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Harrogate District Local Plan

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# Appendix 6: Assessment of Growth Strategies

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Planning and Development: Planning Policy (January 2015)

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# Appendix 6: Assessment of Growth Strategies

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# Introduction

## Identification of strategies

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.

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>	✓ x		
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	✓ x		✓
	Growth in Knaresborough <i>For example: include Manse Farm</i>	✓ x	✓	✓
	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			✓
<b>4</b>	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>	✓x	✓	x
<b>4a</b>	A dispersed approach across all appropriate defined settlements (including some growth in those currently Group C)	✓x	✓	x
<b>4b</b>	A dispersed approach across all appropriate settlements (including some growth in those currently Group C and undefined)	✓x	✓	x
<b>5</b>	A new settlement <i>Accommodating a significant proportion of new development</i>	✓x	✓	✓
	A new settlement close to the A1(M) on its eastern side	✓x	✓	
	A new settlement close to the A1(M) on its western side	✓x	✓	
<b>6</b>	Growth in sustainable village clusters <i>Groups of closely related villages that together provide access to jobs, shops, services</i>	✓	✓	✓
<b>7</b>	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>	✓x		✓
<b>8</b>	Growth in villages close to Market Towns <i>Potential to be supported by better transport links, increasing access to jobs, shops and services</i>	✓x	✓	
<b>8a</b>	Growth in villages close to Market Towns in Harrogate district (Boroughbridge, Masham, Pateley Bridge)	✓	✓	
<b>8b</b>	Growth in villages close to Market Towns in neighbouring districts <i>Requires DtC (Duty-to-Co-operate).</i>	x	✓	
	Growth in villages close to Wetherby (Market Town in Leeds District) <i>Requires DtC</i>	x	✓	
	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>			
<b>9</b>	Growth in selected villages with large areas of previously developed land <i>For example: Airfields- Tockwith, Dishforth</i>	✓	✓	
<b>10</b>	Concentrate future growth around key public transport corridors	✓x	✓	✓
<b>10a</b>	Concentrate future growth around key public transport corridors- Harrogate rail line	✓x	✓	✓
	Concentrate future growth around key public transport corridors- Harrogate rail line <i>Harrogate to York</i>	✓x	✓	✓
	Concentrate future growth around key public transport corridors- Harrogate rail line <i>Harrogate to Leeds (Green Belt)</i>		✓	✓
<b>10b</b>	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>	✓		✓
<b>11</b>	Concentrate future growth around strategic East/West road corridor <i>A59 Harrogate to York. Potential to support introduction of viable bus service</i>	✓x	✓	✓

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.

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

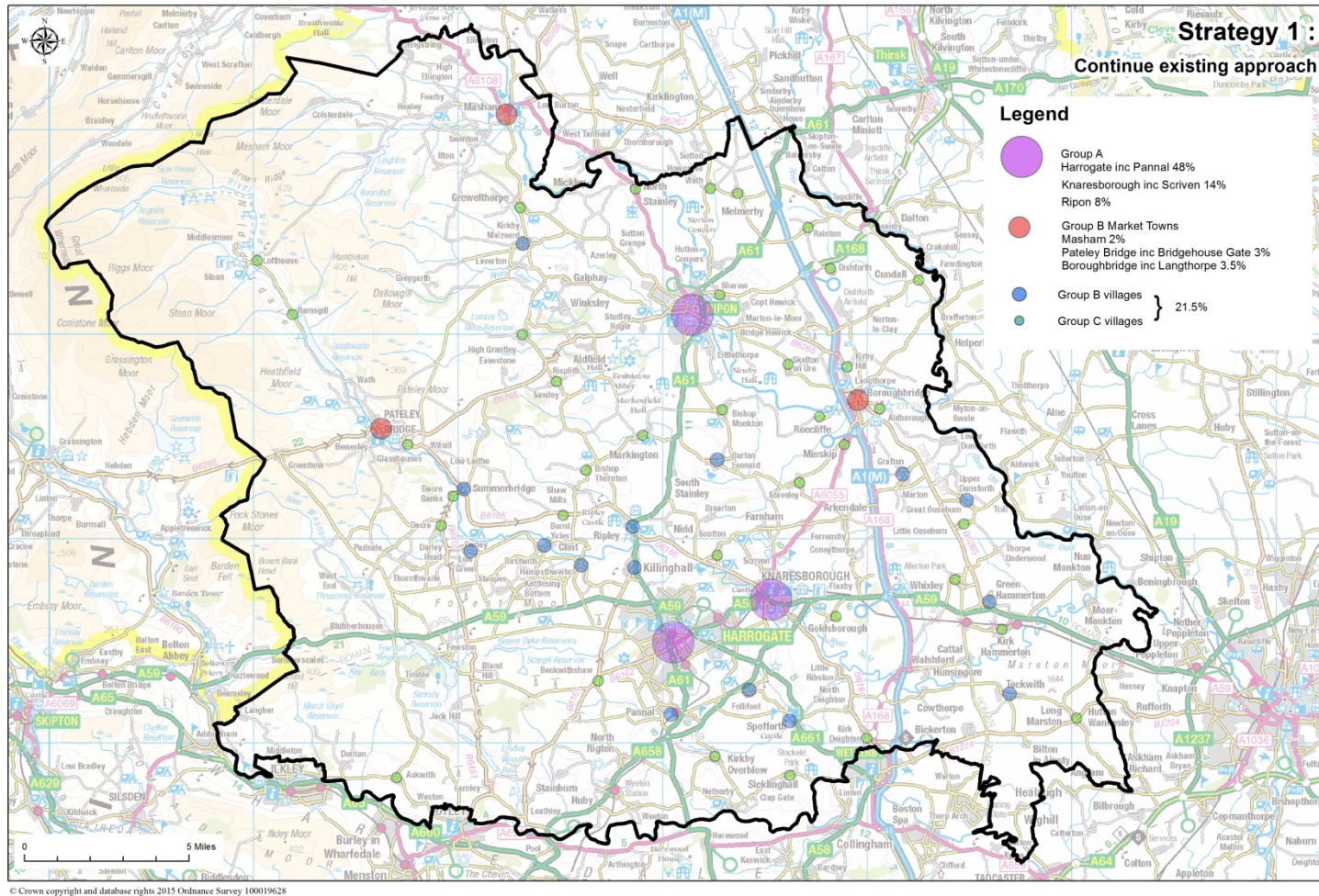
5. A new settlement (close to the A1(M))
6. Growth in sustainable village clusters
7. Growth in villages close to Harrogate, Knaresborough and Ripon
8. Growth in villages close to market towns
9. Growth in selected villages with large areas of previously developed land
10. Concentrate growth in strategic public transport corridors
11. Concentrate growth in the strategic east west road corridor

### **Assessment of strategies**

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.

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.

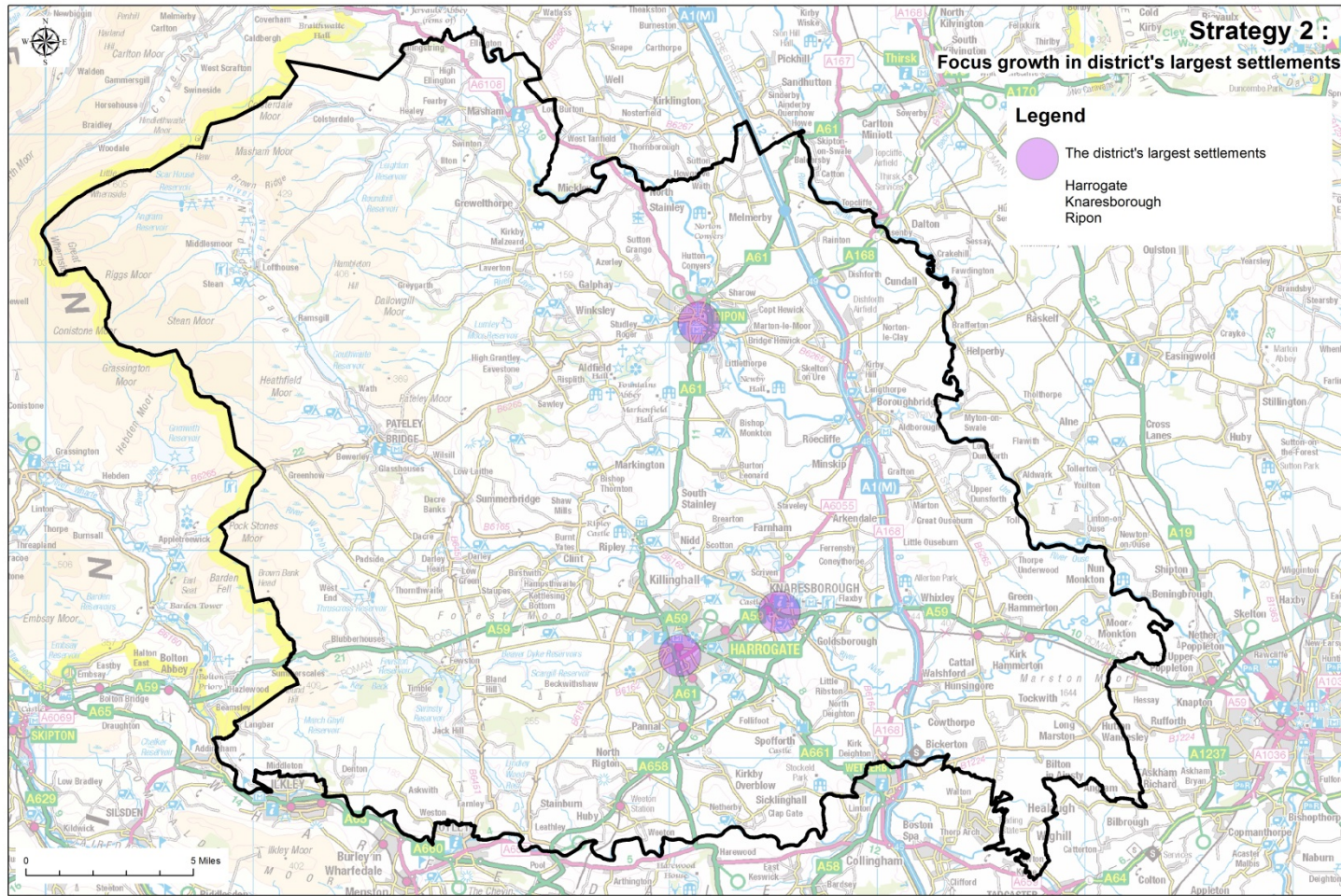
# Strategy 1: The existing approach



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)



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.

## 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 and services 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 which 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, 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 which 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 which 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</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>

## Conclusions

<b>What are the benefits of this option?</b>
<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</p>

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.

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

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 5 year housing supply.

There may not be sufficient sites available to accommodate all growth in the 3 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.

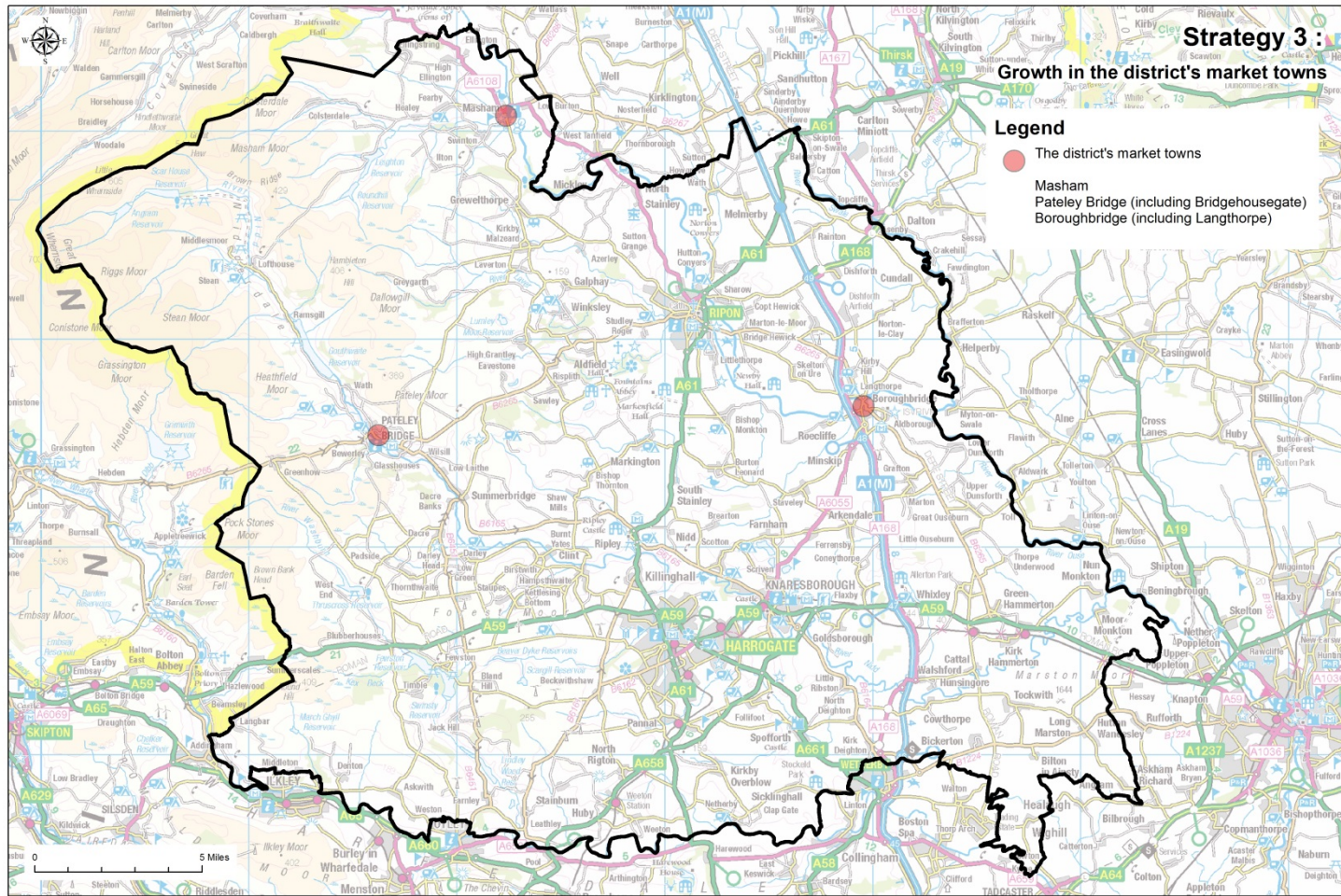
**Strategy 2: Focus growth in the largest settlements (Harrogate, Knaresborough, Ripon)**

**Summary**

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

 Generally positive       Uncertain       Generally negative

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



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.

## 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 and services 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 which 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 3 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 which 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 which 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 3 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> </ul>	<ul style="list-style-type: none"> <li>• Potential to unintentionally direct development to former battlefield sites</li> </ul>

<ul style="list-style-type: none"> <li>• Potential impact on Conservation Areas largely limited to those within the market towns</li> </ul>	<ul style="list-style-type: none"> <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>

## Conclusions

<b><i>What are the benefits of this option?</i></b>
<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>



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.

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.

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

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.

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

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.

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.

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.












#### ***What mitigation measures would be required?***

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.

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

**Summary**

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



Generally positive

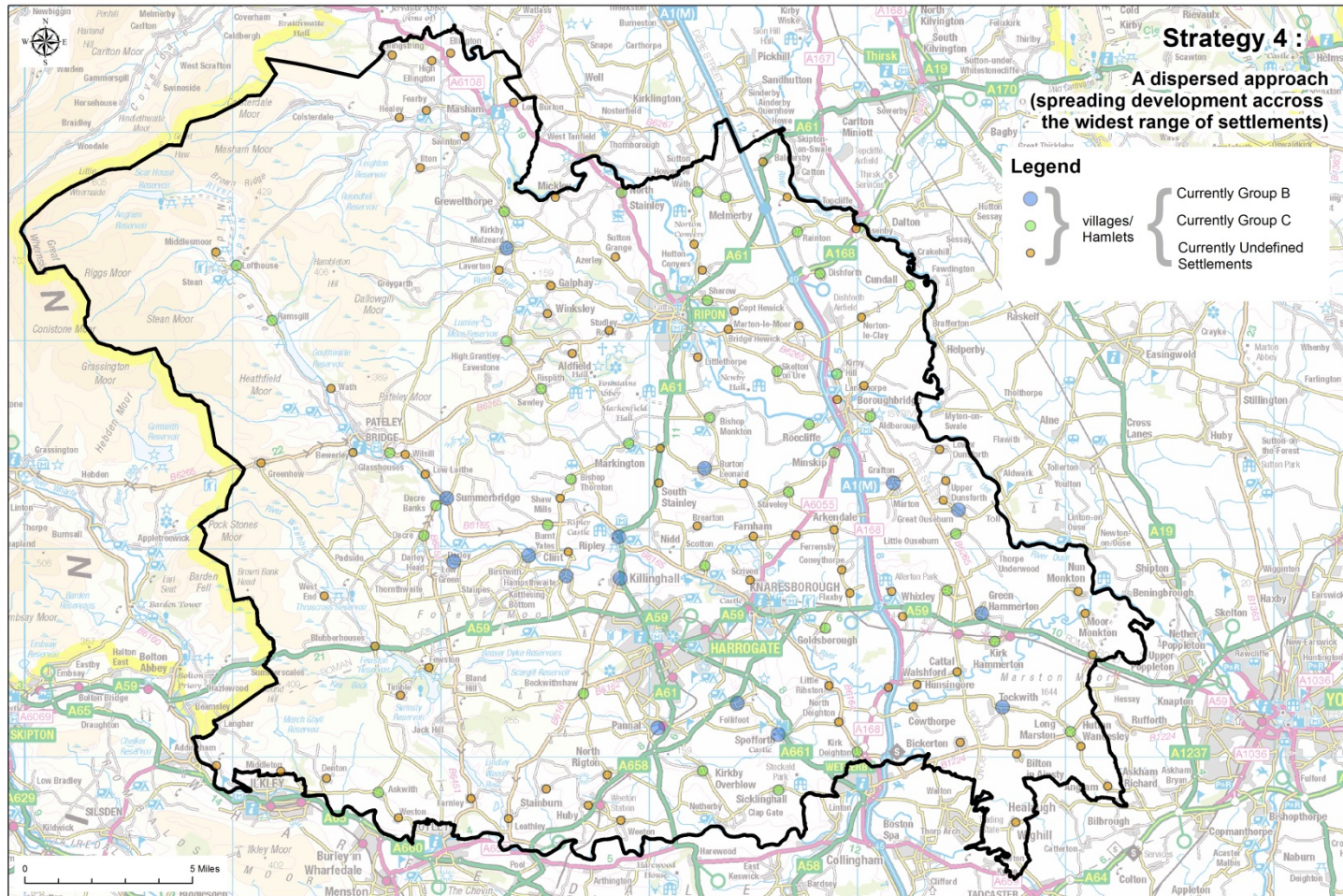


Uncertain



Generally negative

## 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.

## Assessment

<b>1. Quality housing available to everyone</b>	
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>• Doesn't meet urban needs, particular impact on disadvantaged groups, BME groups, those in affordable housing need</li> </ul>
<b>2. Conditions and services to engender good health</b>	
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>
<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 which participate in decision making (including reducing the potential for social isolation)</b>	
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</li> </ul>

	<p>housing types and sizes</p> <ul style="list-style-type: none"> <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>
<b>5. Culture, leisure and recreation activities available to all</b>	
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 which 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, SINCs 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 which 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>• Non identified</li> </ul>	<ul style="list-style-type: none"> <li>• Dispersed pattern will not provide enough development for CHP</li> </ul>

	<ul style="list-style-type: none"> <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>Non 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>Non 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>

## Conclusions

### ***What are the benefits of this option?***

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.

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

Providing new housing in areas with existing strong communities may help to encourage greater participation from new residents.

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

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.

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

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.

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.

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.















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.

***What mitigation measures would be required?***

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.

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

**Summary**

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



Generally positive

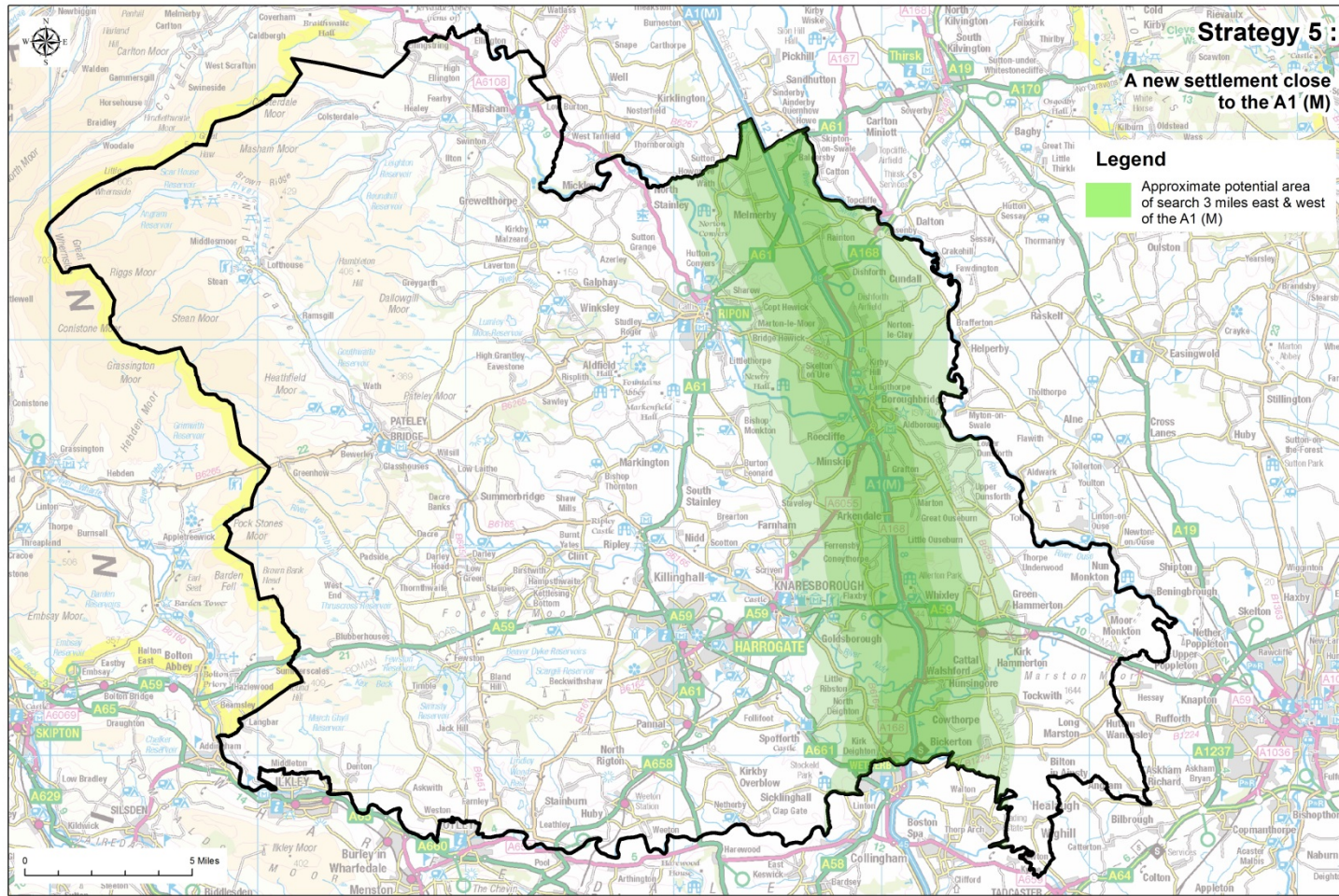


Uncertain



Generally negative

## 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).

## 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> <li>• Risk to delivery if not supported by local community</li> </ul>
<b>2. Conditions and services 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 which participate in decision making (inc. 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> </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</li> </ul>

<ul style="list-style-type: none"> <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>• 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 traveling 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 which 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</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> </ul>

<p>local designation</p> <ul style="list-style-type: none"> <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>• 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 which 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</li> </ul>	<ul style="list-style-type: none"> <li>• The A1(M) corridor contains the best agricultural land in the district</li> </ul>



energy use but would sit less comfortably in an existing settlement	
<b>13. Protect and enhance the historic environment</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>Minimal impact on Conservation Areas</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>Mater 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>Non identified</li> </ul>

## Conclusions

<b><i>What are the benefits of this option?</i></b>
<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</p>

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.

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

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.

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

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 5 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).

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.

***What mitigation measures would be required?***




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.



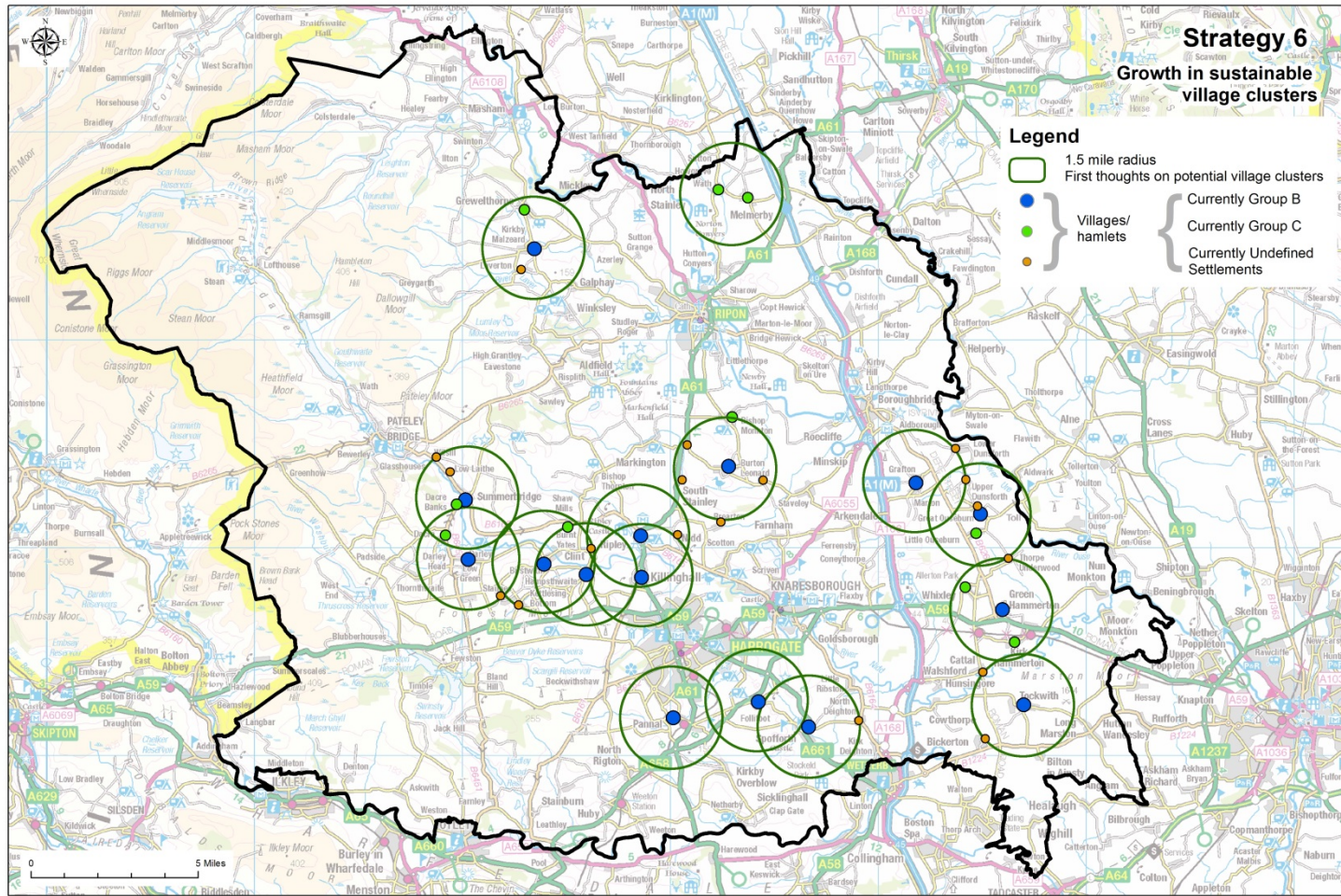
**Strategy 5: A new settlement (close to the A1(M))**

**Summary**

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

 Generally positive   
  Uncertain   
  Generally negative

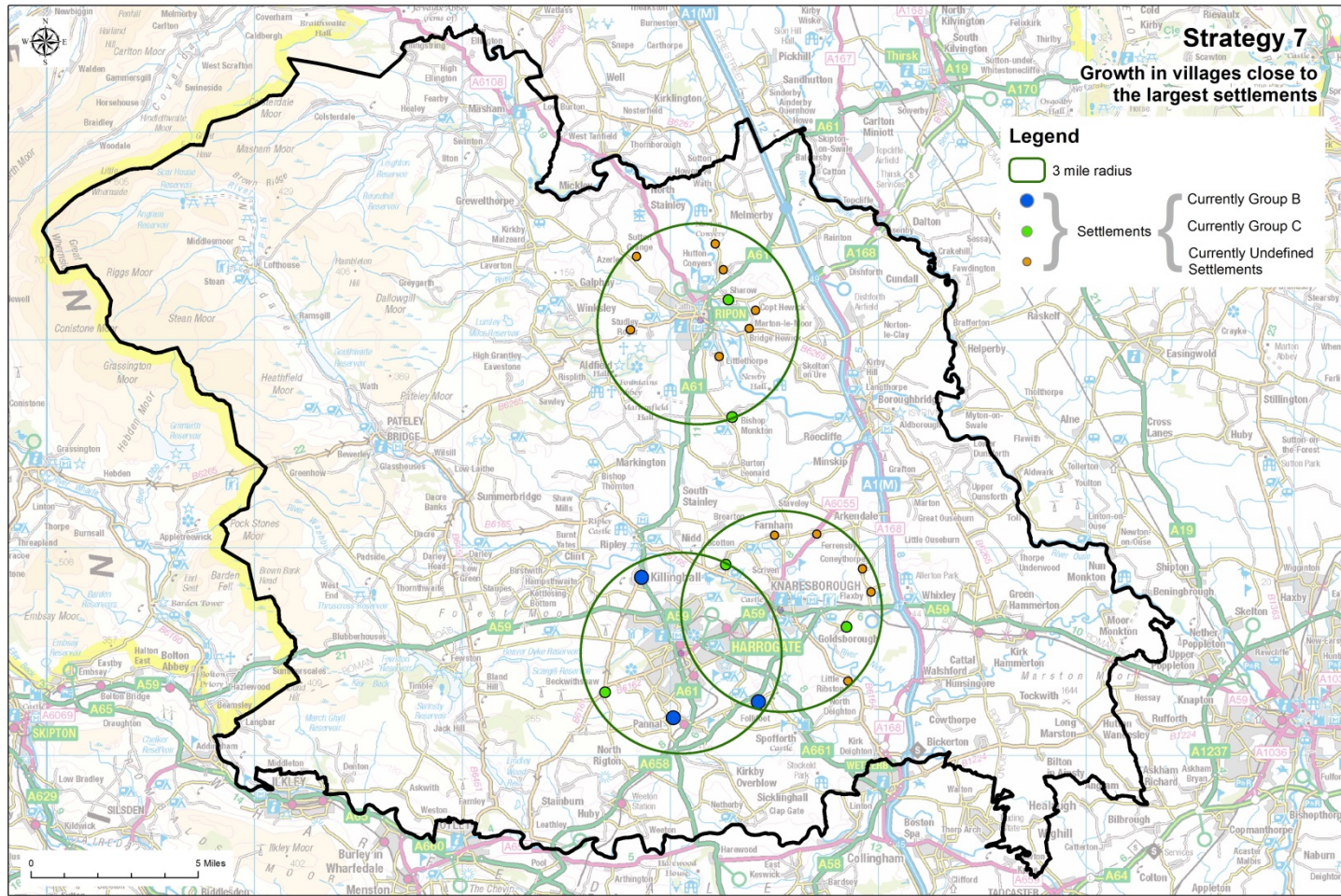
## Strategy 6: Growth in sustainable village clusters



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



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.

## 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 and services 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 which 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 which 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 1 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- 1 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 which 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 3 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>• Non 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</li> </ul>	<ul style="list-style-type: none"> <li>• Limited opportunities for re-using previously developed land (PDL), green field</li> </ul>

areas with most jobs, shops and services	development would likely be necessary • Sufficient sites may not be available without a review of Green Belt boundaries
<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>

## 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.

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

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.

***What mitigation measures would be required?***

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.

**Strategy7: Growth in villages close to Harrogate, Knaresborough and Ripon**

**Summary**

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



Generally positive

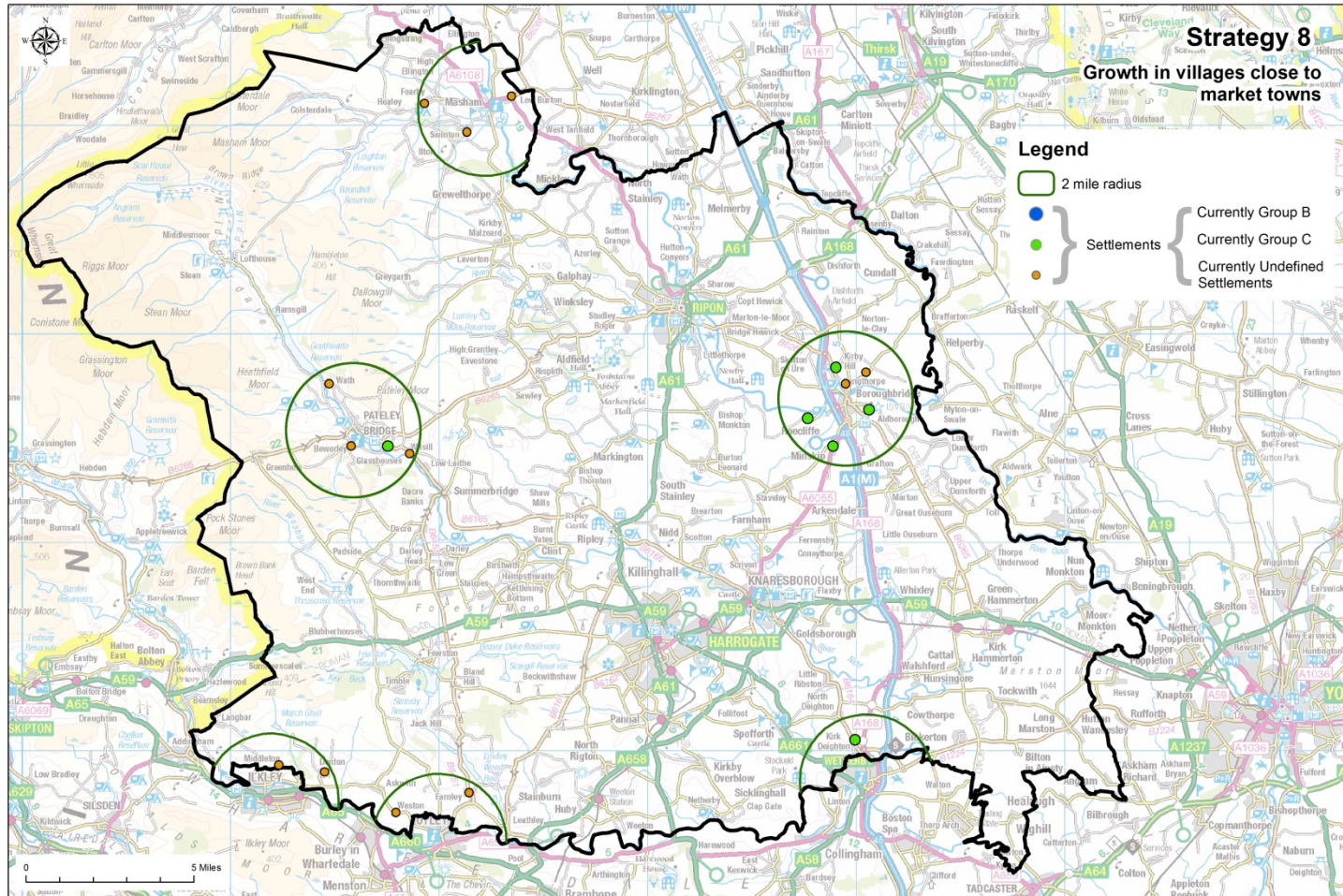


Uncertain



Generally negative

## 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.

## Assessment

<b>1. Quality housing available to everyone</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>Allows rural housing needs (including affordable housing needs) to be accommodated close to settlements that are more sustainable</li> </ul>	<ul style="list-style-type: none"> <li>Does not provide for needs in main urban areas or parts of the district remote from a market town</li> <li>Development in settlements close to market towns in neighbouring districts will require close working with adjacent authorities that may risk delaying the plan</li> <li>Potential lack of sufficient developer interest</li> </ul>
<b>2. Conditions and services to engender good health</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>Near-by market towns can provide for day to day health needs</li> <li>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</li> <li>Some ability to access jobs and services by healthy means (predominantly cycling)</li> <li>Potential to encourage healthy lifestyles through easier access to the countryside</li> </ul>	<ul style="list-style-type: none"> <li>The villages identified have none or severely limited health services</li> <li>Poor public transport access to health provision in market towns and more specialist provision in larger urban areas</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>None identified</li> </ul>	<ul style="list-style-type: none"> <li>None identified</li> </ul>
<b>4. Vibrant communities which participate in decision making (including reducing the potential for social isolation)</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>Although small in size the villages do provide a local community</li> <li>Facilities and services to reduce social isolation exist in nearby market towns</li> </ul>	<ul style="list-style-type: none"> <li>Generally none or very few services to reduce the potential for social isolation</li> <li>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)</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>• Most villages around Boroughbridge have some activities</li> <li>• Access to local activities in nearby market towns</li> </ul>	<ul style="list-style-type: none"> <li>• Villages around Masham, Pateley Bridge, Ilkley and Otley offer very few activities</li> <li>• Limited access by non-car means to settlements with a wider range of facilities (than market towns) both within and beyond the district</li> </ul>
<b>6. Local needs met locally</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>• Nearby market towns provide a good range of facilities within 2 miles</li> </ul>	<ul style="list-style-type: none"> <li>• Most villages offer few services</li> <li>• Limited access by non-car means to settlements with a wider range of facilities (than market towns) both within and beyond the district</li> </ul>
<b>7. Education and training skills which build on the skills and capacity of the population</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>• Potential to support primary schools in Glasshouses, Roecliffe, Kirby Hill and Farnley- accessible by walking and cycling</li> <li>• Primary schools in nearby market towns (within 2 miles)</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> <li>• Potential to support secondary schools in Pateley Bridge and Boroughbridge</li> </ul>	<ul style="list-style-type: none"> <li>• Most of the identified settlements do not have primary schools</li> <li>• Accessing education (primary, secondary, further) is likely to increase travel using private cars</li> <li>• Limited support for primary schools in other rural villages or main urban areas</li> </ul>
<b>8. Biodiversity and attractiveness of the natural environment</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>• 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</li> <li>• Provides an opportunity to redefine the edges of settlements with new woodland to improve integration with the countryside</li> <li>• Directs development away from areas covered by the Special landscape Area local designation</li> </ul>	<ul style="list-style-type: none"> <li>• Settlements around Pateley Bridge- potential impact on AONB, SPA/SAC, SSSIs</li> <li>• Settlements west of Masham- potential impact on AONB, SSSI</li> <li>• Kirk Deighton- potential impact on SSSI</li> <li>• Settlements near Ilkley- potential impact on SPA/SAC</li> <li>• Settlements near Ilkley, Otley: Sites may not exist without a review of Green Belt boundaries</li> <li>• Potential for local highway capacity improvements to have negative landscape</li> </ul>

	impacts
<b>9. Minimal pollution levels</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>Some potential to lead to lower increases in car travel than would otherwise be the case due to close proximity to market towns</li> </ul>	<ul style="list-style-type: none"> <li>Potential to increase traffic related air pollution, noise and vibration within the nearby 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> </ul>
<b>10. A transport system which maximises access whilst minimising detrimental impacts</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>Most villages are close enough to market towns to enable access to some jobs, shops and services by walking and/or cycling</li> <li>In some villages, potential to support existing bus services and/or extension of routes/increased frequency</li> <li>Potential to use development to contribute to creation of safe walking and/or cycling routes to the market towns</li> </ul>	<ul style="list-style-type: none"> <li>Limited accessibility and very limited public transport will increase traffic and congestion in the market towns and the 3 larger settlements as people use cars to access jobs, shops and services</li> <li>Will increase traffic flows in all affected villages</li> <li>Development close to Boroughbridge and Wetherby will increase traffic on the A1(M) and A19</li> <li>Does not contribute to maximising potential infrastructure improvements along the Harrogate rail line</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>For most villages, opportunities to access some employment, day to day shopping and facilities/services within the nearby market towns by healthy means</li> <li>Some potential for less polluting travel to access the district's 3 largest settlements and beyond</li> </ul>	<ul style="list-style-type: none"> <li>Less ability to adopt new less polluting construction materials and techniques</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>Settlements near Pateley Bridge- poor/very poor agricultural land</li> </ul>	<ul style="list-style-type: none"> <li>Less ability to adopt new less polluting construction materials and techniques</li> <li>Settlements near Boroughbridge and Wetherby: likely that development will be required on the best agricultural land</li> </ul>



	<ul style="list-style-type: none"> <li>• Settlements near Ilkley, Otley and settlements to East of Masham: likely that development may be required on good agricultural land</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>• The change in the villages will be the most significant for decades and the scale required may be completely inappropriate for many rural settlements</li> <li>• Potential to unintentionally direct development to former battlefield sites</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>• Settlements near Ilkley, Otley: Sites may not exist without a review of Green Belt boundaries</li> <li>• Increased traffic on the narrow High Street in Pateley Bridge may have negative impacts on the shopping environment</li> <li>• Little potential to re-use previously developed land (PDL)</li> </ul>
<b>15. Good quality employment opportunities available to all</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>• Provides reasonable access to some local jobs in the nearby market towns</li> <li>• Potential to deliver live/work units in desirable locations</li> </ul>	<ul style="list-style-type: none"> <li>• Potentially limited ability to attract interest in large scale employment allocations in or around Masham or Pateley Bridge</li> <li>• Most 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 the service centre role of market towns</li> <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>• Potential to undermine tourism related businesses, particularly in Pateley Bridge</li> </ul>



## Conclusions

### ***What are the benefits of this option?***

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.

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

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.

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

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.




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 overcrowding in others in a situation where the level of growth proposed is not enough to lead to investment in services.




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.

**What mitigation measures would be required?**

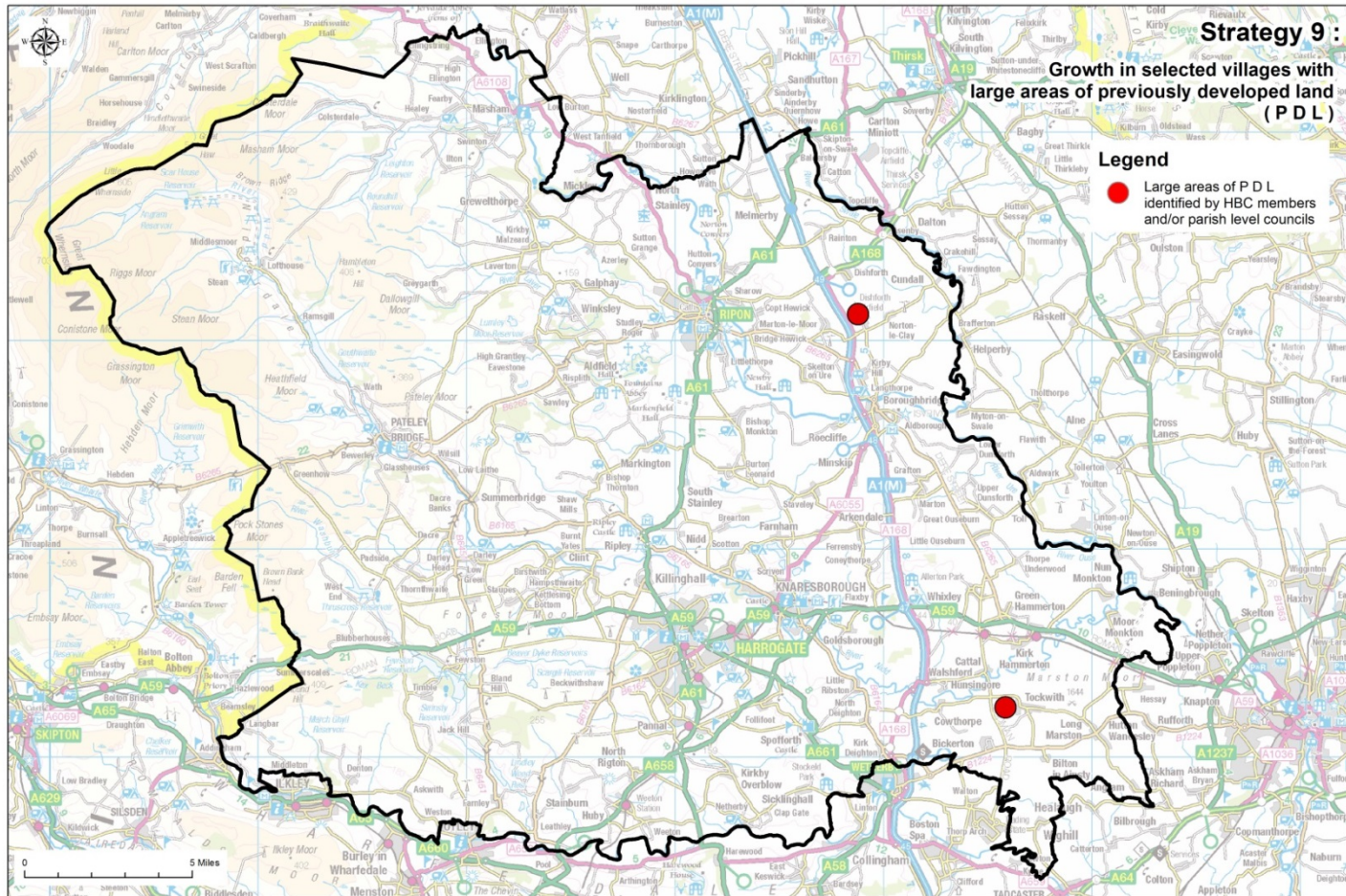
Implementation of a robust design and landscape policy will be required in order to reduce environmental impact on the established character of the settlements.  
 A strategy for improving accessibility between villages and the market town would be required to improve bus services, and provision for walking and cycling.

**Summary**

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

 Generally positive     Uncertain     Generally negative

## 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.

## Assessment

<b>1. Quality housing available to everyone</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>• Dishforth: provides housing close to A1(M) potentially attractive to the market</li> <li>• Tockwith: provides housing in south-east of the district, potentially attractive to the market</li> <li>• Large strategic sites provide greater opportunities to provide for specific specialist housing needs e.g. extra care housing</li> </ul>	<ul style="list-style-type: none"> <li>• Potential that the identified sites may not be available for re-development</li> <li>• Unlikely that the sites identified will provide enough land to meet the housing needs over the plan period</li> <li>• Limited scope to address housing needs in other parts of the district</li> </ul>
<b>2. Conditions and services to engender good health</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>• Tockwith: Nearby health facilities in Tockwith village</li> <li>• Concentrating development is more likely to increase population sufficiently to make investment in increasing health provision more viable</li> <li>• Potential to encourage healthy lifestyles through easier access to the countryside</li> </ul>	<ul style="list-style-type: none"> <li>• Dishforth: Isolated from local health services</li> <li>• Poor public transport access to hospitals in Harrogate and Ripon etc.</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>• 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>• 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</li> </ul>
<b>4. Vibrant communities which participate in decision making (including reducing the potential for social isolation)</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>• The use of larger sites are more likely to deliver affordable housing and a better mix of market housing</li> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>• Limits the ability to address affordable housing needs in other parts of the district</li> <li>• Potential for high levels of newcomers to the affected 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>• Tockwith Airfield: Tockwith provides a limited range of day-to-day activities</li> <li>• Overall: Potential to provide activities for local needs as part of the developments</li> </ul>	<ul style="list-style-type: none"> <li>• Dishforth Airfield: Norton-le-clay has severely limited activities</li> <li>• Overall: Limited activities unless provided as part of the developments</li> </ul>

	<ul style="list-style-type: none"> <li>• Access to facilities is likely to be dependent on the use of private cars</li> </ul>
<b>6. Local needs met locally</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>• Potential for mixed use allocation to provide some employment</li> <li>• Tockwith: Tockwith village has a range of day to day facilities</li> </ul>	<ul style="list-style-type: none"> <li>• Dishforth: Remote from Dishforth village, closer to Norton-le-Clay (only facility is a school between the airfield and Norton-le-Clay)</li> <li>• 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</li> </ul>
<b>7. Education and training skills which build on the skills and capacity of the population</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>• Potential to support existing primary schools in Tockwith and near Norton-le-Clay (Dishforth Airfield)</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>• Increased travelling to secondary school and further education</li> <li>• Limited support for schools in other 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, and SAC</li> <li>• Directs development away from areas covered by the Special Landscape Area local designation</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> <li>• Provides an opportunity to redefine the edges of settlements with new woodland to improve integration with the countryside</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</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>• Some potential to lead to lower increases in car travel than would otherwise be</li> </ul>	<ul style="list-style-type: none"> <li>• Potential to negatively affect AQMA at Bond End in Knaresborough</li> </ul>

the case if balanced development of a suitable to scale to support services is developed	<ul style="list-style-type: none"> <li>• Increased pollution caused by increased vehicle emissions</li> <li>• Increased light pollution caused by new settlements</li> </ul>
<b>10. A transport system which maximises access whilst minimising detrimental impacts</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>• May support existing or new bus service provision</li> <li>• Tockwith: Services and facilities in Tockwith village accessible by walking and cycling if direct route created</li> <li>• Potential for improved access to Harrogate Line stations</li> </ul>	<ul style="list-style-type: none"> <li>• Limited public transport accessibility will increase traffic and congestion in the larger settlements as people use cars to access services</li> <li>• Dishforth: The close proximity to the 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 capturing the benefits of combined heat and power</li> <li>• Locations may facilitate the use of new and more sustainable building techniques and materials</li> </ul>	<ul style="list-style-type: none"> <li>• Limited public transport accessibility will increase emissions from car travel</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>• 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>• Limited public transport accessibility will increase emissions from car travel</li> </ul>
<b>13. Protect and enhance the historic environment</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>• Less potential for impacts on the historic environment</li> </ul>	<ul style="list-style-type: none"> <li>• None identified</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>• Makes use of previously developed land (PDL)</li> </ul>	<ul style="list-style-type: none"> <li>• If green field development is necessary to support the development on PDL it is likely to be on the best agricultural land</li> </ul>
<b>15. Good quality employment opportunities available to all</b>	
Pros	Cons



<ul style="list-style-type: none"> <li>• Offers the potential for mixed use allocation in the A1(M) corridor which may be attractive to road based businesses (particularly Dishforth)</li> </ul>	<ul style="list-style-type: none"> <li>• Some of the land at the identified locations is currently in employment use, this strategy may lead to a loss of existing employment land</li> <li>• Most employment locations are likely to only be accessible by car</li> </ul>
<b>16. Conditions for business success, economic growth and investment</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>• Support for investment in existing and new businesses within the sites and in nearby Tockwith and Norton-le-Clay</li> </ul>	<ul style="list-style-type: none"> <li>• None identified</li> </ul>

## Conclusions

### ***What are the benefits of this option?***

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.

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).

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.

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.

### ***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.

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



Generally positive

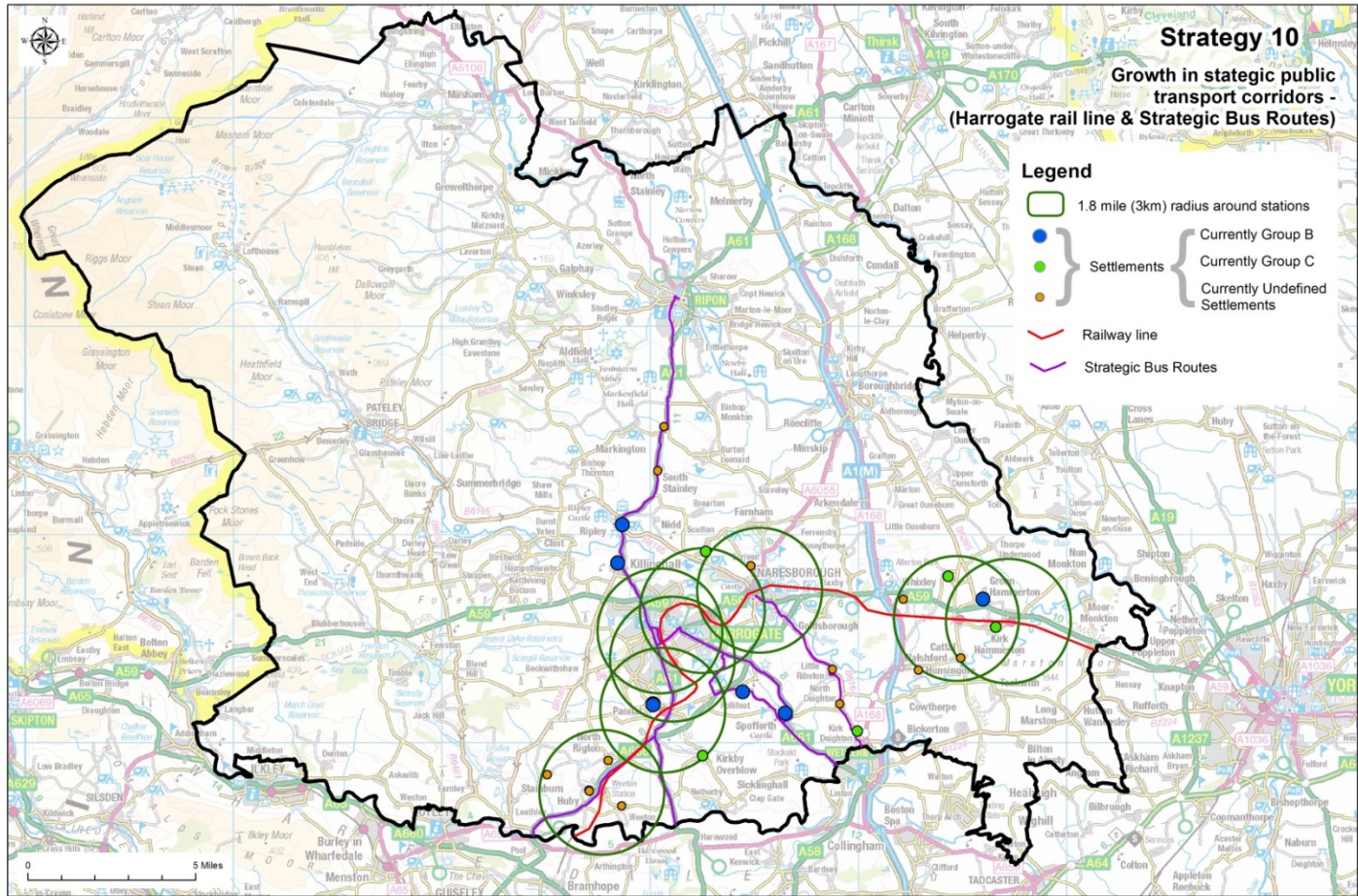


Uncertain



Generally negative

## 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.

## Assessment

<b>1. Quality housing available to everyone</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>• Potential to meet urban needs of the district's 3 largest settlements and rural needs in South-East and South of the district</li> <li>• Large sites in urban areas have potential to provide for specialist housing needs</li> </ul>	<ul style="list-style-type: none"> <li>• 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</li> <li>• Possible uncertainties to delivery in Harrogate, Knaresborough and Ripon due to sufficient land (including Gypsum at Ripon) and infrastructure capacity</li> </ul>
<b>2. Conditions and services to engender good health</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>• Good access to a range of health facilities in main urban areas, support for existing facilities in selected villages</li> <li>• Greater opportunity to encourage healthier travel options of walking and cycling, where safe routes exist</li> </ul>	<ul style="list-style-type: none"> <li>• Potential to reduce air quality , including in Air Quality Management Area at Bond End Knaresborough</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 which participate in decision making (including reducing the potential for social isolation)</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>• Will provide affordable housing in a range of settings</li> <li>• The use of larger sites are more likely to deliver affordable housing and deliver a better mix of market housing</li> <li>• Good access to a range of services and facilities</li> </ul>	<ul style="list-style-type: none"> <li>• Will deliver limited affordable housing in the rural parts of the district away from strategic public transport corridors.</li> </ul>
<b>5. Culture, leisure and recreation activities available to all</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>• Urban areas and larger villages: local activities accessible by walking and cycling.</li> <li>• All settlements: easy access to nearby local activities by public transport</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>

<ul style="list-style-type: none"> <li>• Also good access to a wider range of cultural, leisure and recreational activities- including outside the district by public transport</li> <li>• Potential to make additional investment in local culture, leisure and recreational businesses viable</li> </ul>	
<b>6. Local needs met locally</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>• Potential for accessibility to day to day services by walking and cycling</li> <li>• Good accessibility to a wide range of services in the district's largest settlements by public transport.</li> </ul>	<ul style="list-style-type: none"> <li>• No support for existing services in areas away from strategic public transport corridors</li> </ul>
<b>7. Education and training skills which build on the skills and capacity of the population</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>• Primary schools accessible by walking and cycling in many settlements</li> <li>• Impact on primary schools restricted to limited number so easier to quantify necessary investment</li> <li>• Greater access to secondary and further education by public transport</li> </ul>	<ul style="list-style-type: none"> <li>• Some settlements identified may not have existing primary schools</li> <li>• Increased travelling to secondary schools from new homes outside main urban area- although less impact due to the availability of public transport</li> <li>• Limited support for schools in wider 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 the Nidderdale AONB and North Pennine Moors SAC and SPA.</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> <li>• Opportunity to create new woodland planting to help assimilation of transport infrastructure into the landscape</li> </ul>	<ul style="list-style-type: none"> <li>• Potential for the coalescence of Harrogate and Knaresborough unless current policy is maintained</li> <li>• Potential to direct some development to areas covered by the Special Landscape Area local designation</li> <li>• Will direct some development to settlements sensitive to change- requirement for careful management</li> <li>• Potential for ribbon development along strategic transport corridors unless strong countryside protection policies are used</li> <li>• Will direct some development towards Kirk Deighton and the Knaresborough/Wetherby Road (B6164) within close proximity to Kirk Deighton SAC</li> </ul>
<b>9. Minimal pollution levels</b>	

Pros	Cons
<ul style="list-style-type: none"> <li>• Accessibility of public transport has the potential to reduce additional car miles- air pollution, noise and vibration</li> <li>• Produce a better mix of homes, jobs and services- reducing the need to travel</li> <li>• Potential to facilitate greater modal shift to less polluting options if development enables greater investment in alternatives</li> </ul>	<ul style="list-style-type: none"> <li>• Some potential to negatively affect AQMA at Bond End Knaresborough</li> <li>• Potential to increase traffic related air pollution, noise and vibration</li> </ul>
<b>10. A transport system which maximises access whilst minimising detrimental impacts</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>• Supports bus viability and improvements along strategic routes and within Harrogate, Knaresborough and Ripon</li> <li>• Potential to use development to contribute to creation of safe walking and cycling routes to railway stations and/or bus stops</li> <li>• Supports the business case for securing funding to improve rail services and infrastructure, including new stations and parking at stations.</li> <li>• Potential to reduce car use</li> <li>• Potential to reduce congestion in Harrogate and Knaresborough</li> <li>• Potential to also bring about wider transport improvements as part of an integrated package of transport measures.</li> </ul>	<ul style="list-style-type: none"> <li>• Potential for increased rail congestion, at least in the short term</li> <li>• Will rely on investment to the rail corridor to improve services and infrastructure</li> <li>• Greater traffic flows on roads connecting affected settlements and the main urban areas, particularly if investment in public transport is not realised</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>• Large urban edge sites have potential to be suitable for schemes involving combined heat and power</li> <li>• Availability of non-polluting and less polluting travel</li> </ul>	<ul style="list-style-type: none"> <li>• Some increase in carbon emissions due to transport</li> <li>• Areas east of Harrogate have potential for surface water and river flooding</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>• Non identified</li> </ul>	<ul style="list-style-type: none"> <li>• Most green field development would be on good to excellent agricultural land, especially towards the eastern part of the district</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 within the strategic transport corridors</li> </ul>	<ul style="list-style-type: none"> <li>• Potential impact on setting of Spofforth Castle and World Heritage Site buffer zone (Ripon)</li> <li>• Potential impact on Conservation Areas within strategic transport corridors</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>• Potential to make use of previously developed land (PDL), particularly in the main urban areas</li> <li>• Greater ability to create balanced development with good access to jobs, shops and services</li> <li>• Good links to the national strategic highway network without substantially increasing traffic within the towns of Harrogate and Knaresborough</li> </ul>	<ul style="list-style-type: none"> <li>• Potential that the necessary land will 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>• Able to provide employment sites closely linked to residential areas</li> <li>• Potential for employment sites with good road links to strategic highway network, and public transport accessibility</li> <li>• Employment sites in areas likely to be attractive to the market</li> </ul>	<ul style="list-style-type: none"> <li>• Provides limited support for employment opportunities away from strategic transport corridors</li> </ul>
<b>16. Conditions for business success, economic growth and investment</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>• Likely to support investment to improve rail services and infrastructure. Rail investment would support a range of businesses including tourism (business and leisure)</li> <li>• Potential to contribute to new highway infrastructure- increase business competitiveness and improve attractiveness of employment sites to the market</li> <li>• Greater potential to support local business as larger numbers are located in main</li> </ul>	<ul style="list-style-type: none"> <li>• Provides limited support for employment opportunities away from strategic transport corridors</li> </ul>



<p>urban areas</p> <ul style="list-style-type: none"> <li>• Improved connectivity to other business markets through proximity to rail network / other businesses.</li> </ul>	
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## Conclusions

<p><b><i>What are the benefits of this option?</i></b></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><b><i>What are the uncertainties/risks to delivery?</i></b></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><b><i>What are the disadvantages of the option?</i></b></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</p>

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.













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.




***What mitigation measures would be required?***

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.

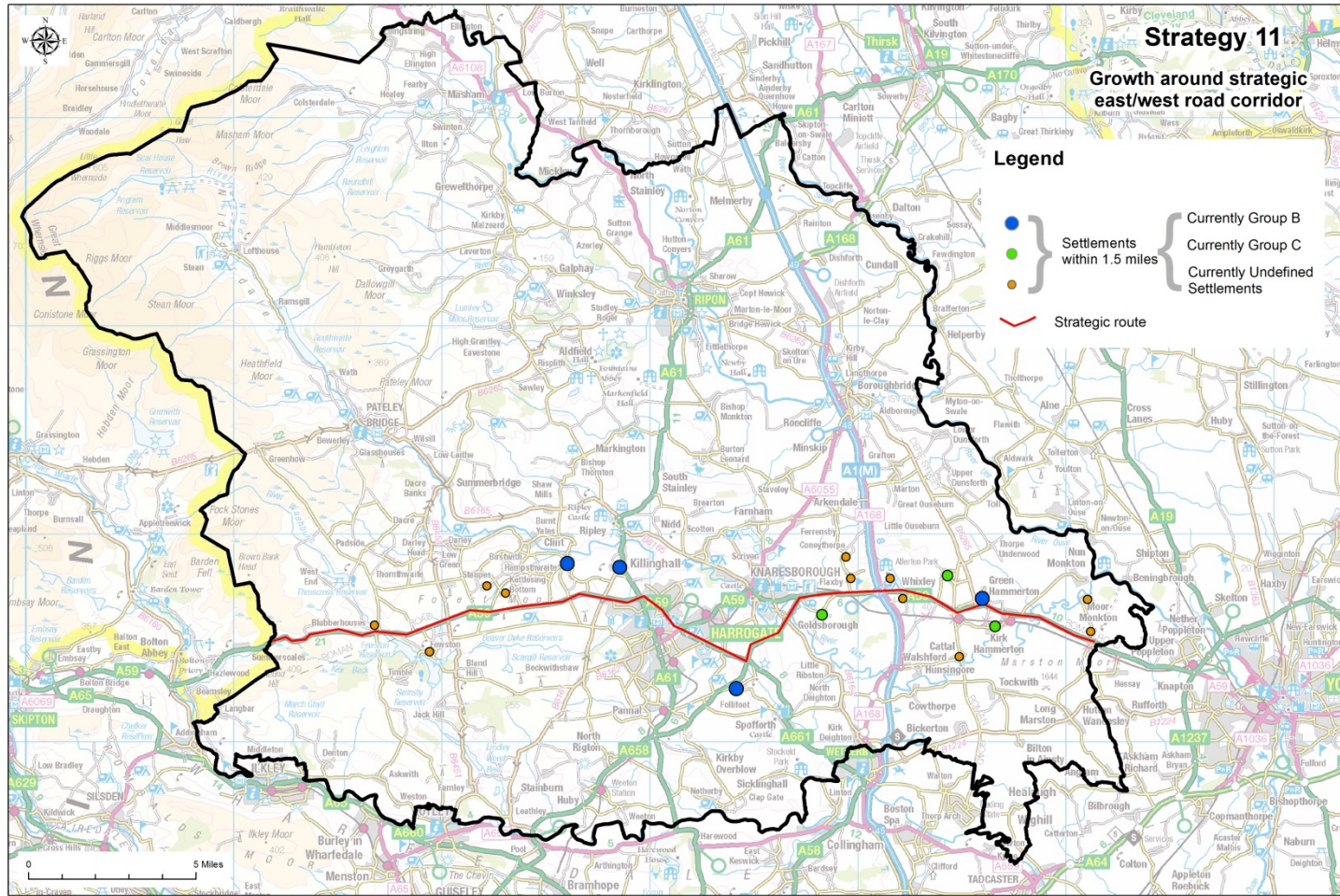
**Strategy 10: Concentrate growth in strategic public transport corridors (Harrogate rail line and strategic bus routes)**

**Summary**

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

 Generally positive    
  Uncertain    
  Generally negative

## 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.

## Assessment

<b>1. Quality housing available to everyone</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>• Potential to meet urban needs of district's two largest settlements and rural needs in south of the district</li> <li>• Large sites in urban areas have potential to provide for specialist housing needs</li> </ul>	<ul style="list-style-type: none"> <li>• Limited scope to meet housing needs in Ripon, the market towns, and rural villages away from the road corridor</li> <li>• Possible uncertainties to delivery in Harrogate and Knaresborough due to sufficient land and infrastructure capacity</li> </ul>
<b>2. Conditions and services to engender good health</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>• Good access to range of health facilities in main urban areas, support for existing facilities in selected villages</li> <li>• Particularly in Harrogate and Knaresborough, opportunities to travel by healthy modes (walking and cycling), where safer routes exist</li> </ul>	<ul style="list-style-type: none"> <li>• Potential to reduce air quality , potentially including in the Air Quality Management Area at Bond End, Knaresborough</li> <li>• Peripheral parts of the east west corridor have poor public transport links to healthcare</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 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 which participate in decision making (including reducing the potential for social isolation)</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>• Will provide affordable housing a range of settings</li> <li>• The use of larger sites are more likely to deliver affordable housing and a better mix of market housing</li> </ul>	<ul style="list-style-type: none"> <li>• Limited scope to address affordable housing needs in Ripon, the market towns, and rural villages away from the road corridor</li> </ul>
<b>5. Culture, leisure and recreation activities available to all</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>• Urban areas and larger villages: access by walking and cycling to local activities</li> <li>• Other settlements in east: access to local activities in nearby larger settlements</li> <li>• Urban areas and settlements to east: good access by public transport to a wider</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> <li>• Smaller settlements in west are close to few activities</li> </ul>

range activities, including outside the district	<ul style="list-style-type: none"> <li>• Settlements in west reliant on use of the car to access most activities</li> </ul>
<b>6. Local needs met locally</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>• Urban areas and settlements to east: potential for accessibility to day to day services by walking and cycling</li> <li>• Urban areas and settlements to east: good accessibility to a wider range of services in larger settlements by non-car means including public transport</li> </ul>	<ul style="list-style-type: none"> <li>• Few services provided in settlements to west</li> <li>• Limited support for existing services in areas of the district away from the road corridor</li> </ul>
<b>7. Education and training skills which build on the skills and capacity of the population</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>• Primary schools accessible by walking and cycling in many settlements (including Kettlesing Bottom in the west)</li> <li>• Urban areas and settlements to east: good access to secondary and further education by sustainable modes</li> </ul>	<ul style="list-style-type: none"> <li>• Settlements to west: access to secondary and further education likely to be dependent on car travel</li> <li>• Limited support for existing schools in areas of the district away from the road corridor</li> </ul>
<b>8. Biodiversity and attractiveness of the natural environment</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>• Development in urban areas and settlements to east are away from areas covered by the following national and international designations: AONB, SPA and SAC</li> <li>• 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</li> <li>• Opportunity to create new woodland planting to help assimilation of road infrastructure into the landscape</li> </ul>	<ul style="list-style-type: none"> <li>• Potential for coalescence of Harrogate and Knaresborough unless current policy is maintained</li> <li>• Settlements to the west are in the AONB and close to SPA and SAC (all national and international designations)</li> <li>• Potential to direct some development to areas covered by the Special Landscape Area local designation</li> <li>• May necessitate new road building that could have negative ecological and landscape affect</li> <li>• Potential for ribbon development along strategic road corridor unless strong countryside protection policies are used</li> </ul>
<b>9. Minimal pollution levels</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>• Urban areas and settlements to east: accessibility of public transport has the potential to reduce additional car miles- air pollution, noise and vibration</li> </ul>	<ul style="list-style-type: none"> <li>• Potential to negatively affect AQMAs</li> <li>• Potential to significantly increase traffic related air pollution, noise and vibration</li> </ul>



<ul style="list-style-type: none"> <li>• Potential to facilitate greater modal shift to less polluting options if development enables greater investment in alternatives</li> <li>• New road proposal possibly has potential to improve air quality at AQMA and bring amenity benefits to a number of communities</li> </ul>	<ul style="list-style-type: none"> <li>• Potential to increase light pollution in settlements to west (AONB)</li> <li>• Settlements to west: likely to be largely car dependant</li> </ul>
<b>10. A transport system which maximises access whilst minimising detrimental impacts</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>• Potential to contribute to the provision of new highway infrastructure</li> <li>• Partially supports bus viability along strategic routes</li> <li>• Partially supports any future business case for securing funding to improve rail services and infrastructure</li> <li>• Potential to use development to contribute to improved walking and cycling routes to railway stations/bus stops</li> </ul>	<ul style="list-style-type: none"> <li>• 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</li> <li>• Potential for increased rail congestion, at least in the short term</li> <li>• Concentrates the impacts of new vehicle movements onto one corridor</li> <li>• Impact on A1(M) junction 47</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>• Large urban edge sites where development can be concentrated could be suitable for capturing the benefits of combined heat and power</li> <li>• Urban areas and settlements to east: potential for greater use of walking, cycling and public transport as opposed to car travel</li> </ul>	<ul style="list-style-type: none"> <li>• Some increase in carbon emissions due to transport</li> <li>• Areas east of Harrogate have potential for surface water and river flooding</li> <li>• Settlements to west: heavily car dependant for most day-to-day needs</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>• Settlements to west: green field development likely to be on poor quality agricultural land</li> </ul>	<ul style="list-style-type: none"> <li>• Urban edge: green field development likely to be on good quality agricultural land</li> <li>• Settlements to east: green field development would likely be on the best quality agricultural land (although 'poor' is also present in patches)</li> </ul>
<b>13. Protect and enhance the historic environment</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>• Potential impacts on Conservation Areas largely limited to those within the road corridor</li> <li>• May offer encouragement/support for the re-use of vacant heritage buildings</li> </ul>	<ul style="list-style-type: none"> <li>• Potential for impacts on Conservation Areas within the road corridor</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>• Minimal impact on Green Belt (Follifoot is in the Green Belt)</li> <li>• Potential to make use of previously developed land (PDL), particularly in Harrogate and Knaresborough</li> <li>• Urban area and settlements to east: Greater ability to create balanced development with good access to jobs, shops and services</li> </ul>	<ul style="list-style-type: none"> <li>• Development in the road corridor settlements to the west is likely to increase the need to travel</li> </ul>
<b>15. Good quality employment opportunities available to all</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>• Able to provide employment sites closely linked to residential areas</li> <li>• Potential for employment sites with good road links to strategic highway network, and public transport accessibility (not in west)</li> <li>• Employment sites in areas likely to be attractive to the market</li> </ul>	<ul style="list-style-type: none"> <li>• Limited provision of employment opportunities in areas of the district away from the road corridor</li> <li>• Settlements in west: not attractive to market for employment</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 Harrogate and Knaresborough</li> <li>• Some 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 parts of the district not in the east-west road corridor</li> </ul>

## Conclusions

### ***What are the benefits of this option?***

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 2 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 and 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.

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

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.

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

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.

### ***What mitigation measures would be required?***

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.

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

**Summary**

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



Generally positive



Uncertain



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 road corridor
1. Provides housing in rural areas? <sup>1</sup>									
2. Provides housing in urban areas? <sup>1</sup>									
3. Delivery without the need for major new infrastructure? <sup>2</sup>									
4. More likely to support delivery of major new infrastructure that provides wider benefits for the district? <sup>3</sup>									
5. More likely to support provision for employment? <sup>4</sup>									
6. Avoids adverse impacts on SPA/SAC/SSSI/ AONB? <sup>5</sup>									

	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 road corridor
7. Prevents the loss of excellent and very good agricultural land (grades 1 and 2)? <sup>6</sup>	●	●	○	●	●	●	●	○	○
8. Reduces potential impacts on conservation areas and their setting? <sup>7</sup>	●	●	●	●	●	●	●	●	●
9. Avoids loss of Green Belt land? <sup>8</sup>	○	●	○	●	○	●	●	●	●
10. Encourages access to employment and day-to-day services/facilities by walking and cycling, or public transport? <sup>9</sup>	●	●	●	●	●	○	○	●	●
11. Encourages access to a wider range of employment and services/facilities by walking and cycling, or public transport? <sup>9</sup>	●	●	●	○	○	●	●	●	●
12. Enables a comprehensive approach to waste, water, materials, renewable energy etc.? <sup>10</sup>	●	●	●	●	●	●	●	●	●





Generally positive



Uncertain



Generally negative

## Footnotes

- 1: The Local Plan aims to meet housing needs 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.