs development away from areas covered by the Special Landscape Area local designation. • 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. • Provides an opportunity to redefine the edges of settlements with new woodland to improve integration with the countryside. 	<ul style="list-style-type: none"> • New development could be difficult to integrate into the landscape- the landscapes around the identified locations are predominantly open in nature so development may not be well contained and may be highly visible in the wider landscape. • Mitigation planting to lessen landscape impacts will itself alter the landscape character.
9. Minimal pollution levels	
Pros	Cons
<ul style="list-style-type: none"> • Some potential to lead to lower increases in car travel than would otherwise be the case if balanced development of a suitable to scale to support services is developed. 	<ul style="list-style-type: none"> • Potential to negatively affect AQMA at Bond End in Knaresborough. • Increased pollution caused by increased vehicle emissions. • Increased light pollution caused by new settlements.
10. A transport system that maximises access whilst minimising detrimental impacts	
Pros	Cons
<ul style="list-style-type: none"> • May support existing or new bus service provision. • Tockwith: services and facilities in Tockwith village accessible by walking and cycling if direct route created. • Potential for improved access to Harrogate Line stations. 	<ul style="list-style-type: none"> • Limited public transport accessibility will increase traffic and congestion in the larger settlements as people use cars to access services. • Dishforth: the close proximity to the A1(M) could make it an attractive location for car commuters across the north-east of England.
11. Minimise greenhouse gas emissions and a managed response to climate change	
Pros	Cons
<ul style="list-style-type: none"> • A large concentrated development could be suitable for capturing the benefits of combined heat and power. • Locations may facilitate the use of new and more sustainable building techniques and materials. 	<ul style="list-style-type: none"> • Limited public transport accessibility will increase emissions from car travel.

12. Prudent and efficient use of energy and natural resources with minimal production of waste	
Pros	Cons
<ul style="list-style-type: none"> Easier to incorporate cutting edge building practices and materials that reduce energy use but would sit less comfortably in an existing settlement. 	<ul style="list-style-type: none"> Limited public transport accessibility will increase emissions from car travel.
13. Protect and enhance the historic environment	
Pros	Cons
<ul style="list-style-type: none"> Less potential for impacts on the historic environment. 	<ul style="list-style-type: none"> None identified.
14. A quality built environment and efficient land use patterns that make good use of derelict sites, minimise travel and promote balanced development	
Pros	Cons
<ul style="list-style-type: none"> Makes use of previously developed land (PDL). 	<ul style="list-style-type: none"> If greenfield development is necessary to support the development on PDL it is likely to be on the best agricultural land.
15. Good quality employment opportunities available to all	
Pros	Cons
<ul style="list-style-type: none"> Offers the potential for mixed use allocation in the A1(M) corridor which may be attractive to road based businesses (particularly Dishforth). 	<ul style="list-style-type: none"> Some of the land at the identified locations is currently in employment use, this strategy may lead to a loss of existing employment land. Most employment locations are likely to only be accessible by car.
16. Conditions for business success, economic growth and investment	
Pros	Cons
<ul style="list-style-type: none"> Support for investment in existing and new businesses within the sites and in nearby Tockwith and Norton-le-Clay. 	<ul style="list-style-type: none"> None identified.

Table 6.20 Strategy 9: Assessment

Strategy 9: Conclusions

What are the benefits of this option?
<p>The primary benefit of growth in selected villages with large amounts of previously developed land is the ability to accommodate a significant proportion of the development needed in the district on brownfield land, rather than on undeveloped green fields. Consequently this option would have little impact on the best quality agricultural land. The option also directs development to areas least likely to have impacts on the AONB, SAC, SPA and SSSIs.</p> <p>The option offers the potential to provide new dwellings and employment land in close proximity in areas likely to be attractive to both markets, and properly planned the use of large strategic sites would enable the delivery of a wide range of house types and tenures including specialist housing. These large scale mixed use developments could offer the opportunity to reduce greenhouse gas emissions through the use of Combined Heat and Power (CHP).</p> <p>Development at Tockwith Airfield has the potential to support culture, leisure and recreational facilities in Tockwith, as well as the local school, GP surgery and public transport provision. Development at Dishforth Airfield has the potential to support the nearby primary school. Development at both locations would provide significant additional residents that may encourage new facilities to open that could provide for a greater range of day-to-day needs being met locally.</p> <p>Concentrating the impact on local infrastructure and public services in a small number of locations would make it easier to quantify the necessary capacity improvements and mitigate through investment.</p>

What are the uncertainties/risks to delivery?
The major uncertainty is whether these sites would be available for development, for example, Dishforth Airfield is still used by the RAF, while a large part of Tockwith Airfield is currently home to a variety of business uses.
What are the disadvantages of the option?
The areas identified to date will be unable to accommodate all the new development that will be required in the district during the plan period.
Development at Dishforth Airfield would be isolated from existing public services (excluding a primary school) and cultural, leisure and recreational facilities used on a day- to-day basis. Development at both locations would currently require the use of private cars in order to access almost all leisure, recreational, shopping and health facilities.
The option would lead to increased traffic on the A1(M), A19, and A59 and within Ripon, Harrogate and Knaresborough, as well as in other larger centres in adjoining districts as residents use private cars to access services, facilities and job opportunities in these locations.
Whilst the goal in each location would be to deliver both new housing and new employment uses, pursuing this option could lead to the loss of employment uses, particularly at Tockwith Airfield.
What mitigation measures would be required?
The creation of a more direct route from Tockwith Airfield to the village of Tockwith would enable access to facilities and services for day-to-day needs by healthy means.
Policy to protect existing employment uses, particularly at Tockwith Airfield, would reduce the potential for loss of employment land. Improvements to capacity/service provision for public transport will also be required.

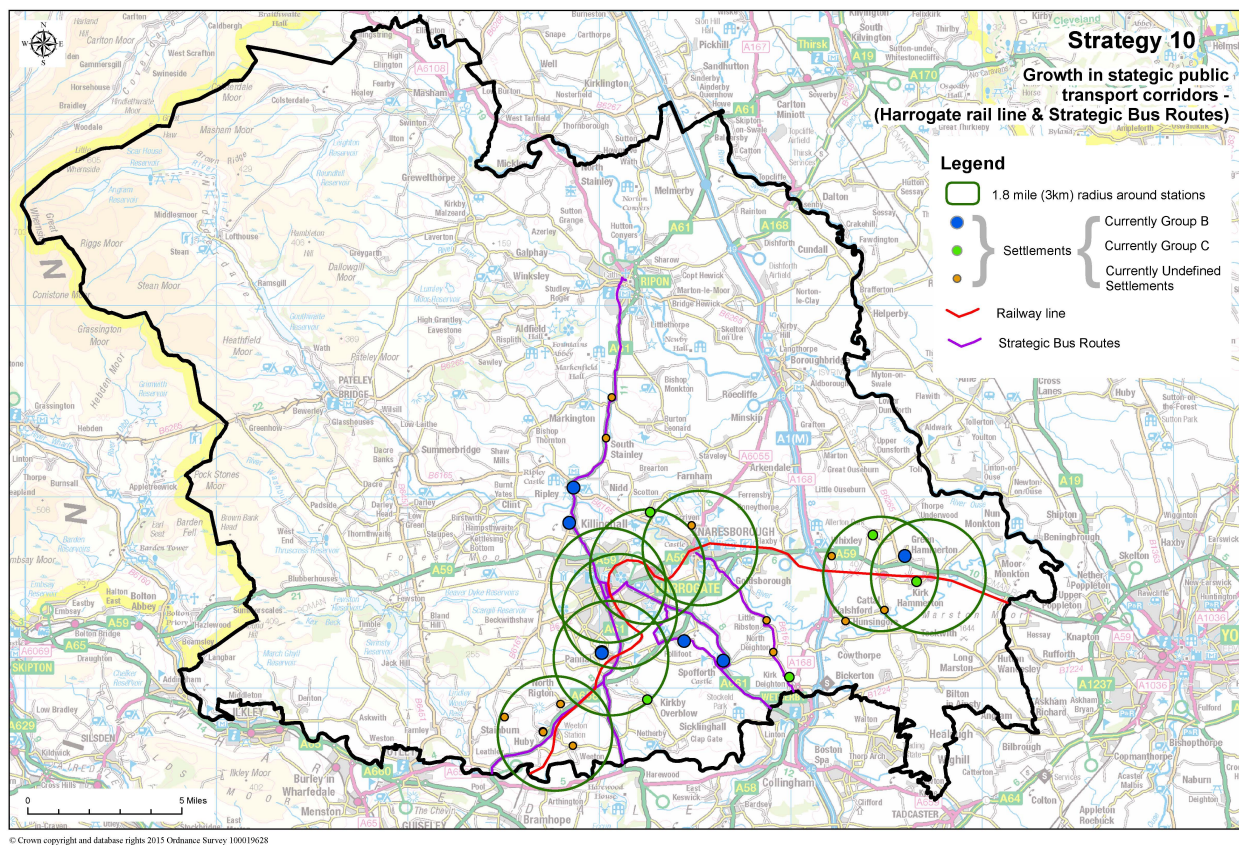
Table 6.21 Strategy 9: Conclusions

Strategy 9: Growth in selected villages with large areas of previously developed land (e.g. Airfields at Tockwith and Dishforth). 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	RED	RED	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	WHITE	RED	GREEN

Table 6.22 Strategy 9: Summary

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

Strategy 10: Concentrate Growth in Strategic Public Transport Corridors (Harrogate Rail Line and Strategic Bus Routes)



Map 6.10 Strategy 10: Concentrate growth in strategic public transport corridors (Harrogate rail line and strategic bus routes)

Under this strategy most growth would take place in strategic public transport corridors i.e. the Harrogate line rail corridor and bus corridors connecting key centres that provide a wider range of services and employment opportunities. Settlements on the bus routes and settlements within roughly 1.8 miles (3km) of a railway station have been identified. This includes Harrogate, Knaresborough and Ripon as well as the villages highlighted opposite.

Strategy 10: Assessment

1. Quality housing available to everyone	
Pros	Cons
<ul style="list-style-type: none"> • Potential to meet urban needs of the district's three largest settlements and rural needs in south-east and south of the district. • Large sites in urban areas have potential to provide for specialist housing needs. 	<ul style="list-style-type: none"> • Limited growth in more rural parts of the district away from the strategic public transport corridors. As a result, will deliver less affordable housing in these areas. • Possible uncertainties to delivery in Harrogate, Knaresborough and Ripon due to sufficient land (including Gypsum at Ripon) and infrastructure capacity.
2. Conditions to engender good health	
Pros	Cons
<ul style="list-style-type: none"> • Good access to a range of health facilities in main urban areas, support for existing facilities in selected villages. • Greater opportunity to encourage healthier travel options of walking and cycling, where safe routes exist. 	<ul style="list-style-type: none"> • Potential to reduce air quality , including in Air Quality Management Area at Bond End Knaresborough.
3. Safety and security for people and property	
Pros	Cons
<ul style="list-style-type: none"> • Likely to require some large sites that would need master planning, master planning would make it easier to incorporate designing out crime principles. 	<ul style="list-style-type: none"> • None identified.
4. Vibrant communities that participate in decision making (including reducing the potential for social isolation)	
Pros	Cons
<ul style="list-style-type: none"> • Will provide affordable housing in a range of settings. • The use of larger sites are more likely to deliver affordable housing and deliver a better mix of market housing. • Good access to a range of services and facilities. 	<ul style="list-style-type: none"> • Will deliver limited affordable housing in the rural parts of the district away from strategic public transport corridors.
5. Culture, leisure and recreation activities available to all	
Pros	Cons
<ul style="list-style-type: none"> • Urban areas and larger villages: local activities accessible by walking and cycling. • All settlements: easy access to nearby local activities by public transport. • Also good access to a wider range of cultural, leisure and recreational activities- including outside the district by public transport. • Potential to make additional investment in local culture, leisure and recreational businesses viable. 	<ul style="list-style-type: none"> • May require investment in community facilities such as village halls to cope with extra demand.
6. Local needs met locally	
Pros	Cons
<ul style="list-style-type: none"> • Potential for accessibility to day to day services by walking and cycling. • Good accessibility to a wide range of services in the district's largest settlements by public transport. 	<ul style="list-style-type: none"> • No support for existing services in areas away from strategic public transport corridors.

7. Education and training skills that build on the skills and capacity of the population	
Pros	Cons
<ul style="list-style-type: none"> Primary schools accessible by walking and cycling in many settlements. Impact on primary schools restricted to limited number so easier to quantify necessary investment. Greater access to secondary and further education by public transport. 	<ul style="list-style-type: none"> Some settlements identified may not have existing primary schools. Increased travelling to secondary schools from new homes outside main urban area- although less impact due to the availability of public transport. Limited support for schools in wider rural areas.
8. Biodiversity and attractiveness of the natural environment	
Pros	Cons
<ul style="list-style-type: none"> Directs development away from the Nidderdale AONB and North Pennine Moors SAC and SPA. 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. Opportunity to create new woodland planting to help assimilation of transport infrastructure into the landscape. 	<ul style="list-style-type: none"> Potential for the coalescence of Harrogate and Knaresborough unless current policy is maintained. Potential to direct some development to areas covered by the Special Landscape Area local designation. Will direct some development to settlements sensitive to change- requirement for careful management. Potential for ribbon development along strategic transport corridors unless strong countryside protection policies are used. Will direct some development towards Kirk Deighton and the Knaresborough/Wetherby Road (B6164) within close proximity to Kirk Deighton SAC.
9. Minimal pollution levels	
Pros	Cons
<ul style="list-style-type: none"> Accessibility of public transport has the potential to reduce additional car miles- air pollution, noise and vibration. Produce a better mix of homes, jobs and services - reducing the need to travel. Potential to facilitate greater modal shift to less polluting options if development enables greater investment in alternatives. 	<ul style="list-style-type: none"> Some potential to negatively affect AQMA at Bond End Knaresborough. Potential to increase traffic related air pollution, noise and vibration.
10. A transport system that maximises access whilst minimising detrimental impacts	
Pros	Cons
<ul style="list-style-type: none"> Supports bus viability and improvements along strategic routes and within Harrogate Knaresborough and Ripon. Potential to use development to contribute to creation of safe walking and cycling routes to railway stations and/or bus stops. Supports the business case for securing funding to improve rail services and infrastructure, including new stations and parking at stations. Potential to reduce car use. Potential to reduce congestion in Harrogate and Knaresborough. Potential to also bring about wider transport improvements as part of an integrated package of transport measures. 	<ul style="list-style-type: none"> Potential for increased rail congestion, at least in the short term. Will rely on investment to the rail corridor to improve services and infrastructure. Greater traffic flows on roads connecting affected settlements and the main urban areas, particularly if investment in public transport is not realised.

11. Minimise greenhouse gas emissions and a managed response to climate change	
Pros	Cons
<ul style="list-style-type: none"> Large urban edge sites have potential to be suitable for schemes involving combined heat and power. Availability of non-polluting and less polluting travel. 	<ul style="list-style-type: none"> Some increase in carbon emissions due to transport. Areas east of Harrogate have potential for surface water and river flooding.
12. Prudent and efficient use of energy and natural resources with minimal production of waste	
Pros	Cons
<ul style="list-style-type: none"> None identified. 	<ul style="list-style-type: none"> Most green field development would be on good to excellent agricultural land, especially towards the eastern part of the district.
13. Protect and enhance the historic environment	
Pros	Cons
<ul style="list-style-type: none"> Potential impact on Conservation Areas largely limited to those within the strategic transport corridors. 	<ul style="list-style-type: none"> Potential impact on setting of Spofforth Castle and World Heritage Site buffer zone (Ripon). Potential impact on Conservation Areas within strategic transport corridors. 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.
14. A quality built environment and efficient land use patterns that make good use of derelict sites, minimise travel and promote balanced development	
Pros	Cons
<ul style="list-style-type: none"> Potential to make use of previously developed land (PDL), particularly in the main urban areas. Greater ability to create balanced development with good access to jobs, shops and services. Good links to the national strategic highway network without substantially increasing traffic within the towns of Harrogate and Knaresborough. 	<ul style="list-style-type: none"> Potential that the necessary land will not be available without a review of Green Belt boundaries.
15. Good quality employment opportunities available to all	
Pros	Cons
<ul style="list-style-type: none"> Able to provide employment sites closely linked to residential areas. Potential for employment sites with good road links to strategic highway network, and public transport accessibility. Employment sites in areas likely to be attractive to the market. 	<ul style="list-style-type: none"> Provides limited support for employment opportunities away from strategic transport corridors.
16. Conditions for business success, economic growth and investment	
Pros	Cons

<ul style="list-style-type: none"> • Likely to support investment to improve rail services and infrastructure. Rail investment would support a range of businesses including tourism (business and leisure). • Potential to contribute to new highway infrastructure- increase business competitiveness and improve attractiveness of employment sites to the market. • Greater potential to support local business as larger numbers are located in main urban areas. • Improved connectivity to other business markets through proximity to rail network / other businesses. 	<ul style="list-style-type: none"> • Provides limited support for employment opportunities away from strategic transport corridors.
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Table 6.23 Strategy 10: Assessment

Strategy 10: Conclusions

<p>What are the benefits of this option?</p>
<p>Concentrating growth in strategic public transport corridors offers the opportunity to deliver a range of housing to meet local needs by extending established communities in Harrogate, Knaresborough and Ripon, together with groups of smaller settlements along the Leeds Harrogate York Rail Line and the strategic bus corridors which link Ripon, Harrogate, and Knaresborough with the Leeds City Region.</p> <p>These locations have the best access to public transport, and therefore also a wide range of jobs, services and facilities within the district but also further afield. They are away from the AONB, SPAs and SACs to the west of the district which are the most sensitive areas in terms of landscape and ecology. This option is likely to provide sites which are likely to be attractive to the employment market. It would also allow for the introduction of combined heat and power, provided that the density was at an appropriate level.</p> <p>Development in this corridor would provide investment to improve existing public transport services and also support business case development for major infrastructure projects for which funding is being sought. Better connectivity and improved services will support business development and tourism.</p>
<p>What are the uncertainties/risks to delivery?</p>
<p>Transport investment both in public transport services and on the strategic A59 route, as proposed by the North Yorkshire and York LEP, will be important factors in the delivery of this growth option. There are risks to the delivery of these infrastructure improvements which may not come forward until the medium/longer term and will need the buy in of other bodies and organisations such as Network Rail, bus and rail operators and the Highways Agency and local highway authority.</p> <p>It is currently unknown whether the scale and nature of improvements required to unlock sufficient land required for future growth can be achieved.</p>
<p>What are the disadvantages of the option?</p>
<p>The uncertainty and timescale associated with the delivery of this option suggests that there will continue to be pressure to develop in other areas in the short to medium term in order to deliver a 5 year supply of land. Growth in public transport corridors to the south of Pannal will be constrained by green belt. Impact on SSSIs may also be an issue in relation to the east of Knaresborough (Hay a Park) and south of Ripon (Quarry Moor) and at Ripley impact on the Park of Historic Interest will restrict development. There may also be impacts on conservation areas within the public transport corridors. To the east of Knaresborough flooding and loss of grade 2 agricultural land may be constraints to site delivery.</p> <p>In the short term, public transport infrastructure improvements may not be completed for the start of new development leading to increased use of existing services and therefore overcrowding. Increased use of public transport and improvement of the A59 corridor will impact on conservation areas especially in Harrogate and Knaresborough.</p>
<p>What mitigation measures would be required?</p>
<p>As part of detailed Master Planning for sites, included within this growth option, a comprehensive transport strategy would be required to address and coordinate infrastructure improvements with proposed development. This would need to integrate proposals for improvements to bus, rail, road, Park and ride, walking and cycling which would need to be based on robust evidence and business case development will be required.</p>

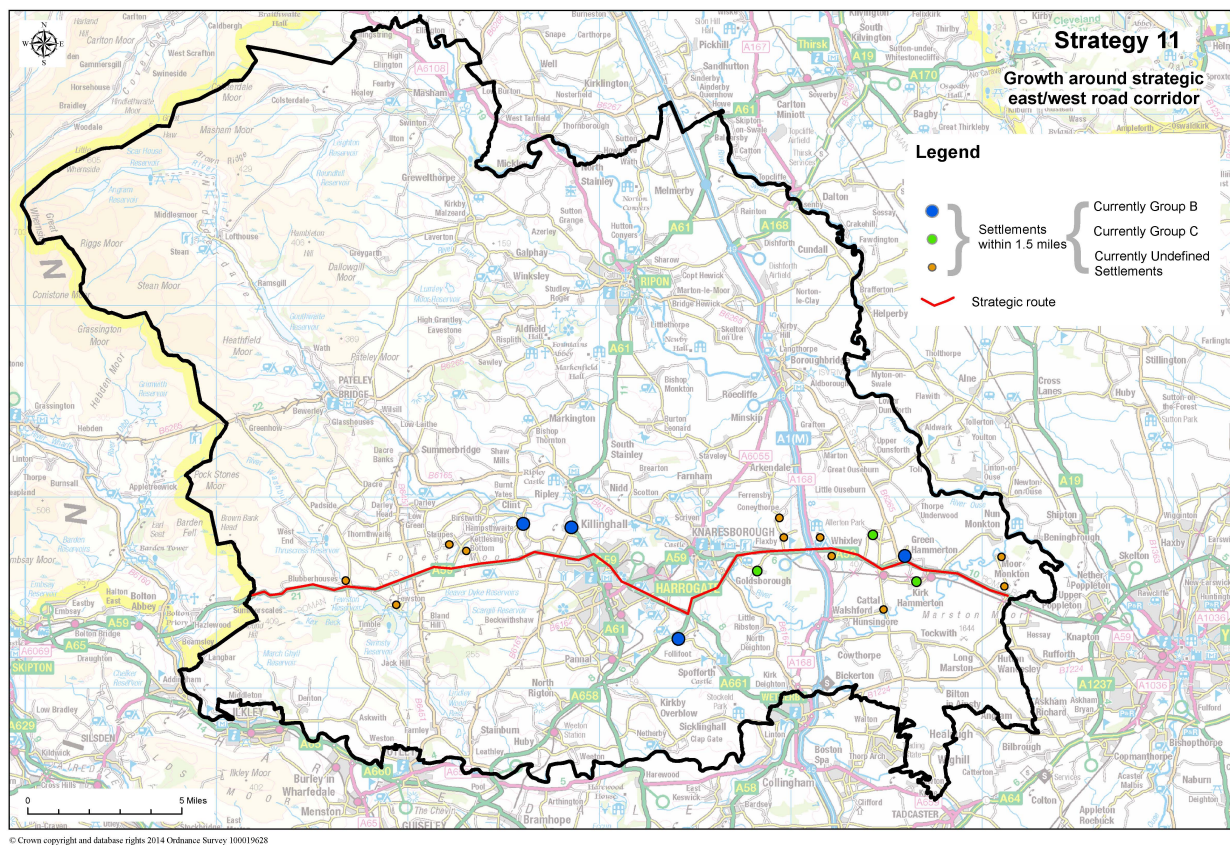
Table 6.24 Strategy 10: Conclusions

Strategy 10: Concentrate growth in strategic public transport corridors (Harrogate rail line and strategic bus routes). 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	GREEN	RED	GREEN	GREEN	GREEN	WHITE	GREEN	RED	GREEN	GREEN	GREEN

Table 6.25 Strategy 10: Summary

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

Strategy 11: Concentrate Growth Around the Strategic East West Road Corridor



Map 6.11 Strategy 11: Concentrate growth around the strategic east west road corridor

Under this strategy most growth would take place around the strategic east-west road corridor connecting York and the A1(M) with East Lancashire and beyond. In broad terms, this is the route of the A59. Settlements within 1½ miles of the route have been identified. This includes Harrogate and Knaresborough as well as the villages highlighted opposite. At this stage Harrogate is considered to include Pannal, and Knaresborough is considered to include Scriven.

Strategy 11: Assessment

1. Quality housing available to everyone	
Pros	Cons
<ul style="list-style-type: none"> • Potential to meet urban needs of district's two largest settlements and rural needs in south of the district. • Large sites in urban areas have potential to provide for specialist housing needs. 	<ul style="list-style-type: none"> • Limited scope to meet housing needs in Ripon, the market towns, and rural villages away from the road corridor. • Possible uncertainties to delivery in Harrogate and Knaresborough due to sufficient land and infrastructure capacity.
2. Conditions to engender good health	
Pros	Cons
<ul style="list-style-type: none"> • Good access to range of health facilities in main urban areas, support for existing facilities in selected villages. • Particularly in Harrogate and Knaresborough, opportunities to travel by healthy modes (walking and cycling), where safer routes exist. 	<ul style="list-style-type: none"> • Potential to reduce air quality , potentially including in the Air Quality Management Area at Bond End, Knaresborough. • Peripheral parts of the east west corridor have poor public transport links to healthcare.
3. Safety and security for people and property	
Pros	Cons
<ul style="list-style-type: none"> • Likely to require some large sites that would require master planning, master planning would make it easier to incorporate designing out crime principles. 	<ul style="list-style-type: none"> • None identified.
4. Vibrant communities that participate in decision making (including reducing the potential for social isolation)	
Pros	Cons
<ul style="list-style-type: none"> • Will provide affordable housing a range of settings. • The use of larger sites are more likely to deliver affordable housing and a better mix of market housing. 	<ul style="list-style-type: none"> • Limited scope to address affordable housing needs in Ripon, the market towns, and rural villages away from the road corridor.
5. Culture, leisure and recreation activities available to all	
Pros	Cons
<ul style="list-style-type: none"> • Urban areas and larger villages: access by walking and cycling to local activities. • Other settlements in east: access to local activities in nearby larger settlements. • Urban areas and settlements to east: good access by public transport to a wider range activities, including outside the district. 	<ul style="list-style-type: none"> • May require investment in community facilities such as village halls to cope with extra demand. • Smaller settlements in west are close to few activities. • Settlements in west reliant on use of the car to access most activities.
6. Local needs met locally	
Pros	Cons
<ul style="list-style-type: none"> • Urban areas and settlements to east: potential for accessibility to day to day services by walking and cycling. • Urban areas and settlements to east: good accessibility to a wider range of services in larger settlements by non-car means including public transport. 	<ul style="list-style-type: none"> • Few services provided in settlements to west. • Limited support for existing services in areas of the district away from the road corridor.

7. Education and training skills that build on the skills and capacity of the population	
Pros	Cons
<ul style="list-style-type: none"> Primary schools accessible by walking and cycling in many settlements (including Kettleing Bottom in the west). Urban areas and settlements to east: good access to secondary and further education by sustainable modes. 	<ul style="list-style-type: none"> Settlements to west: access to secondary and further education likely to be dependent on car travel. Limited support for existing schools in areas of the district away from the road corridor.
8. Biodiversity and attractiveness of the natural environment	
Pros	Cons
<ul style="list-style-type: none"> Development in urban areas and settlements to east are away from areas covered by the following national and international designations: AONB, SPA and SAC. Where large sites are possible, this 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. Opportunity to create new woodland planting to help assimilation of road infrastructure into the landscape. 	<ul style="list-style-type: none"> Potential for coalescence of Harrogate and Knaresborough unless current policy is maintained. Settlements to the west are in the AONB and close to SPA and SAC (all national and international designations). Potential to direct some development to areas covered by the Special Landscape Area local designation. May necessitate new road building that could have negative ecological and landscape affect. Potential for ribbon development along strategic road corridor unless strong countryside protection policies are used.
9. Minimal pollution levels	
Pros	Cons
<ul style="list-style-type: none"> Urban areas and settlements to east: accessibility of public transport has the potential to reduce additional car miles- air pollution, noise and vibration. Potential to facilitate greater modal shift to less polluting options if development enables greater investment in alternatives. New road proposal possibly has potential to improve air quality at AQMA and bring amenity benefits to a number of communities. 	<ul style="list-style-type: none"> Potential to negatively affect AQMAs. Potential to significantly increase traffic related air pollution, noise and vibration. Potential to increase light pollution in settlements to west (AONB). Settlements to west: likely to be largely car dependant.
10. A transport system that maximises access whilst minimising detrimental impacts	
Pros	Cons
<ul style="list-style-type: none"> Potential to contribute to the provision of new highway infrastructure. Partially supports bus viability along strategic routes. Partially supports any future business case for securing funding to improve rail services and infrastructure. Potential to use development to contribute to improved walking and cycling routes to railway stations / bus stops. 	<ul style="list-style-type: none"> Likely to increase traffic and congestion on strategic east west route but also other routes around urban area. The impact of this is could be significant if new highway infrastructure is not realised. Potential for increased rail congestion, at least in the short term. Concentrates the impacts of new vehicle movements onto one corridor. Impact on A1(M) junction 47.
11. Minimise greenhouse gas emissions and a managed response to climate change	
Pros	Cons

<ul style="list-style-type: none"> Large urban edge sites where development can be concentrated could be suitable for capturing the benefits of combined heat and power. Urban areas and settlements to east: potential for greater use of walking, cycling and public transport as opposed to car travel. 	<ul style="list-style-type: none"> Some increase in carbon emissions due to transport. Areas east of Harrogate have potential for surface water and river flooding. Settlements to west: heavily car dependant for most day-to-day needs.
12. Prudent and efficient use of energy and natural resources with minimal production of waste	
Pros	Cons
<ul style="list-style-type: none"> Settlements to west: green field development likely to be on poor quality agricultural land. 	<ul style="list-style-type: none"> Urban edge: green field development likely to be on good quality agricultural land. Settlements to east: green field development would likely be on the best quality agricultural land (although 'poor' is also present in patches).
13. Protect and enhance the historic environment	
Pros	Cons
<ul style="list-style-type: none"> Potential impacts on Conservation Areas largely limited to those within the road corridor. May offer encouragement/support for the re-use of vacant heritage buildings. 	<ul style="list-style-type: none"> Potential for impacts on Conservation Areas within the road corridor. 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.
14. A quality built environment and efficient land use patterns that make good use of derelict sites, minimise travel and promote balanced development	
Pros	Cons
<ul style="list-style-type: none"> Minimal impact on Green Belt (Follifoot is in the Green Belt). Potential to make use of previously developed land (PDL), particularly in Harrogate and Knaresborough. Urban area and settlements to east: Greater ability to create balanced development with good access to jobs, shops and services. 	<ul style="list-style-type: none"> Development in the road corridor settlements to the west is likely to increase the need to travel.
15. Good quality employment opportunities available to all	
Pros	Cons
<ul style="list-style-type: none"> Able to provide employment sites closely linked to residential areas. Potential for employment sites with good road links to strategic highway network, and public transport accessibility (not in west). Employment sites in areas likely to be attractive to the market. 	<ul style="list-style-type: none"> Limited provision of employment opportunities in areas of the district away from the road corridor. Settlements in west: not attractive to market for employment.
16. Conditions for business success, economic growth and investment	
Pros	Cons

<ul style="list-style-type: none"> • Potential to contribute to new highway infrastructure - increase business competitiveness and improve attractiveness of employment sites to the market. • May support investment to improve rail services and infrastructure. Rail investment would support a range of businesses including tourism (business and leisure). • Greater potential to support local business as larger numbers are located in Harrogate and Knaresborough. • Some Improved connectivity to other business markets through proximity to rail network / other businesses. 	<ul style="list-style-type: none"> • Provides limited support for new economic growth in the parts of the district not in the east-west road corridor.
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Table 6.26 Strategy 11: Assessment

Strategy 11: Conclusions

<p>What are the benefits of this option?</p>
<p>Growth around the strategic east west road corridor would provide new housing growth in proximity to those areas where there is likely to be greatest demand and need, i.e. the district's two largest settlements and the rural areas in the south of the district. It provides for good access to a range of services, jobs and facilities in the main urban areas and provides support for existing facilities in certain villages. Whilst development is focussed around the east west road corridor this area also has good strategic bus and rail network in a substantial part and therefore offers opportunities to facilitate a greater modal shift. Development in this location also offers the potential to deliver a northern relief road and or western bypass for Harrogate. Development in the main urban settlements and in settlements to the east reduces the impact on the AONB/SPA/SAC.</p>
<p>What are the uncertainties/risks to delivery?</p>
<p>The key risk is whether the funding can be made available to deliver the necessary road infrastructure, without which the proposed level of growth could not be accommodated in this location. Generally, however development in this location is likely to be attractive to the market.</p>
<p>What are the disadvantages of the option?</p>
<p>It provides for only limited growth in Ripon, market towns and the wider rural areas in the north with a knock on effect to more limited affordable housing in these areas. It will result in an increase in traffic and congestion on strategic east west route but also other routes around urban area. The impact of this is likely to be significant if a northern relief road/bypass is not realised. Whilst developing in settlements to the east offers the potential to use non car modes of transport, settlements to the west are reliant on the use of the car to access most services and facilities. It will result in development within the AONB and close to SPA and SAC.</p>
<p>What mitigation measures would be required?</p>
<p>As part of detailed Master Planning, for sites included within this growth option, a comprehensive transport strategy would be required to address and coordinate infrastructure improvements with proposed development. A key mitigation measure will be the provision of a northern relief road/western bypass for Harrogate, together with the need to integrate proposals for improvements to bus, rail, road, park and ride, walking and cycling.</p>

Table 6.27 Strategy 11: Conclusions

Strategy 11: Concentrate growth around the strategic east west road corridor. 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	GREEN	RED	GREEN	GREEN	GREEN	WHITE	GREEN	RED	GREEN	GREEN	GREEN

Table 6.28 Strategy 11: Summary

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

Comparison of results

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

Table 6.29 Comparison of Strategy Assessments

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

Footnotes

1. The Local Plan aims to meet housing need arising in both urban and rural areas within the district in order to address housing needs for all.
2. The need for new schools and major transport infrastructure is being considered. Where a strategy requires both elements, it is assessed that the strategy cannot be delivered without the need for major new infrastructure. The need for other physical infrastructure arising from each option will be identified as growth options are investigated in more detail.
3. Investment in major transport infrastructure will deliver benefits to existing businesses and residents as well as those occupying new developments. Development that improves the business case for such investment will increase the possibility of securing external funding to deliver the infrastructure.
4. The Local Plan is required to allocate appropriate land for business uses in addition to land for housing development.
5. Special Protection Areas (SPAs), Special Areas of Conservation (SACs), and Sites of Special Scientific Interest (SSSIs) are protected by European directives and national legislation. Areas of Outstanding Natural Beauty (AONBs), such as Nidderdale AONB, are protected by national legislation.
6. Paragraph 112 of the NPPF states that where significant development of agricultural land is necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality.
7. Conservation Areas are designated where there is special architectural or historic interest. There are 53 Conservation Areas in Harrogate district.
8. The NPPF (section 9) states that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open. Paragraph 83 states that once established Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan.
9. Paragraph 30 of the NPPF requires that, when preparing Local Plans, local planning authorities should support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.
10. Where development sites are a suitable scale, innovative approaches to waste, water, materials, renewable energy etc. that can deliver significant reductions in the use of natural resources become more cost effective.