

Appendix 6 Assessment of Growth Options

Introduction

Identification of strategies

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

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

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

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

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

Table 6.1 Potential areas for growth

6.3 A further workshop was held with the council's internal consultancy team to identify their thoughts in relation to conservation, design, landscape and transport issues.

6.4 The results of this engagement were used to identify the following strategies to be investigated further:

1. The existing approach.
2. Focus growth in the largest settlements.
3. Growth in the district's market towns.
4. A dispersed approach.
5. A new settlement (close to the A1(M)).
6. Growth in sustainable village clusters.
7. Growth in villages close to Harrogate, Knaresborough and Ripon.
8. Growth in villages close to market towns.
9. Growth in selected villages with large areas of previously developed land.
10. Concentrate growth in strategic public transport corridors.
11. Concentrate growth in the strategic east west road corridor.

Assessment of strategies

6.5 Initially, an assessment of the options was undertaken against the sustainability appraisal framework which identified high level pros and cons of each approach in terms of the Sustainability Appraisal's (SA) 16 draft objectives. This provided a picture of the potential overall social, economic and environmental effects of each option (included in earlier iterations of the sustainability appraisal). This has been further refined to assess the significant effects of each option.

Objective 1 - Quality Housing Available to Everyone

Objective 1 Quality Housing Available to Everyone											
Strategy	1	2	3	4	5	6	7	8	9	10	11
Existing Approach (Core Strategy)	Focus growth in largest settlements (Harrogate, Knaresborough, Ripon)	Most growth in the district's market towns (Boroughbridge, Masham, Pateley Bridge)	Dispersed Approach	New Settlement (close to A1(M))	Growth in sustainable village clusters	Growth in villages close to largest settlements	Growth in villages close to Market Towns	Growth in selected villages with large areas of PDL (Tockwith/Dishforth)	Concentrate growth in strategic public transport corridors (Harrogate rail line and strategic bus routes)	Concentrate growth around strategic east/west road corridor	
	Not assessed	+	+	+	-	Not assessed	+	+	-	+	+

Table 6.2 Objective 1 - Quality Housing Available to Everyone

++	Significant positive effects
+	Minor positive effects
0	Neutral
-	Minor negative effects
--	Significant negative effects
?	Uncertain effect

Table 6.3 Key

- 6.6** Although Strategy 2 would meet the housing needs of households in the District's three largest settlements it would provide only a limited amount of housing in the rest of the District, including the rural area. There is a greater potential for larger site allocations, which could facilitate the provision of a wider mix of housing types to meet specific housing needs e.g. specialist older persons accommodation. However, it is uncertain whether the amount of growth could be achieved in full due to uncertainties over delivery, particularly in Ripon where Gypsum could be a constraint on site suitability, and infrastructure capacity. With only limited housing provision elsewhere under Strategy 2 there could be a negative effect as it would not support population growth or address issues of housing affordability outside of the largest settlements. Overall, it is predicted the Strategy would have a minor positive effect.
- 6.7** Strategy 3, which would focus most growth in the District's market towns, would have a similar effect as Strategy 2 although it would shift the positive effects to the north, north west and east of the District.
- 6.8** Having a dispersed approach (Strategy 4) could offer a wider choice of housing sites across different settlements and all parts of the district and is, therefore, predicted to have a positive effect in terms of housing delivery and meeting housing needs, including rural affordable housing. However, the positive effects of this Strategy are tempered as it would not bring forward a significant number of homes to each area and would not be of benefit to addressing urban housing needs. Strategies 7 and 8 would have a similar minor positive effect, although as growth would be directed to fewer locations the effect would be more focused.
- 6.9** The provision of a new settlement (Strategy 5) would have a positive effect as it would contribute to meeting housing needs and the scale of development would enable a wider mix of housing types to be provided as well as generating affordable housing. However, limited growth across the rest of the District would have a negative effect as the housing needs of the main settlements and rural area would not be fully met. As the location of a new settlement is unknown, delivery could be affected by infrastructure requirements and it is also unlikely that the housing requirement could be delivered in full within the plan period. Therefore, whilst in the long term a new settlement could have a positive effect on meeting housing needs, it is predicted that overall there would be negative effects on housing within the plan period if only this strategy were to be pursued.

- 6.10** Strategy 9 seeks to utilise the availability of large areas of previously developed land (PDL) associated with airfields. The provision of housing on a large scale would provide positive effects through the opportunity to provide a wider mix of housing types but it is unlikely that the areas of PDL available would be of sufficient size to meet the District's housing needs in full over the plan period. Focusing housing development in these locations would, as with Strategy 5, have a negative effect as the housing needs of the main settlements and rural area would not be fully met.
- 6.11** Strategies 10 and 11 seek to focus growth in those settlements within transport corridors (both main settlements and villages). This would have positive effects in terms of housing delivery as needs would be met in a variety of locations (both urban and rural). Focusing on these transport corridors, however, would mean that the ability to meet housing needs outside of these corridors would be limited.

Objective 2 - Conditions to engender good health

Objective 2 Conditions to engender good health											
Strategy	1	2	3	4	5	6	7	8	9	10	11
Existing Approach (Core Strategy)	Focus growth in largest settlements (Harrogate, Knaresborough, Ripon)	Most growth in the district's Market Towns (Broughbridge, Masham, Pateley Bridge)	Dispersed Approach	New Settlement (close to A1(M))	Growth in sustainable village clusters	Growth in villages close to largest settlements	Growth in villages close to Market Towns	Growth in selected villages with large areas of PDL (Tockwith/Dishforth)	Concentrate growth in strategic public transport corridors (Harrogate rail line and strategic bus routes)	Concentrate growth around strategic east/west road corridor	
	Not assessed	++	++	-	+	+	+	-	-	++	+

Table 6.4 Objective 2 - Conditions to engender good health

++	Significant positive effects
+	Minor positive effects
0	Neutral
-	Minor negative effects
--	Significant negative effects
?	Uncertain effect

Table 6.5 Key

- 6.12** Locating growth in the largest settlements (Strategy 2) or market towns (Strategy 3) would provide access to a greater range of existing health services, including specialist facilities such as a hospital (Harrogate), thereby having positive effects. Although growth could lead to increased pressure on these services, the scale of development would support new or improved facilities that would be of benefit to both new and existing residents. Under both Strategies 2 and 3 development would primarily be on sites on the edges of settlements, which could give rise to negative effects in respect of accessibility of new development to these services. However, this would be dependent on where development sites were located in these settlements and/or whether new facilities were provided as part of the development. Focusing development in a limited number of settlements could result in the potential to reduce existing areas of open space used for informal recreation but larger site allocations would present opportunities for the provision of new open space and strategic green infrastructure. There would also be greater opportunity to access by walking and cycling the available employment, shops and services in the District's largest settlements and market towns, which could be enhanced by improvements to pedestrian and cycling connectivity. Focusing development in a limited number of settlements would not support significant population growth elsewhere, which might make the existing level of health provision more difficult to sustain but this effect is uncertain. Overall it is predicted that both Strategies 2 and 3 would have significant positive effects.
- 6.13** The dispersed approach to development (Strategy 4) is predicted to have an overall negative effect. Whilst there are GP practices in several villages, the majority of development would be in locations with poor access to health facilities and the scale of development in each settlement would not be substantial enough to support new facilities in these locations. There may be some loss of open space available for recreation but this would be offset by encouraging healthy lifestyles through wider accessibility to the countryside.
- 6.14** The scale of development associated with a new settlement (Strategy 5) gives the opportunity to provide primary healthcare facilities as an integral part of the development, which could serve not only the new settlement but also, nearby communities depending on the location of the new settlement. This would deliver positive effects. The comprehensive master planning of a new settlement could ensure the provision of new open space and strategic green infrastructure and that convenient walking and cycling routes were created to access jobs, shops and service. However, without specific development detail the effects, whilst likely to be positive, are uncertain at this stage.

- 6.15** There are health care facilities available in several of the villages identified under Strategy 7 and although development in these locations might increase pressure on these services it could potentially make investment in improving/expanding these facilities more viable. However, the majority of settlements would be reliant on accessing health care in the nearby towns and as not all enjoy good accessibility by public transport this would be likely to have a negative effect, unless accessibility was improved. The proximity of the villages to the towns gives the potential to access services and employment by healthy modes of transport (cycling and walking) and access to the wider countryside would encourage healthy lifestyles.
- 6.16** Whilst Strategy 8 would have similar effects to Strategy 7 in respect of encouraging healthy lifestyles, the villages identified have no or very limited health services and would be reliant on accessing these in the nearby market towns or largest settlements (for specialist health provision). As accessibility from the identified villages by public transport is poor it is predicted that overall this strategy would have a minor negative effect.
- 6.17** Of the two identified locations under Strategy 9, basic health facilities are available in Tockwith but not Dishforth. The scale of development would increase the potential for investment in existing or the provision of new facilities to serve development, which would also potentially be of benefit to existing communities. However, as accessibility to more specialist health care from the identified villages by public transport is poor it is predicted that overall this strategy would have a minor negative effect.
- 6.18** Strategies 10 and 11 would, because of the location of development, have similar impacts to Strategies 2 and 7, although Strategy 11 is predicted to have only minor positive effects due to poorer accessibility by public transport from settlements in the western part of the corridor.

Objective 3 - Safety and security for people and property

Objective 3 Safety and security for people and property											
Strategy	1	2	3	4	5	6	7	8	9	10	11
Existing Approach (Core Strategy)	Focus growth in largest settlements (Harrogate, Knaresborough, Ripon)	Most growth in the district's Market Towns (Broughbridge, Masham, Pateley Bridge)	Dispersed Approach	New Settlement (close to A1(M))	Growth in sustainable village clusters	Growth in villages close to largest settlements	Growth in villages close to Market Towns	Growth in selected villages with large areas of PDL (Tockwith/Dishforth)	Concentrate growth in strategic public transport corridors (Harrogate rail line and strategic bus routes)	Concentrate growth around strategic east/west road corridor	
	Not assessed	0	0	0	0	Not assessed	0	0	0	0	0

Table 6.6

++	Significant positive effects
+	Minor positive effects
0	Neutral
-	Minor negative effects
--	Significant negative effects
?	Uncertain effect

Table 6.7 Key

- 6.19** The effects on this objective through, for example, reducing crime or the fear of crime and improving road safety are not influenced by the spatial strategy but rather will depend on detailed proposals for the design and development layout of individual sites. As the strategies have no direct relationship with this objective, the effects have been predicted as neutral.

Objective 4 - Vibrant communities that participate in decision making (including reducing the potential for social exclusion)

Objective 4 Vibrant communities that participate in decision making (including reducing the potential for social exclusion)											
Strategy	1	2	3	4	5	6	7	8	9	10	11
Existing Approach (Core Strategy)	Focus growth in largest settlements (Harrogate, Knaresborough, Ripon)	Most growth in the district's Market Towns (Broughbridge, Masham, Pateley Bridge)	Dispersed Approach	New Settlement (close to A1(M))	Growth in sustainable village clusters	Growth in villages close to largest settlements	Growth in villages close to Market Towns	Growth in selected villages with large areas of PDL (Tockwith/Dishforth)	Concentrate growth in strategic public transport corridors (Harrogate rail line and strategic bus routes)	Concentrate growth around strategic east/west corridor	
	Not assessed	++	++	-	+	Not assessed	++	+	+	++	+

Table 6.8 Objective 4 - Vibrant communities that participate in decision making

++	Significant positive effects
+	Minor positive effects
0	Neutral
-	Minor negative effects
--	Significant negative effects
?	Uncertain effect

Table 6.9 Key

- 6.20** The effects on this objective have been assessed against the accessibility of services and facilities that would offer the opportunity for community participation (such as the provision of open space) or address social exclusion (such as the provision of affordable housing or access to public transport).
- 6.21** Locating growth in the largest settlements (Strategy 2) or market towns (Strategy 3) would provide access to the greatest range of existing community facilities and public transport services (both rail and bus in the case of Harrogate and Knaresborough) thereby having positive effects. The scale of development could also facilitate the provision of a number of community facilities as part of that development including open space, leisure/recreation and meeting places and affordable housing. Overall it is predicted that both Strategies 2 and 3 would have significant positive effects.
- 6.22** Development in those settlements identified under Strategies 7 and 8 would benefit from accessing the facilities available in those settlements and also from being able to access facilities in the nearby larger settlements, which would have a positive effect. However, the latter would be dependent on accessibility to those larger settlements, which for villages identified under Strategy 8 is poor by public transport. As such, Strategy 8 is predicted to have only minor positive effects.
- 6.23** Strategies 10 and 11 would because of the location of development and accessibility by public transport have similar impacts to Strategies 2 and 7, although Strategy 11 is predicted to have only minor positive effects due to poorer accessibility by public transport from settlements in the western part of the corridor.
- 6.24** Under Strategy 4 residents would be able to access to existing community facilities in settlements, although the range of those facilities varies considerably from settlement to settlement. Under a dispersed strategy it is possible that the resultant scale of development in each settlement would not be sufficient to sustain improvements to existing facilities or the provision of new facilities to support development and as not all settlements benefit from good accessibility to community facilities in other locations, negative effects are predicted.

- 6.25** The scale of development associated with a new settlement (Strategy 5) gives the opportunity to provide community facilities as an integral part of the development, which could serve not only the new settlement but also, nearby communities depending on the location of the new settlement. This would deliver positive effects but significance is predicted to be minor during plan period as these facilities may not, depending on the pace of development, be fully in place before the end of the plan period.
- 6.26** The likely scale of development in the identified locations associated with Strategy 9 would support the provision of community facilities and affordable housing, resulting in positive effects.

Objective 5 - Culture, leisure and recreation activities available to all

Objective Culture, leisure and recreation activities available to all											
Strategy	1	2	3	4	5	6	7	8	9	10	11
	Existing Approach (Core Strategy)	Focus growth in largest settlements (Harrogate, Knaresborough, Ripon)	Most growth in the district's Market Towns (Broughbridge, Masham, Pateley Bridge)	Dispersed Approach	New Settlement (close to A1(M))	Growth in sustainable village clusters	Growth in villages close to largest settlements	Growth in villages close to Market Towns	Growth in selected villages with large areas of PDL (Tockwith/Dishforth)	Concentrate growth in strategic public transport corridors (Harrogate rail line and strategic bus routes)	Concentrate growth around strategic east/west corridor
	Not assessed	++	++	-	+	Not assessed	+	-	+	++	+

Table 6.10 Objective 5 - Culture, leisure and recreation activities available to all

++	Significant positive effects
+	Minor positive effects
0	Neutral
-	Minor negative effects
--	Significant negative effects
?	Uncertain effect

Table 6.11 Key

- 6.27** Locating development in the largest settlements (Strategy 2) or Market Towns (Strategy 3) would give access to widest range of culture/leisure/recreation facilities, which could be accessible by public transport, cycling and walking. The scale of development may result in pressure on these existing facilities but could also make it more viable for investment to improve existing or provide new facilities. It is assumed that the existing level of provision elsewhere in the district would be maintained and there would, therefore, be a neutral impact.
- 6.28** A dispersed strategy (Strategy 4) would support facilities in those settlements where they exist and may also support investment for improvements but it is uncertain whether development would be of a sufficient scale in each settlement to make it viable to provide new or a wider range of facilities. There would also be limited access to the wider range of facilities available in larger settlements as accessibility by means other than the private car from the majority of the smaller settlements is poor.
- 6.29** The scale of development associated with a new settlement (Strategy 5) could support the provision of a wide range of facilities as an integral part of the development. Whilst this would be a positive effect the significance has been predicted as being minor, as it would depend on whether such facilities were provided during the plan period. Depending on the new settlement location development could also support existing facilities, if available.
- 6.30** There are basic facilities available in several of the villages identified under Strategies 7 and although development in these locations might increase pressure on these facilities it could potentially make investment in improving/expanding these facilities more viable. However, the majority of settlements would be reliant on accessing a wider range of facilities in the nearby towns and as not all enjoy good accessibility by public transport this would be likely to have a negative effect, unless accessibility was improved.
- 6.31** The availability of existing facilities in the villages identified under Strategy 8 is variable, with most of the villages around Broughbridge having some facilities compared to the villages close to the other Market Towns. Whilst facilities would be available in the Market Towns or larger settlements, as accessibility from the identified villages by public transport is poor it is predicted that overall this strategy would have a negative effect.
- 6.32** Of the two identified locations under Strategy 9, facilities are available in Tockwith but are more limited in Dishforth. The scale of development would increase the potential for investment in existing or the provision of new facilities to serve development, which would also be of benefit to existing communities.

- 6.33** Strategies 10 and 11 would, because of the location of development, have similar impacts to Strategies 2 and 7 settlements although Strategy 11 is predicted to have only minor positive effects due to poorer accessibility by public transport from settlements in the western part of the corridor.

Objective 6 - Local needs met locally

Objective 6 Local needs met locally											
Strategy	1	2	3	4	5	6	7	8	9	10	11
Existing Approach (Core Strategy)	Focus growth in largest settlements (Harrogate, Knaresborough, Ripon)	Most growth in the district's Market Towns (Broughbridge, Masham, Pateley Bridge)	Dispersed Approach	New Settlement (close to A1(M))	Growth in sustainable village clusters	Growth in villages close to largest settlements	Growth in villages close to Market Towns	Growth in selected villages with large areas of PDL (Tockwith/Dishforth)	Concentrate growth in strategic public transport corridors (Harrogate rail line and strategic bus routes)	Concentrate growth around strategic east/west corridor	
	Not assessed	++	+	-	+	Not assessed	+	-	+	++	+

Table 6.12 Objective 6 - Local needs met locally

++	Significant positive effects
+	Minor positive effects
0	Neutral
-	Minor negative effects
--	Significant negative effects
?	Uncertain effect

Table 6.13 Key

- 6.34** Locating development in the largest settlements (Strategy 2) or Market Towns (Strategy 3) would benefit from accessibility to existing services that provide for essential day to day needs and which could be accessible by public transport, cycling and walking. Larger allocations also offer the potential for further services to meet such needs as an integral part of the development. With limited or no population growth in other parts of the District there may be a negative effect on existing services elsewhere, particularly in the rural areas, but this is uncertain. Strategies 10 and 11 would have a similar effect although Strategy 11 is predicted to have only minor positive effects due to poorer accessibility by public transport from settlements in the western part of the corridor.
- 6.35** A dispersed strategy (Strategy 4) would support existing services in those settlements where they exist but it is uncertain whether development would be of a sufficient scale in each settlement to support additional services. As the majority of settlements would rely on having their day to day needs met in larger settlements, there is predicted to be a negative effect as accessibility by means other than the private car from the majority of the smaller settlements is poor.
- 6.36** The scale of development associated with a new settlement (Strategy 5) would support the provision of services to meet essential needs, possibly as part of a local centre. This would have a positive effect, provided the policies of the Local Plan ensured that these services were provided in line with the growth of the settlement. Master planning of the new settlement could ensure that these services and local centre were located where they are most accessible to residents. As with Strategy 2, focusing development could have a negative impact on supporting/enhancing service provision elsewhere. It is expected that Strategy 9 would have a similar positive effect.
- 6.37** Under Strategy 7 a positive effect is predicted as there is the potential for essential needs to be met by existing services in the identified villages. However, the significance of this is tempered as there are few existing services in those villages around Ripon and they would be reliant on having their needs met in Ripon.
- 6.38** Strategy 8 would have negative effects as most identified villages have few, if any, facilities to support new development. Whilst a wider range of facilities can be found in market towns a negative effect is predicted as accessibility is an issue.

Objective 7 - Education and training skills that build on the skills and capacity of the population

Objective 7 Education and training skills that build on the skills and capacity of the population											
Strategy	1	2	3	4	5	6	7	8	9	10	11
Existing Approach (Core Strategy)	Focus growth in largest settlements (Harrogate, Knaresborough, Ripon)	Most growth in the district's Market Towns (Broughbridge, Masham, Pateley Bridge)	Dispersed Approach	New Settlement (close to A1(M))	Growth in sustainable village clusters	Growth in villages close to largest settlements	Growth in villages close to Market Towns	Growth in selected villages with large areas of PDL (Tockwith/Dishforth)	Concentrate growth in strategic public transport corridors (Harrogate rail line and strategic bus routes)	Concentrate growth around strategic east/west corridor	
	Not assessed	++	+	-	++?	Not assessed	++	++	+	++	+

Table 6.14 Objective 7 - Education and training skills that build on the skills and capacity of the population

++	Significant positive effects
+	Minor positive effects
0	Neutral
-	Minor negative effects
--	Significant negative effects
?	Uncertain effect

Table 6.15 Key

- 6.39** Under all Strategies it is assumed that to avoid pressure on existing schools additional school places would be provided to accommodate population growth.
- 6.40** Locating growth in the largest settlements (Strategy 2) or market towns (Strategy 3) would provide access to the greatest choice of primary and secondary schools and, in the case of Strategy 2, access to further education provision. Under both Strategies 2 and 3, development would primarily be on sites on the edges of settlements, which could give rise to negative effects in respect of accessibility of new development to school provision, although this would be dependent on where development sites were located in these settlements. Larger allocations would also provide the critical mass to make provision of a new school, particularly a primary school, more cost effective and more easily delivered in terms of land availability. Focusing development in a limited number of settlements would not support significant population growth elsewhere, which might make sustaining existing schools in rural areas more difficult but this effect is uncertain. Overall it is predicted that Strategy 2 would have significant positive effects and Strategy 3, because of the need to travel to access further education provision, minor positive effects. Strategies 10 and 11 would have a similar effect although Strategy 11 is predicted to have only minor positive effects due to poorer accessibility by public transport from settlements in the western part of the corridor.
- 6.41** The dispersed approach to development (Strategy 4) is predicted to have an overall negative effect. Whilst development would support rural primary schools, most of the identified settlements do not have educational facilities necessitating travel to access secondary and further education, and for a number of settlements, also primary education.
- 6.42** The scale of development associated with a new settlement (Strategy 5) would provide the critical mass to make provision of a primary school to serve the development viable and more easily delivered. Depending on the location of the new settlement it could also serve nearby communities, reducing capacity pressures on existing schools. This would deliver positive effects. There would be further positive effects if the settlement was large enough to require a secondary school, thereby limiting the need for travel, but it is uncertain whether the development threshold for a secondary school would be met.
- 6.43** Under Strategies 7 and 8, development would support existing village primary schools thereby delivering positive effects. Although not all identified villages have a primary school these would be accessible in the largest settlements and market towns and under Strategy 8, development would also support the secondary schools in Pateley Bridge and Broughbridge.

- 6.44** Under Strategy 9, development would support existing primary schools in the two identified locations. However, because of the need to travel to access secondary and further education provision only minor positive effects are predicted.

Objective 8 - Biodiversity and attractiveness of the natural environment

Objective											
Strategy	1	2	3	4	5	6	7	8	9	10	11
	Existing Approach (Core Strategy)	Focus growth in largest settlements (Harrogate, Knaresborough, Ripon)	Most growth in the district's Market Towns (Broughbridge, Masham, Pateley Bridge)	Dispersed Approach	New Settlement (close to A1(M))	Growth in sustainable village clusters	Growth in villages close to largest settlements	Growth in villages close to Market Towns	Growth in selected villages with large areas of PDL (Tockwith/Dishforth)	Concentrate growth in strategic public transport corridors (Harrogate rail line and strategic bus routes)	Concentrate growth around strategic east/west corridor
	Not assessed	- ?	- ?	-- ?	-- ?	Not assessed	- ?	- ?	- ?	- ?	- ?

Table 6.16 Objective 8 - Biodiversity and attractiveness of the natural environment

++	Significant positive effects
+	Minor positive effects
0	Neutral
-	Minor negative effects
--	Significant negative effects
?	Uncertain effect

Table 6.17 Key

- 6.45** Under all strategies the effects on biodiversity and landscape are uncertain as they would be dependent on the exact location of development sites, the design of development and any mitigating measures.
- 6.46** As greenfield sites may support a greater number of habitats and range of species, it might be expected that those strategies involving more greenfield land take would be more likely to result in negative effects. The provision of strategic green infrastructure may offset negative effects to some degree as it would provide the opportunity to enhance existing/create new habitats but the opportunity to do so, and the positive effects that would arise, would be reduced where the scale of development was more dispersed and the economies of scale lessened.
- 6.47** Strategies 2, 7, 8, 9 and 10 would direct development away from areas protected by national (AONB) or international (SPA/SAC) designations which would provide a positive effect. However, Strategies 2, 7 and 10 could have landscape impacts as some development may need to take place within the Special Landscape Areas and/or involve placing development in the Green Belt which would impact on the openness of the Green Belt and possibly increase the risk of coalescence between Harrogate and Knaresborough.
- 6.48** As the location for a new settlement (Strategy 9) is unknown it is predicted as having significant negative but uncertain effect. It would have significant effects on the landscape due to the scale of development in a predominately rural area and potentially localised impacts on biodiversity and, therefore, good design and the provision of green infrastructure, green spaces and other natural features will be important. The Kirk Deighton SAC is also within the identified search area but as location is not known the effect on this is uncertain.

Objective 9 - Minimise pollution levels

Objective 10 - A transport system that maximises access whilst minimising detrimental impacts

Objective 9 Minimise pollution levels											
Objective 10 A transport system that maximises access whilst minimising detrimental impacts											
Strategy	1	2	3	4	5	6	7	8	9	10	11
	Existing Approach (Core Strategy)	Focus growth in largest settlements (Harrogate, Knaresborough, Ripon)	Most growth in the district's Market Towns (Broughbridge, Masham, Pateley Bridge)	Dispersed Approach	New Settlement (close to A1(M))	Growth in sustainable village clusters	Growth in villages close to largest settlements	Growth in villages close to Market Towns	Growth in selected villages with large areas of PDL (Tockwith/Dishforth)	Concentrate growth in strategic public transport corridors (Harrogate rail line and strategic bus routes)	Concentrate growth around strategic east/west corridor
	Not assessed	+/- ?	+	-- ?	+/- ?	Not assessed	+/- ?	+	+/- ?	+/- ?	+/- ?

Table 6.18 Objective 9 - Minimise pollution levels and Objective 10 - A transport system that maximises access whilst minimising detrimental impacts

++	Significant positive effects
+	Minor positive effects
0	Neutral
-	Minor negative effects
--	Significant negative effects
?	Uncertain effect

Table 6.19 Key

- 6.49** Additional development under any of these strategies would increase the amount of traffic contributing to air and noise pollution. Those strategies that involve locating growth in the largest settlement and market towns, or in close proximity to them, would be more likely to demonstrate positive effects because of the availability of more sustainable transport modes (walking, cycling or using public transport) to access available employment, community, education and retail services and with the potential for these modes to be enhanced.
- 6.50** There are existing Air Quality Management Areas (AQMAs) in Harrogate and Ripon and increased traffic associated with Strategies 2, 7, 10 or 11 may, depending on where development sites are located, exacerbate air pollution within these areas. As such a mixed positive/negative but uncertain effect is predicted for these strategies.
- 6.51** As Strategy 4 disperses development to villages where public transport is not as frequent or convenient, it has been predicted as having a significant negative effect. It may be the case that cumulatively development in these settlements could lead to improvements in the frequency and reliability as demand for existing public transport services rise, but this is uncertain.
- 6.52** Strategy 5 (a new settlement) has also been predicted to have a mixed positive/negative but uncertain effect. The comprehensive master planning of a new settlement could ensure that convenient walking and cycling routes were created to access jobs, shops and service thereby reducing reliance on private car trips, which would have a positive effect. The location of the settlement within the A1(M) corridor could encourage increased car travel and resultant congestion on the A1(M) unless it was connected to other settlements by sustainable modes of transport. The scale of development could provide the critical mass to secure funding to deliver new or improve existing transport infrastructure, including existing public transport provision, which would be of benefit to the wider community.

Objective 11 - Minimise greenhouse gas emissions and a managed response to climate change**Objective 12 - Prudent and efficient use of energy and natural resources with minimal production of waste**

Objective 11 Minimise greenhouse gas emissions and a managed response to climate change											
Objective 12 Prudent and efficient use of energy and natural resources with minimal production of waste											
Strategy	1	2	3	4	5	6	7	8	9	10	11
Existing Approach (Core Strategy)	Focus growth in largest settlements (Harrogate, Knaresborough, Ripon)	Most growth in the district's Market Towns (Broughbridge, Masham, Pateley Bridge)	Dispersed Approach	New Settlement (close to A1(M))	Growth in sustainable village clusters	Growth in villages close to largest settlements	Growth in villages close to Market Towns	Growth in selected villages with large areas of PDL (Tockwith/Dishforth)	Concentrate growth in strategic public transport corridors (Harrogate rail line and strategic bus routes)	Concentrate growth around strategic east/west corridor	
	Not assessed	0	0	0	0	Not assessed	0	0	0	0	0

Table 6.20 Objective 11 - Minimise greenhouse gas emissions and a managed response to climate change and Objective 12 - Prudent and efficient use of energy and natural resources with minimal production of waste

++	Significant positive effects
+	Minor positive effects
0	Neutral
-	Minor negative effects
--	Significant negative effects
?	Uncertain effect

Table 6.21 Key

- 6.53** New development typically results in an increase in the use of natural resources but the ability to deliver resource efficient and resilient developments ought not to be dependent upon location. Negative effects are not predicted as there are minimum standards that must be achieved as set through building regulations and detailed proposals for the design of individual sites offer the opportunity to use resilience measures such as green infrastructure, green roofs and sustainable urban drainage.
- 6.54** As the strategies have no direct relationship with this objective, the effects have been predicted as neutral.

Objective 13 - Protect and enhance the historic environment

Objective 13 Protect and enhance the historic environment											
Strategy	1	2	3	4	5	6	7	8	9	10	11
Existing Approach (Core Strategy)	Focus growth in largest settlements (Harrogate, Knaresborough, Ripon)	Most growth in the district's Market Towns (Broughbridge, Masham, Pateley Bridge)	Dispersed Approach	New Settlement (close to A1(M))	Growth in sustainable village clusters	Growth in villages close to largest settlements	Growth in villages close to Market Towns	Growth in selected villages with large areas of PDL (Tockwith/Dishforth)	Concentrate growth in strategic public transport corridors (Harrogate rail line and strategic bus routes)	Concentrate growth around strategic east/west corridor	
	Not assessed	- ?	- ?	- ?	+/- ?	Not assessed	- ?	- ?	- ?	- ?	- ?

Table 6.22 Objective 13 - Protect and enhance the historic environment

++	Significant positive effects
+	Minor positive effects
0	Neutral
-	Minor negative effects
--	Significant negative effects
?	Uncertain effect

Table 6.23 Key

- 6.55** To provide for the full development needs of the District, some development is likely to be within the settings of designated and non-designated heritage assets.
- 6.56** Where development is located in fewer locations such as Strategy 2 (largest settlements) or Strategy 3 (Market Towns) effects will be more focused and as such there will be minimal impact on rural conservation areas (although this will depend on where development in the largest settlements and Market Towns is located). Under both strategies, the scale of development could change the character of the settlements particularly the urban fringe, as there would be a need for the development of larger sites on the edge of settlements. Under Strategy 2, there is also the potential for development to impact on the World Heritage Site (Ripon) and associated buffer zone and under Strategy 3, the Registered Battlefield (Boroughbridge).
- 6.57** A dispersed approach (Strategy 4) will have an impact on a greater number of heritage assets (particularly conservation areas) and the scale of development in some locations may have a detrimental impact on the character of the settlements. In contrast, under Strategy 5 (new settlement) any effects will be more limited because development is focused in a single location. However, as the location for the new settlement is not known the significance of any effects and whether they are positive or negative cannot, at this stage, be predicted.
- 6.58** Under Strategy 9 (focusing development on large area of PDL) the effects of development will be limited to the two locations but as there are a number of heritage assets in the vicinity of both, there potentially could still be some negative effects.
- 6.59** Under Strategies 7, 8, 10 and 11 there is the potential for negative effects but these will be limited to the heritage assets within the identified settlements or transport corridors. The scale of development in some locations may have a detrimental impact on the character of the settlements and there is the potential for impacts on the World Heritage Site and buffer (Strategies 7 and 10) and registered battlefield (Strategy 8)
- 6.60** Whilst negative impacts have been predicted, the actual effect and significance of the effects will depend on detailed proposals for the design and development layout of individual sites and mitigation measures to help safeguard against any adverse impacts.

Objective 14 - A quality built environment and efficient land use patterns that make good use of derelict sites, minimise travel and promote balanced development

Objective											
Strategy	1	2	3	4	5	6	7	8	9	10	11
Existing Approach (Core Strategy)	Focus growth in largest settlements (Harrogate, Knaresborough, Ripon)	Most growth in the district's Market Towns (Broughbridge, Masham, Pateley Bridge)	Dispersed Approach	New Settlement (close to A1(M))	Growth in sustainable village clusters	Growth in villages close to largest settlements	Growth in villages close to Market Towns	Growth in selected villages with large areas of PDL (Tockwith/Dishforth)	Concentrate growth in strategic public transport corridors (Harrogate rail line and strategic bus routes)	Concentrate growth around strategic east/west corridor	
	Not assessed	++	++	-	++ ?	Not assessed	+	+	++ ?	++	+

Table 6.24 Objective 14 - A quality built environment and efficient land use patterns that make good use of derelict sites, minimise travel and promote balanced development

++	Significant positive effects
+	Minor positive effects
0	Neutral
-	Minor negative effects
--	Significant negative effects
?	Uncertain effect

Table 6.25 Key

- 6.61** Under both Strategy 2 (largest settlements) and Strategy 3 (Market Towns) there is the potential for development to utilise previously developed land (PDL) although it is unlikely there would be sufficient PDL available so as not to necessitate the development of greenfield sites. In the case of Strategy 2 this could involve the release of sites within the Green Belt around Harrogate and Knaresborough. Both strategies may also offer more opportunity to achieve development at higher densities within the built up area of the settlements without compromising the amenity or character of the settlements. Locating development in the largest settlements (Strategy 2) or Market Towns (Strategy 3) would benefit from accessibility to existing employment, jobs, retail and other services thereby minimising the need to travel and larger allocations also offer the opportunity for mixed use developments.
- 6.62** There is likely to be only a limited amount of PDL land available under a dispersed development strategy (Strategy 4) and with the need for development to be at a lower density to reflect the character and landscape of the rural area resulting in less efficient land take, it is predicted that overall this strategy would have a negative effect.
- 6.63** The provision of a new settlement (Strategy 5) would have a positive effect as master planning could ensure not only the creation of a high quality environment but also that densities across the new settlement were maximised and that community facilities and services were located where they are most accessible to residents. A new settlement could have significant positive effects if it enabled the use of PDL, but as the location is not known this is predicted as being uncertain.
- 6.64** Under both Strategy 7 and 8 there is only limited availability of PDL, which would require not only the development of greenfield sites but could involve the release of Green Belt sites around Harrogate and Knaresborough (Strategy 7) or Ilkley and Otley (Strategy 8). The proximity of the identified settlements under Strategy 7 provides the opportunity to create relatively well balanced development as they have good accessibility to the areas with the most employment, shops and services.
- 6.65** The redevelopment of former airfields (Strategy 9) would have significant positive effects from focusing development on PDL. However, this could be tempered if there is insufficient PDL available to meet development needs without the use of greenfield land, which is likely to involve the use of best and most versatile agricultural land: the effect has, therefore, been predicted as uncertain.

- 6.66** Strategies 10 and 11 would, because of the location of development, have similar impacts to Strategies 2 and 7 although Strategy 11 is predicted to have only minor positive effects as there are fewer facilities available in settlements in the western part of the corridor necessitating travel to access them in larger settlements, most likely be private car as accessibility by public transport is poor.

Objective 15 - Good quality employment opportunities available to all**Objective 16 - Conditions for business success, economic growth and investment**

Objective 15 Good quality employment opportunities available to all											
Objective 16 Conditions for business success, economic growth and investment											
Strategy	1	2	3	4	5	6	7	8	9	10	11
	Existing Approach (Core Strategy)	Focus growth in largest settlements (Harrogate, Knaresborough, Ripon)	Most growth in the district's Market Towns (Broughbridge, Masham, Pateley Bridge)	Dispersed Approach	New Settlement (close to A1(M))	Growth in sustainable village clusters	Growth in villages close to largest settlements	Growth in villages close to Market Towns	Growth in selected villages with large areas of PDL (Tockwith/Dishforth)	Concentrate growth in strategic public transport corridors (Harrogate rail line and strategic bus routes)	Concentrate growth around strategic east/west corridor
	Not assessed	+	+	-	+	Not assessed	+ ?	-	-	+	+

Table 6.26 Objective 15 - Good quality employment opportunities available to all and Objective 16 - Conditions for business success, economic growth and investment

++	Significant positive effects
+	Minor positive effects
0	Neutral
-	Minor negative effects
--	Significant negative effects
?	Uncertain effect

Table 6.27 Key

- 6.67** Under Strategy 2 the employment needs of households in the District's three largest settlements would be met by jobs provided at existing employment areas and the opportunity provided by larger allocations for mixed use developments. However, this focus of development would provide only limited support for new employment in other parts of the District and lead to the need to travel to access job opportunities, which may not be by sustainable transport modes from some settlements. The scale of development would support investment in new infrastructure that could increase the attractiveness of employment sites in these settlements to the market and there may also be benefits from clustering of businesses. Overall, it is predicted the Strategy would have a minor positive effect.
- 6.68** Strategy 3, which would focus most growth in the District's market towns, would have similar effects as Strategy 2 in respect of accessing existing job opportunities, although this would be a narrower range than in the larger settlements. With the exception of Broughbridge, which benefits from proximity to the A1(M), the allocation of sites in these market towns may not be attractive locations for employment investors.
- 6.69** Whilst having a dispersed approach (Strategy 4) would offer a wider geographic availability of new jobs it is unlikely that there would be land suitable for employment development in most of the identified villages. Where land was available and suitable for allocation it would also be dependent on these allocations coming forward for development. Development could have the potential to encourage investment in new facilities and services but it is predicted that overall this strategy would have a minor negative effect.

- 6.70** The provision of a new settlement (Strategy 5) would have a positive effect as the scale of development would provide the opportunity for an employment allocation as part of the development. The A1(M) corridor, which is the area of search for the new settlement, is likely to prove attractive to the market. It would also be accessible but without public transport connectivity this could have a negative effect as access for those not living in the new settlement would have to be made by private car, which may not be available to all potential employees.
- 6.71** The settlements identified under Strategy 7 would benefit from their proximity to the District's major employment centres and sites could also be attractive to the market because of that. However, as not all settlements enjoy good accessibility by public transport to the larger settlements this strategy could have a negative effect, unless accessibility was improved. Similarly, those settlements under Strategy 8 could access those existing employment opportunities in the Market Towns, although these would be limited. There may also be limited market interest in large employment allocations in Masham and Pateley Bridge, which likely lead to the need to travel to access employment opportunities in other locations for the majority of residents.
- 6.72** Development at Tockwith and Dishforth (Strategy 9) would be of a scale that would provide the opportunity for an employment allocation as part of a mixed use development. However, some of the identified land is already in employment use and redevelopment of the airfield could as a consequence lead to a net loss in the amount of employment land available. Development at Dishforth in particular would also benefit from its proximity to the A1(M) although, as with the new settlement strategy, without improved public transport accessibility there would likely be an increase in the number of journeys made by car.
- 6.73** Strategies 10 and 11 would, because of the location of development, have similar impacts to Strategies 2 and 7.

Initial Growth Strategy assessment conclusions

Initial Growth Strategy assessment conclusions											
	1	2	3	4	5	6	7	8	9	10	11
	Existing Approach (Core Strategy)	Focus growth in largest settlements (Harrogate, Knaresborough, Ripon)	Most growth in the district's Market Towns (Broughbridge, Masham, Pateley Bridge)	Dispersed Approach	New Settlement (close to A1(M))	Growth in sustainable village clusters	Growth in villages close to largest settlements	Growth in villages close to Market Towns	Growth in selected villages with large areas of PDL (Tockwith/Dishforth)	Concentrate growth in strategic public transport corridors (Harrogate rail line and strategic bus routes)	Concentrate growth around strategic east/west corridor
1. Quality housing available to everyone	Not assessed	+	+	+	-	Not assessed	+	+	-	+	+
2. Conditions to engender good health	Not assessed	++	++	-	+	Not assessed	+	-	-	++	+
3. Safety and security for people and property	Not assessed	0	0	0	0	Not assessed	0	0	0	0	0
4. Vibrant communities that participate in decision making	Not assessed	++	++	-	+	Not assessed	++	+	+	++	+
5. Culture, leisure and recreation activities available to all	Not assessed	++	++	-	+	Not assessed	+	-	+	++	+
6. Local needs met locally	Not assessed	++	+	-	+	Not assessed	+	-	+	++	+
7. Education and training skills that build on skills and capacity of the population	Not assessed	++	+	-	++?	Not assessed	++	++	+	++	+
8. Biodiversity and attractiveness of the natural environment	Not assessed	-?	-?	--?	--?	Not assessed	-?	-?	-?	-?	-?
9. Minimal pollution levels	Not assessed	+/-?	+	--?	+/-?	Not assessed	+/-?	+	+/-?	+/-?	+/-?
10. A transport system that maximises access whilst minimising detrimental impacts											
11. Minimise greenhouse emissions and a managed response to climate change	Not assessed	0	0	0	0	Not assessed	0	0	0	0	0
12. Prudent and efficient use of energy and natural resources with minimal production of waste											
13. Protect and enhance the historic environment	Not assessed	--?	--?	-?	-?	Not assessed	--?	--?	-?	-?	-?
14. A quality built environment and efficient land use patterns that make good use of derelict sites, minimise travel and promote balanced development	Not assessed	++	++	-	++?	Not assessed	+	+	++?	++	+

Initial Growth Strategy assessment conclusions											
15. Good quality employment opportunities available to all	Not assessed	+	+	-	+	Not assessed	+ ?	-	-	+	+
16. Conditions for business success, economic growth and investment											

Table 6.28 Initial Growth Strategy assessment conclusions

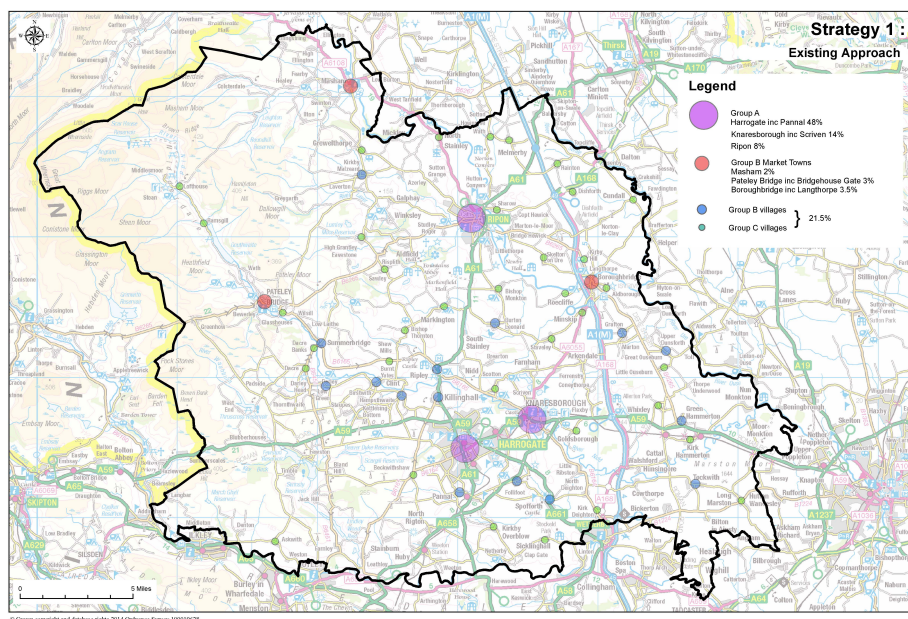
++	Significant positive effects
+	Minor positive effects
0	Neutral
-	Minor negative effects
--	Significant negative effects
?	Uncertain effect

Table 6.29 Key

- 6.74** The assessment of the identified potential strategies highlights that no single strategy could meet future needs of the District in a wholly sustainable manner. With the exception of Strategy 4 (dispersed development), which performs poorly against the 16 sustainability objectives, each of the other strategies have a mix of positive and negative effects.
- 6.75** Strategies 2 and 10 have been assessed as having the most significant positive effects against the sustainability objectives compared to the other assessed strategies, and perform particularly well in respect of accessibility to services and facilities thereby minimising the need to travel. Both strategies are likely to have negative or uncertain effects on the environment (biodiversity, the historic environment and pollution levels) as new development has the potential to impact on the environment and the extent of that impact is dependent upon the location of development, which in terms of specific development sites is unknown. Through the selection of development sites and the implementation of any necessary mitigation measures there is the opportunity to minimise these impacts. The principle of a new settlement can be seen to have positive effects in respect of a number of the sustainability objectives and it may, depending on the chosen location for the new settlement, be possible to turn some of the negative effects into positive effects.

Strategy 1: Existing Approach

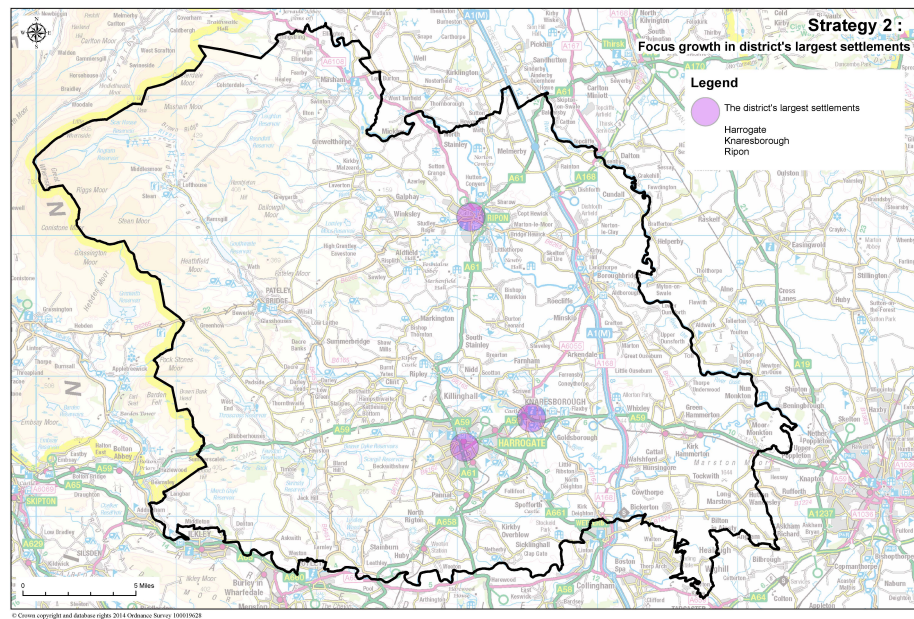
6.76 This strategy is the approach currently being followed, as set out in the Harrogate District Core Strategy (adopted 2009). Unlike the other strategies in this assessment, which concentrate on a single strategic element to help ensure that a high level assessment of the element is possible, strategy 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.



Picture 6.1 Strategy 1: Existing Approach

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

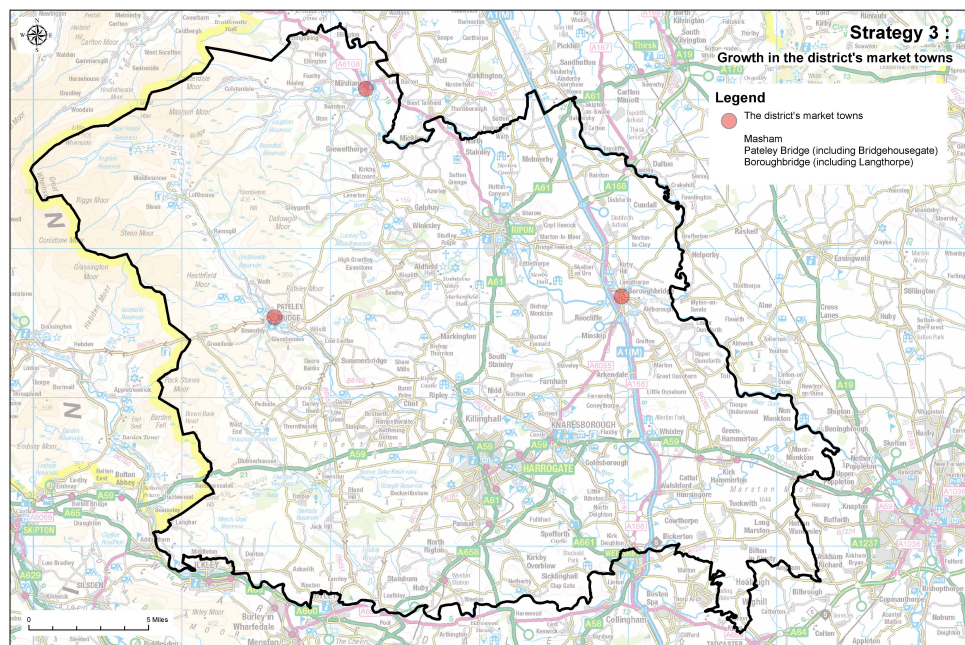
6.77 Under this strategy most growth would take place in Harrogate, Knaresborough and Ripon. In line with previous adopted strategies, at this stage Harrogate is considered to include Pannal, and Knaresborough is considered to include Scriven.



Picture 6.2 Strategy 2: Growth in largest settlements

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

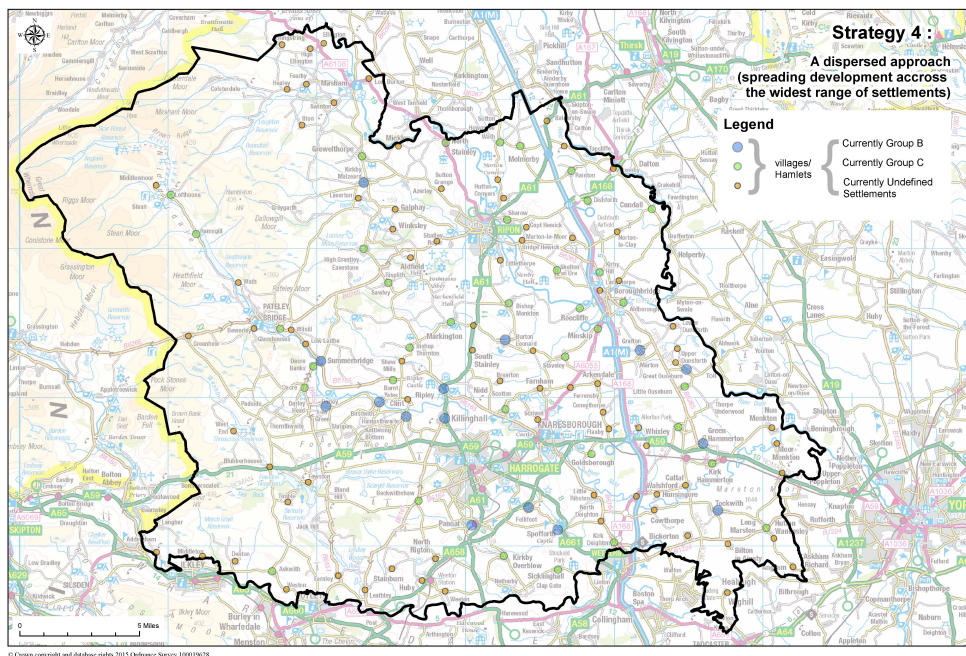
- 6.78 Under this strategy most growth would take place in Pateley Bridge, Masham and Boroughbridge. In line with previous adopted strategies, at this stage Pateley Bridge is considered to include Bridgehousegate, and Boroughbridge is considered to include Langthorpe.



Picture 6.3 Strategy 3: Most Growth in the District's Market Towns

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

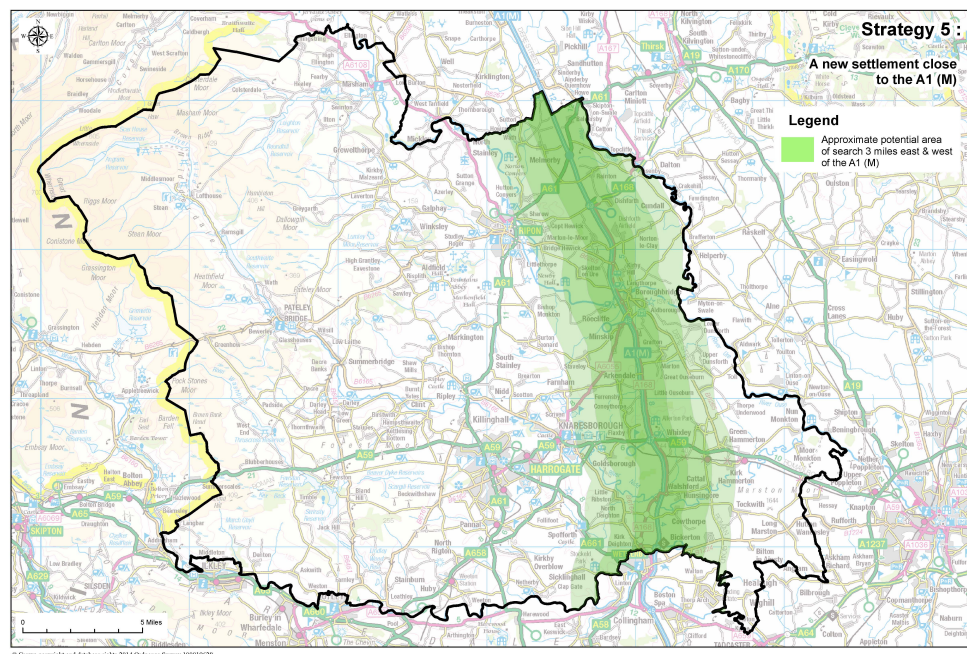
6.79 Under this strategy most growth would take place in the widest selection of villages and hamlets. In terms of current planning policy (Core Strategy policy SG2) this would include Group B villages, Group C villages and villages and hamlets that are undefined.



Picture 6.4 Strategy 4: Dispersed Approach

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

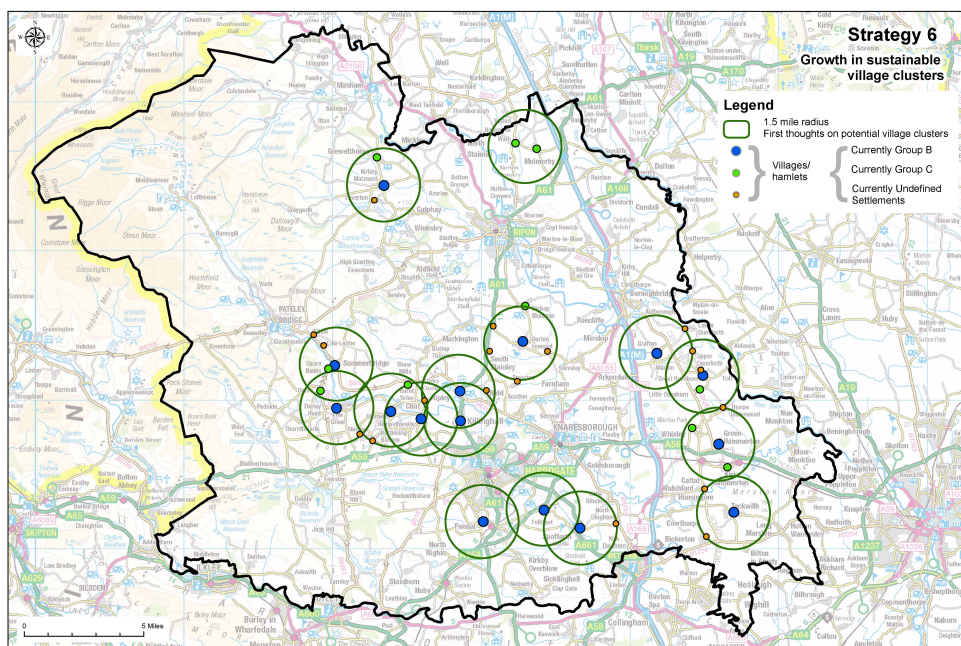
- 6.80 Under this strategy most growth would take place in a new settlement (or significantly expanded settlement) within an area of search that is roughly three miles east and three miles west of the A1(M).



Picture 6.5 Strategy 5: New Settlement

Strategy 6: Growth in Sustainable Village Clusters

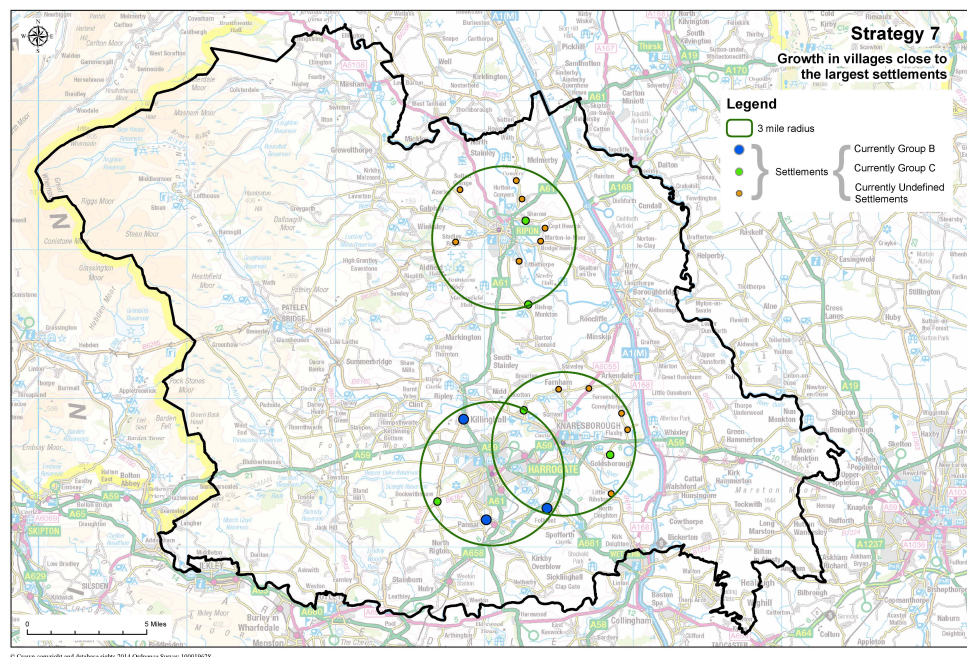
6.81 NPPF paragraph 54 identifies that when seeking rural development that will enhance or maintain the vitality of rural communities, local planning authorities should consider whether development in one village may support services in another nearby village. In response, this strategy identifies potential 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.



Picture 6.6 Strategy 6: Growth in Sustainable Village Clusters

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

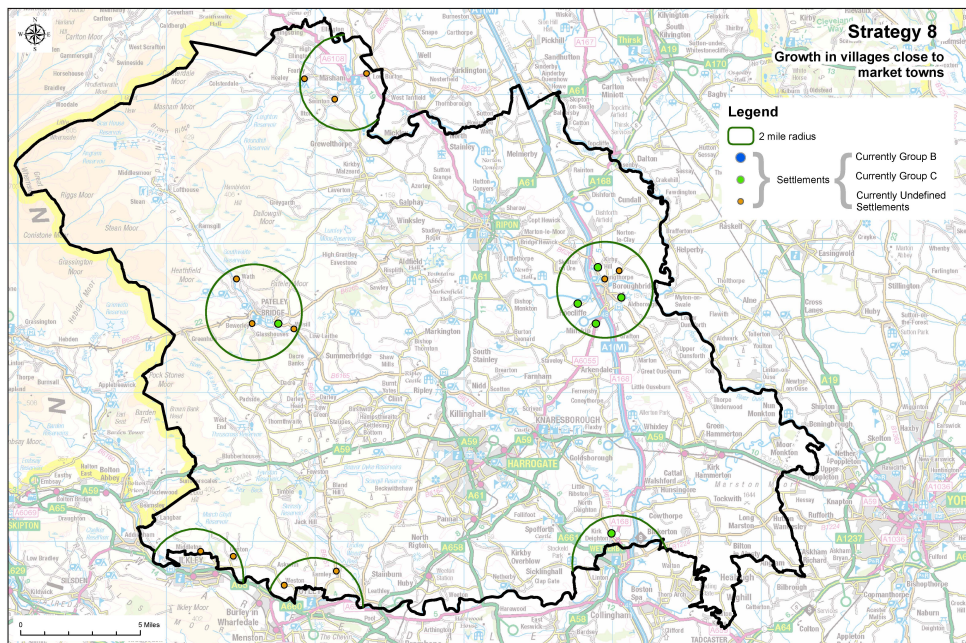
6.82 Under this strategy most growth would take place in the villages surrounding Harrogate, Knaresborough and Ripon. At this stage, settlements within roughly three miles of these settlements have been included.



Picture 6.7 Strategy 7: Growth in Villages Close to Largest Settlements

Strategy 8: Growth in Villages Close to Market Towns

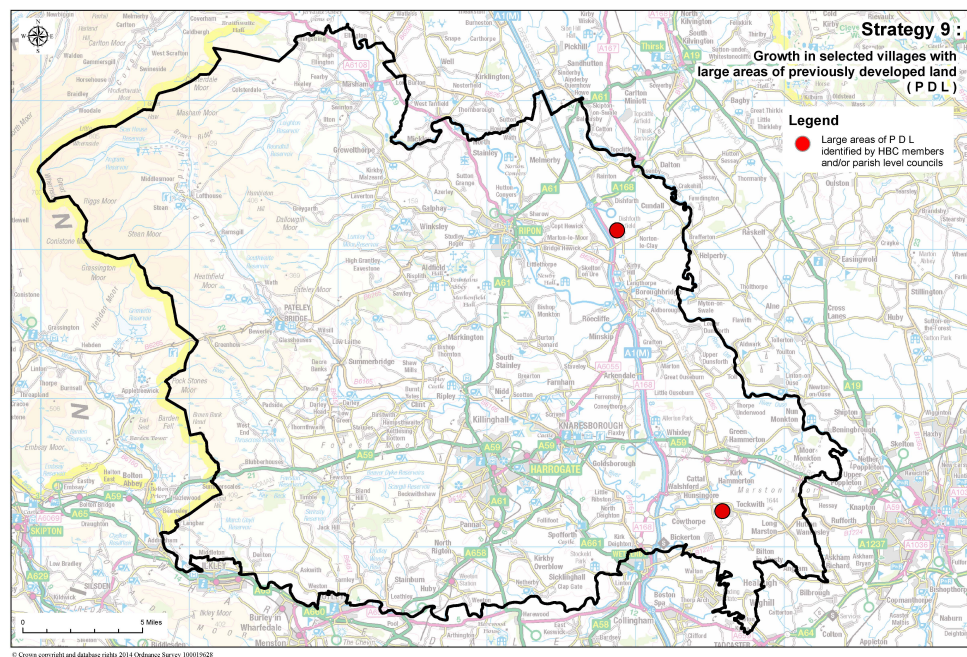
6.83 Under this strategy most growth would take place in villages surrounding market towns. The strategy includes villages close to the market towns within the district (Pateley Bridge, Masham and Boroughbridge), and villages within the district that are close to market towns outside the district. At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



Picture 6.8 Strategy 8: Growth in villages close to Market Towns

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

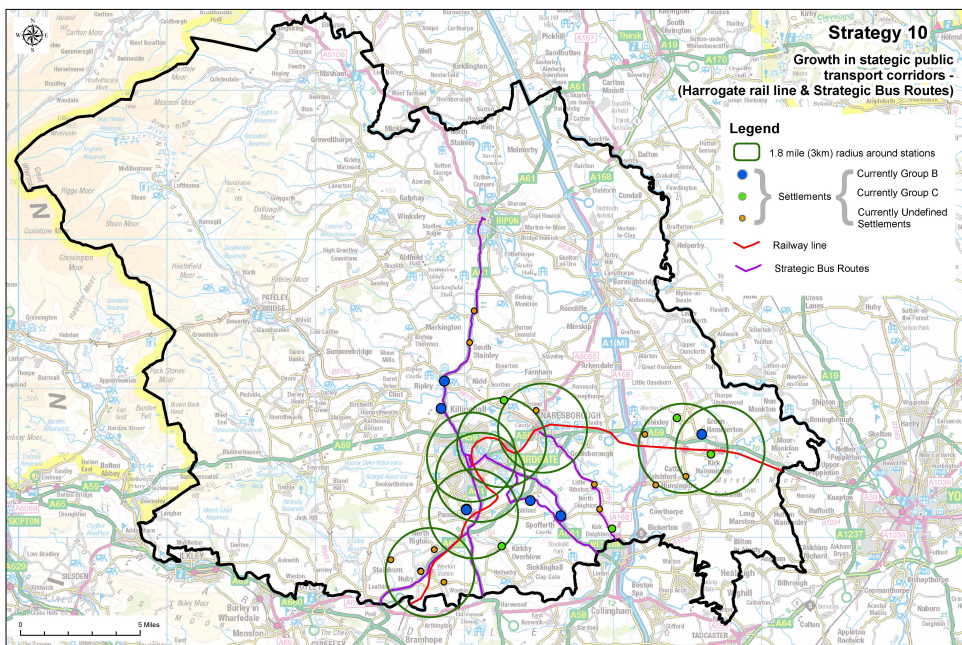
- 6.84 Under this strategy most growth would take place in villages that have large areas of previously developed land (sometimes called brownfield land). Specifically airfields at Tockwith and Dishforth have been considered.



Picture 6.9 Strategy 9: Growth in villages with PDL

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

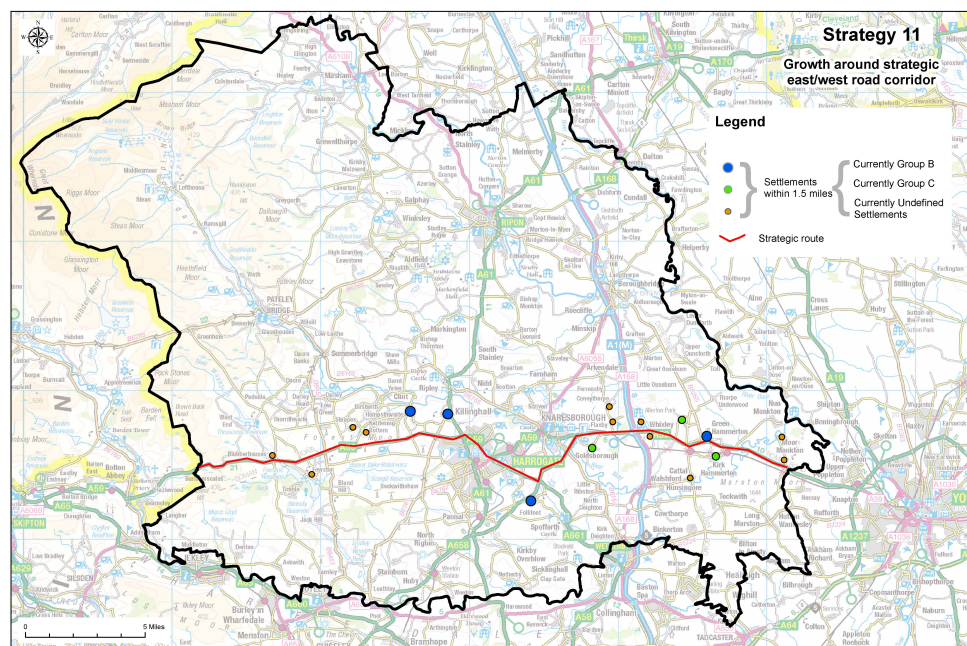
6.85 Under this strategy most growth would take place in strategic public transport corridors i.e. the Harrogate line rail corridor and bus corridors connecting key centres that provide a wider range of services and employment opportunities. Settlements on the bus routes and settlements within roughly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



Picture 6.10 Strategy 10: Growth in strategic public transport corridors

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

- 6.86 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.



Picture 6.11 Strategy 11: Growth around strategic east west road corridor