

Bradleys Both Neighbourhood Development Plan

Consultation Statement

March 2022

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1. INTRODUCTION

- 1.1 Bradleys Both Parish Council formed a Neighbourhood Planning Group on 11th June 2013 and this comprised Parish Councillors and local community volunteers. The group have sought the views of the local community and other stakeholders during the preparation of the Neighbourhood Development Plan (NDP). This has included at the early scoping and outline plan stage together with statutory consultation as part of the Pre-submission draft in 2016 and more recent engagement in order to review the key issues and also to refine the NDP in preparation for formal submission to Craven District Council as the Local Planning Authority.
- 1.2 This Consultation Statement has been prepared to fulfil the requirements of Section 15.2 of the Neighbourhood Planning (General) Regulations 2012 which state that a consultation statement is a document which:
- (a) Contains details of the persons and bodies who were consulted about the proposed neighbourhood development plan;
 - (b) Explains how they were consulted;
 - (c) Summarises the main issues and concerns raised by the persons consulted; and
 - (d) Describes how these issues and concerns have been considered and, where relevant, addressed in the proposed neighbourhood development plan.

2. AIMS OF THE CONSULTATION PROCESS

- 2.1 The aims of the neighbourhood plan consultation process were;
- To ensure that the whole of Bradley's Both community is involved in the production of the NDP;
 - To ensure that all residents and businesses understand the purpose of the NDP and why it will be to the advantage of the community in the future;
 - To obtain from the community their views about what should be included in the NDP and where new development can be accommodated to help meet the future needs of the village;
 - To inform and consult the community at crucial stages of the NDPs development;
 - To inform and involve the Local Planning Authority from Craven District Council to ensure that the plan is in general conformity with the Local Plan;
 - To make statutory bodies aware of the emerging NDP and seek their views prior to formal submission of the plan;
 - To keep the community informed on the preparation of the plan using a variety of means including Parish Council website, local newspaper, press notices and questionnaires to residents and businesses;
 - To inform the community and statutory bodies about any changes made as a result of the consultation responses.

3. BACKGROUND

- 3.1 The principle of producing a NDP received significant support during an initial meeting with residents in April 2013. At the time the Craven District Council Local Plan was being

prepared and was considering future sites for housing development within the village. The NDP was therefore considered as a useful tool to complement the emerging Local Plan and provide additional and more locally specific policies that would respond to the key issues as expressed by the community. Initial work on the neighbourhood plan focussed on defining the vision and objectives of the plan and these have been used to shape and define policies within the plan.

4. NEIGHBOURHOOD DEVELOPMENT PLAN VISION AND OBJECTIVES

4.1 The vision of the Neighbourhood Plan sets the overarching aspiration and was informed by the initial consultation activities undertaken during 2013. More recent community events have tested this vision to ensure that it remains fit for purpose and responds to the needs and aspirations of the community.

“The people of Bradleys Both are proud of their community, character and beautiful surrounding countryside. Our vision is to provide existing and new residents with the opportunity to live and work in a rural community which can grow proportionately whilst still retaining, enhancing and respecting the vitality and character of the parish. We want to protect our heritage, including the surrounding countryside, our open spaces and recreational facilities, without significantly increasing traffic in the village”.

4.2 To achieve the vision the following high level objectives have been defined and these inform the policies within the neighbourhood plan.

- To maintain, and where possible, enhance the character and vitality of the village;
- To minimise the impact of new development on the surrounding countryside, landscape and ecosystems;
- To provide homes of predominantly 2-3 bedrooms;
- To respect and preserve Bradley’s open spaces, historic features and buildings, local heritage sites and recreational facilities as far as is practicable;
- To prioritise road safety considerations by;
 - o Addressing the impact of existing road traffic congestion and on-street parking;
 - o Improving pedestrian and cyclist safety on Skipton Road between the village centre and Snaygill roundabout.
- To encourage small business growth and maintain farming, tourism and rural businesses;
- To prioritise identified infrastructure improvements.

5. THE CONSULTATION PROCESS

5.1 This section outlines the chronology of activities undertaken during the preparation of the NDP. Details of the nature of activities, responses received and assessment of how they have informed the production of the plan are included in Appendix 1-5 of this Consultation Statement.

2013 - Neighbourhood Plan Scoping Stages

5.2 At their meeting of 5th January 2013 Bradleys Both Parish Council resolved to proceed with developing a NDP.

5.3 In March 2013 every home and business within the Parish received an invitation to attend a meeting to discuss the potential for producing a NDP.

5.4 On the 10th April 2013 a public meeting was held at Bradley Village Hall where a presentation was given to those attending to explain the rationale for a NDP. The presentation was given by a member of the Planning Aid Service as part of the Government's support for Neighbourhood Planning Groups and the meeting was also attended by Parish, District and County Councillors and representatives from Craven District Council's Planning Policy team. The meeting was well attended and allowed villagers the opportunity to both discuss and understand the principle of producing a NDP but also to provide comments and identify important local issues. These comments were captured on paper table cloths and were organised into themes and were duly considered by the neighbourhood planning group.

5.5 In July 2013 a public drop in session was arranged by Craven District Council to consider the list of possible future housing sites that would be included within the Craven District Council Local Plan. This also allowed attendees to hear about the proposed NDP.

2014 - Outline Draft Neighbourhood Plan

5.6 In November 2014 an initial Outline Draft Plan was produced and this sought to devise policies to respond to the issues and aspirations identified by residents and businesses during the scoping stages.

5.7 A questionnaire was produced and circulated to all premises within the parish and a press notice was also placed in the Craven Herald and a copy of the plan was made available on the Parish Council's website. Posters were also displayed around the village to inform the community about the draft plan and invite comments.

5.8 A total of 592 questionnaires were distributed and 184 were returned. A full assessment of the responses was carried out by the neighbourhood planning group and this is set out within Appendix 3 of this statement. The responses were duly taken into account and informed the next version of the draft plan.

2016 - Pre- submission Consultation Draft Neighbourhood Plan

5.9 In March 2016 a Pre-submission Consultation Draft NDP was produced. All premises within the parish were again notified and invited to provide comments. As required by the Neighbourhood Planning (General) Regulations 2012 a six week period was allowed for responses to the draft plan (26th March 2016 – 7th May 2016). Craven District Council as the Local Planning Authority and the relevant Statutory Bodies (Natural England, English Heritage and the Environment Agency) were also consulted on the draft plan together with local businesses, Bradleys Both Community Primary School and local sports clubs. During this time the draft plan was available to view on the Parish Council website and hard copies were available to view at the Village Hall between 14:00-17:00 on Wednesday 4th May 2016 and Saturday 7th May 2016. At these sessions members of the neighbourhood planning group were on hand to answer any questions and a total of 106 attended the sessions. Hard copies of the draft plan were also available to view at the Methodist Church, St. Mary's

Church, the Slaters Arms public house and Bradley Village Store. Comments to the draft plan could be submitted online, deposited at the Village Store and Village Hall. Representation forms were provided to assist residents to comment on any aspect of the draft plan.

Page 74 of this consultation statement shows the letter sent to all residents in 2016 and further correspondence was sent at various stages of the consultation process.

Appendix 6 on Page 139 gives a list of statutory bodies and parishes consulted.

- 5.10 During June 2016 to February 2017 all comments and responses received to the draft plan were uploaded onto a spreadsheet and analysed by the neighbourhood planning group. A range of amendments were made to the plan in response to these comments and these are provided in Appendix 3 of this Consultation Statement.

2019-2022 - Pre-Submission Draft (Amended Versions)

- 5.11 The Parish Council also held a village open day in February 2020. This was held at the village hall and the local community were invited to find out about the work of the various community groups active within the village. The neighbourhood planning group had a stand at the event and used this as an opportunity to discuss the draft NDP and test the vision and objectives of the draft plan to ensure that they are still fit for purpose given the passage of time since the initial consultation activities.

- 5.12 During 2019-2021 the neighbourhood planning group have maintained regular dialogue with the planning policy team from Craven District Council who have kindly provided useful feedback and comments that has helped to inform the detailed policy wording of the submission version of the neighbourhood plan. A schedule of the comments from CDC and the neighbourhood planning groups responses to these during the evolution of the plan is set out in detail in Appendix 5 of this Consultation Statement.

Conclusion

- 5.13 A considerable amount of consultation has been undertaken during the preparation of the NDP and this has directly informed the vision, objectives and substance of the policies. The most significant consultation activities took place between 2013-2016 but more recent community consultation in 2020 has confirmed that the issues and objectives remain unchanged.

BRADLEY PARISH COUNCIL NEIGHBOURHOOD PLAN

We need your help creating our neighbourhood plan.

- *The Localism act; The act comes into force in April 2013 and affects all Councils including Parish Councils. The Act includes a range of powers aimed at involving residents and business people in the development of their local community.*
- *Neighbourhood plan; In light of the Localism act the Parish Council believe it is time to take a fresh look at the needs of the Parish and set out proposals in a Neighbourhood plan. In order for the plan to be effective it must cover the interests of as wide a cross section of our community as possible.*
- *To take the views of the community the Parish council intend to hold an open meeting where we will welcome ideas on the future of our community.*

Suggested items for discussion.

Housing Education Environmental issues
Business Farming Highways Improvements
Shopping Public transport Social amenities
communications (e.g internet)

**7.00pm Wednesday 10th April 2013
BRADLEY VILLAGE HALL**

Please come along and discuss your views with;
*Parish Councillors, Craven District Councillors and our North
Yorkshire County Councillor.
Light refreshments available*

Chair of Bradley Parish Council.

APPENDIX 1 – 2013 NEIGHBOURHOOD PLAN SCOPING STAGE CONSULTATION

Figure 1: Poster advertising the initial neighbourhood plan meeting held on 10th

Images from the initial public meeting held on 10th April 2013 at the Village Hall.



Photo 1: Village Hall set up showing paper table cloths which were used to capture issues for the neighbourhood plan.



Photo 2: Presentation by RTPI's Planning Aid Representative



Photo 3: Attendance by the local community at the Village Hall public meeting.



Photo 4: Attendance from by the local community at the Village Hall public meeting.



Photo 5: Attendance from by the local community at the Village Hall public meeting.



Photo 6: Comments from the community captured on one of the thematic table cloths.

APPENDIX 2 – 2014 NEIGHBOURHOOD PLAN OUTLINE DRAFT CONSULTATION



Figure 2: Letter sent to all residents and businesses in the Parish seeking comments and views on the Outline Draft Neighbourhood Plan.

BRADLEYS BOTH NEIGHBOURHOOD PLAN – CONSULTATION DOCUMENT

Your feedback is important!

This is your opportunity to have your say and influence of the final Bradleys Both Neighbourhood Plan and we need your feedback to get this right. Please feel free to add any comments to explain your answers.

1. Do you agree with the **plan vision and aims**? Yes No

If **NO**, which aspect(s) of the plan vision and aims do you disagree with?

Your comments:

2. Do you agree with all the **Environmental policies**? Yes No

If **NO**, please indicate which policies you **don't** agree with by placing an X in the relevant box(es) below?

E 1 E 2 E 3 E 4 E 5 E 6

Your comments:

3. Do you agree with all the **Housing policies**? Yes No

If **NO**, please indicate which policies you **don't** agree with by placing an X in the relevant box(es) below?

H 1 H 2A H 2B H 2C H 3 H 4 H 5

Your comments:

4. Do you agree with all the **Highways & transport policies**? Yes No

If **NO**, please indicate which policies you **don't** agree with by placing an X in the relevant box(es) below?

T 1 T 2 T 3 T 4 T 5

Your comments:

Figure 3: Consultation questionnaire sent to all residents and businesses seeking comments and views on the Outline Draft Neighbourhood Plan.

5. Do you agree with all the **Community facilities and infrastructure policy**? Yes No

C 1

Your comments:

6. Do you agree with all the **Employment/local business policies**? Yes No

If **NO**, please indicate which policies you **don't** agree with by placing an X in the relevant box(es) below?

EB 1 EB 2 EB 3 EB 4 EB 5

Your comments:

Infrastructure Projects Feedback

The Community Infrastructure Levy (CIL) is a levy that local authorities can use to raise funds from developers who undertake building projects in their area. The funds raised will go to improving local infrastructure. Bradley Parish Council has considered various areas where any available money could be used to benefit the community, and further feedback from the community is sought.

We have identified 6 possible uses for any CIL money which the Parish may be allocated. Clearly, any monies would not fund a Roundabout/Pedestrian Refuge but if there is sufficient demand it strengthens our case.

This list of possible projects are in no particular order. Please indicate your top 3 but placing 1, 2 and 3 in the relevant box with 1 being the most important to you.

	Ranking 1st, 2nd, 3rd
a Roundabout and Pedestrian Refuge on A629/Ings Lane junction	<input type="text"/>
b Footpath over Bradley Heath at Skipton Road	<input type="text"/>
c Footpath on Matthew Lane/Ings Lane	<input type="text"/>
d Allotment facilities	<input type="text"/>
e Improvements to sports facilities	<input type="text"/>
f Improvements to Children's Playground	<input type="text"/>
g Your own suggestion of a worthwhile project.	<input type="text"/>

Please briefly outline your suggestion:

Please return to the Village Shop by Monday 1st December 2014
Thank you in advance for helping to shape the future of Bradley



Photo 7: Banner outside Methodist Church during the consultation of the Outline Draft Neighbourhood Plan.

**Bradleys Both Parish Council
Neighbourhood Plan**

**Consultation Document
November 2014**

**Bradleys Both Neighbourhood
Planning Group**

'Planning Together'

Figure 4: Outline Draft Neighbourhood Plan that was subject to consultation in 2014.

BRADLEYS BOTH NEIGHBOURHOOD PLAN – CONSULTATION DOCUMENT

Bradleys Both Neighbourhood Plan Group

1. Introduction

Background – Why a Neighbourhood Plan?

The Localism Act of 2011 has empowered local groups such as Bradley Parish Council with the opportunity to shape the future development of the parish by producing a Neighbourhood Plan. The Bradley Neighbourhood Plan will be an official planning document similar to and incorporated into the Craven District Local Plan, both being valid for the next 15 years. All planning applications will be judged by reference to it and so it is essential that it is constructed in the form of legally enforceable policies.

The Bradley Neighbourhood Plan will be informed by the local residents' opinions on all planning matters such as the location, style and design of new housing; the location and provision of new facilities; and the protection of the essential nature of Bradley. The Neighbourhood Plan is important for the future of the village: without a plan and because of relaxed national planning rules, communities become more vulnerable to unlimited building development.

Where are we in the process?

The Parish Council established a Neighbourhood Plan group of Parish Council members and volunteers in April 2013 to produce a plan for Bradley. In April 2013 an open meeting in the Village Hall was well attended with many opinions expressed, followed by a Craven District Council drop in session in July 2013. Subsequently, work started on a draft plan to incorporate all of the feedback. As a result we now wish to share the ideas and policies that will form the Bradley Neighbourhood plan.

What next?

Following the responses to this consultation document, the Bradley Neighbourhood Plan will be amended with the appropriate policies formalised and including all the supporting evidence. It will then be put forward for a further 6 week public consultation. After any more modification, the Plan will be independently examined to ensure it complies with national planning criteria and the proposed Craven District Local Plan. Finally, it will be put to a referendum of Bradley residents at which it must receive over 50% approval of the respondents before it has legal status.

The following table shows the remaining stages leading to the acceptance of the final Neighbourhood Plan:

Sequence of Forthcoming Activities
• Consultation document sent to every household and business.
• Questionnaires completed and returned.
• Public meeting to report questionnaire results.
• Full draft Neighbourhood Plan produced with supporting evidence.
• 6 week public consultation.
• End of public consultation.
• Neighbourhood Plan completed and ready for examination.
• Neighbourhood Plan sent for independent examination.
• Referendum of Bradley Parish Residents.

2. The Bradleys Both Parish Neighbourhood Development Plan area.

Bradleys Both Parish lies within an outstandingly attractive horseshoe of hills within which nestles the conservation village of Low and High Bradley. This part of North Yorkshire has a history of settlement stretching back many millennia as the Bronze Age burial barrows attest. The earliest standing cottage in the village dates from the 16th century, and there are many other old and listed buildings which give Bradley a tranquil and time honoured feel. Villagers value their environment and understand what community means and realise what a charming and precious parish they live in.

Bradley Parish has a population of 1244 people (2011 Census). The village consists of an older segment, made up primarily of two conservation areas, and a 20th century mixed development of bungalows and houses. The village has valued amenities including:- two 19th century churches, two pubs and a shop, a respected primary school, the village hall, a 19th century converted mill, playground, playing fields and pavilion. The village encompasses several community valued green spaces which maintain its harmony within the landscape. The Leeds to Liverpool Canal runs through the parish with a small picnic and relaxation area, and a number of streams flow down from the moor side through the village eventually entering the River Aire below. The Airedale Business Centre is situated one mile from the centre of the village and is within the parish boundary. See Map 1.

3. The vision and aims for Bradleys Both Parish

Craven District Council has a statutory duty to provide land for housing. Land in the parish is being sought for this purpose. The Neighbourhood Plan endorses the objective of meeting these housing needs whilst striving to ensure that the village and parish remains a vibrant community without adversely affecting its essential character and conservation areas:

It will aim to:

- Maintain and, where possible, enhance the character and vitality of the village.
- Minimise the impact of new development on the surrounding countryside, landscape, and ecosystems.
- Provide existing and future residents with the opportunity to live in a home appropriate for their needs.
- Respect and preserve Bradley's open spaces, historic features and buildings, local heritage sites and recreational facilities.
- Prioritise road safety considerations by addressing the impact of existing road traffic congestion and on-street parking, and encouraging the use of public transport.

4. Planning Policies

4.1 Environment

Public consultations demonstrated a very strong need to retain Bradley's village feel by rejecting housing development on infill sites in the centre of the village.

New developments must respect the rural nature of the community and its setting by actively encouraging the incorporation of natural enhancement in any development, such as provision and maintenance of footpaths, styles and planting schemes, especially around the canal and recreation ground. Our valued green and built assets must be protected.

There has been increased development on the Airedale Business Centre in recent years. There are concerns that further ribbon development may be allowed to 'creep' on the east of the canal and along either side of the A629 road towards Keighley which will affect the rural feel of Bradley.

The Plan appreciates the need for energy conservation and management. Current approaches towards renewable energy, e.g. wind turbines and solar panels, contribute to this requirement. The Plan recognises the fragile nature of the local environment and landscape, and the degree to which this would be compromised by an expansion of wind turbines in the parish.

Environmental Policies

Policy E1: *There will be a policy that requires existing open spaces, local heritage sites and recreational facilities of Bradley to be respected.*

Policy E2: *There will be a policy that protects the rural aspect of our village, farmland and the environment, preserving wildlife and biodiversity.*

Policy E3: *There will be a policy that protects the green wedge of land between Bradley village and the parish boundary with Skipton to the east of the canal in order to prevent ribbon development.*

Policy E4: *Developments that will enhance the amenity value of the playing fields will be encouraged.*

Policy E5: *The number, position and location of wind turbines should not be to the detriment of the surrounding hill top vistas or create distress to the natural beauty of the landscape.*

Policy E6: *The number and position of solar panels should not have an obtrusive impact on the visual appeal of the village or contravene the aims of the Town and Country Planning Guidelines.*

4.2 Housing

There is community acceptance that some housing growth is necessary in Bradley and that new housing should be sympathetic to the village's rural feel, housing density and design. During the consultation, concerns were raised about the impact new development would have on existing infrastructure including: school capacity, water supply, flooding, traffic/highways/footpaths, car parking, and provision of new open spaces and allotments.

The proposed Craven District Local Plan has a target of 30 new dwellings in Bradley over the next 15 years. Bradley Neighbourhood Plan seeks to accommodate this number.

Housing in Bradley is seen as relatively expensive, both to buy and rent. We have roughly twice the national average of residents aged 60 and over (approximately one third of all residents). There is a need for affordable homes to encourage young people to remain in the village and to attract families with school-age children as well as an unsatisfied demand for 'affordable' or 'social' housing for rent or purchase.

The community has raised concerns regarding the design of new housing, and that new developments should reflect the local traditional style in materials used, and take into account height (i.e. number of storeys), density and design details and provision of off-street parking. The Plan will address this and will distinguish between new development within and outside the village conservation areas.

Allocation of new housing sites

Craven District Council's Strategic Housing Land Availability Assessment (SHLAA) identifies and assesses sixteen potential sites for the delivery of this target. Based on initial community consultations on these SHLAA sites and discussions with Craven Planning officers, the Neighbourhood Plan group considered the suitability of all the potential sites.

The major consideration for assessing the available sites was the availability of off street parking and need to maintain traffic flow through the village to reach primary routes. It was therefore felt critical to protect thoroughfares from any further infill development, so that only potential sites away from the village centre were considered.

New housing should comprise a number of smaller developments, rather than all on one site. BR006, BR007 and BR016 have been assessed as best meeting this need and development will be allowed on these selected sites to deliver up to 30 homes over the period 2015 to 2030. (As shown in 'Map 2 – Bradleys Both zones where it is considered appropriate to build a total of 30 dwellings').

The Neighbourhood Plan will also set out outline development requirements to be satisfied in the delivery of any housing on each site.

Housing Policies

Policy H1: *Housing Development Considerations* – Policy will apply considerations in respect of infrastructure capacity, avoidance and mitigation of flood risk, highway congestion and pedestrian safety, off-street car parking provision, accessibility to existing/new proposed facilities and primary roads and positive impacts on green space.

Policy H2: *Housing Allocation for 30 New Homes.* Policy will allocate the following sites for new housing (As shown in 'Map 2 Bradley showing zones where it is considered appropriate to build a total of 30 dwellings').

Policy H2A: *Land adjacent to Cross Lane Mill* – (BR006) – Policy will require that any new housing development responds to its 'open aspect' near to the canal entrance to the village and proximity to existing properties. It should provide new local green space. Policy will require the re-alignment of Ings Lane and road improvements at the junction of Ings Lane and the A629 to improve safety for all road users.

Policy H2B: *Land at Matthew Lane (BR007)* – Policy will require that any new housing development responds well to its canal side location, and provides new local green space. Policy will require the provision of a new pedestrian footpath within the playing field alongside Matthew Lane and road safety improvements at the Junction of Ings Lane and the A629.

Policy H2C: *Land at Skipton Road (BR016)* – BR016 does not significantly extend the village boundary or result in additional traffic in the congested centre of the village. This site is close to the primary school and has good vehicular access to primary routes via Skipton Road. Policy will require that any new housing development provides new allotment space and road and footpath improvements to Skipton Road over the Heath.

Building Design

New developments should be in keeping with the surrounding area, taking account of the style and type of buildings within a particular part of the village and their relationship to the conservation area.

Policy H3: Building Design – Policy will require that new development is of high quality design, contributes to local distinctiveness, reinforces the character of local landscapes and building traditions, responds positively to existing site features and integrates well with its immediate and surrounding local area. Policy may also distinguish between design requirements inside and outside the conservation area.

Housing type and mix

New housing must meet the demonstrated needs of current and future households in Bradley, of all age groups including the provision of affordable housing. In order to provide for any specific mix, the Plan would need up-to-date evidence that such a mix was required. The Plan will require any new housing development to meet needs as assessed in the Craven Strategic Housing Market Assessment (SHMA) at the time of any proposed new development

Policy H4: *Housing type and mix: Policy will require that the type of housing built satisfies the needs of the local community.*

Policy H5: *Affordable housing: Policy will require that the percentage of affordable housing required is 40% on sites of 5 new dwellings and above subject to viability and that preferred sites have a mix of types and sizes.*

4.3 Highways & transport

The roads in the centre of Bradley become very congested at peak times and parking within the village is at a premium. On-street parking in the centre of the village is inherently hazardous for both pedestrians and cyclists and restricts access for emergency vehicles.

The Ings Lane junction with the A629 is particularly dangerous for all users. The fast-flowing traffic on the A629 makes it difficult for pedestrians to cross to use the bus, and for vehicles to turn right into Bradley from Keighley, or turn right from Bradley towards Skipton. There are concerns about the width of Skipton Road and lack of footpaths between Bradley and Snaygill. New provisions are required to improve the safety of this road. Comments were received about the speed of traffic throughout the village, with many suggesting a 20mph speed limit.

Highways & transport policies

Policy T1: *Traffic – In order to not increase traffic congestion, new housing developments must demonstrate easy access to and from the major primary routes without the need for residents to cross the village centre.*

Policy T2: *New developments must be within easy pedestrian and cycling distance of all village centre amenities. If a highway/footpath needs to be altered for any reason, it should result in an improvement of access to these amenities.*

Policy T3: *New infrastructure – Favourable consideration will be given to any development proposals that include the provision of, or significant contributions towards improvements to highways and footpaths that address the highlighted safety issues.*

Policy T4: *Road Safety – A roundabout and a new pedestrian safety refuge are required at the junction of the A629 and Ings Lane to ensure safety of pedestrians and vehicles.*

Policy T5: *Public transport – There will be a policy that encourages and maintains sustainable public transport services.*

4.4 Community facilities & infrastructure

Protection of Assets of Community Value:

An Asset of Community Value is defined as: "A building, other piece of land or feature whose actual current use furthers the social well-being and interests of the local community".

A register of Assets of Community Value will be compiled which will reflect any comments or suggestions received from questionnaire responses.

Policy C1: Protection of Assets of

Community Value: *There will be a policy that will protect those community assets that are listed in the Register of Community Assets. The Plan will aim to improve health, social and cultural wellbeing for all and encourage facilities and services to meet local needs.*

Policy EB2: *There will be a policy that seeks to maintain the 'green wedge' of land between Bradley village and the parish boundary with Skipton to the east of the canal in order to prevent ribbon development.*

4.5 Employment / local business

Commercial development

The Airedale Business Centre is situated one mile from the centre of the village at Snaygill and within the parish boundary. It has a variety of commercial activities including retail outlets, car sales and light manufacturing industries and is complete. The Parish Council is keen to support this thriving business park as a provider of employment and services. However, no further commercial development would be possible without forming a ribbon development along the A629. Such development could not be achieved without the use of green space and the accompanying adverse effect on the environmental aspects of the Aire Valley.

Commercial development to the east of the canal at any point between Bradley village and the Skipton parish boundary and south easterly along the canal would breach the 'green wedge' separating the urban spread of Skipton and the village settlement of Bradley. (See 'Bradley Parish Boundary Map' in Map 1).

Policy EB1: *There will be a policy that seeks to protect the green areas along the A629 within Bradley Parish from further commercial development.*

Encouraging local businesses including farming

There are a number of small home-based businesses run from properties in Bradley parish that have limited effects on the infrastructure and environment.

However some employment sources were thought intrusive in the village and so new development should be sensitively located and not create additional traffic problems.

Policy EB3: Small scale Businesses:
There will be a policy that supports applications from local businesses to expand their premises provided they are small in scale and offer local employment. They should not adversely affect the residential environment nor create significant additional traffic.

Policy EB4: Relocation of businesses:
There will be a policy that resists proposals to redevelop a commercial site that would adversely affect the residential environment or creates significant additional traffic.

Protecting the farming environment

There are now around 20 farms in the parish and only two of these are dairy farms. The remaining enterprises are mainly sheep and fattening cattle together with one poultry unit and it is likely that this number will reduce further.

There may be some expansion into sideline businesses on farms such as some of those seen at the present time e.g. pet burial sites/catteries/kennels etc.

Policy EB5: *There will be a policy that resists proposals that would result in the loss of existing farming businesses through redevelopment or change of use, unless such proposals are for alternative farming enterprises.*

Community Infrastructure Levy

The CIL is a levy that local authorities can use to raise funds from developers who undertake building projects in their area. The funds raised will go to improving local infrastructure. Bradley Parish Council has considered various areas where any available money could be used to benefit the community, and further feedback from the community is sought.

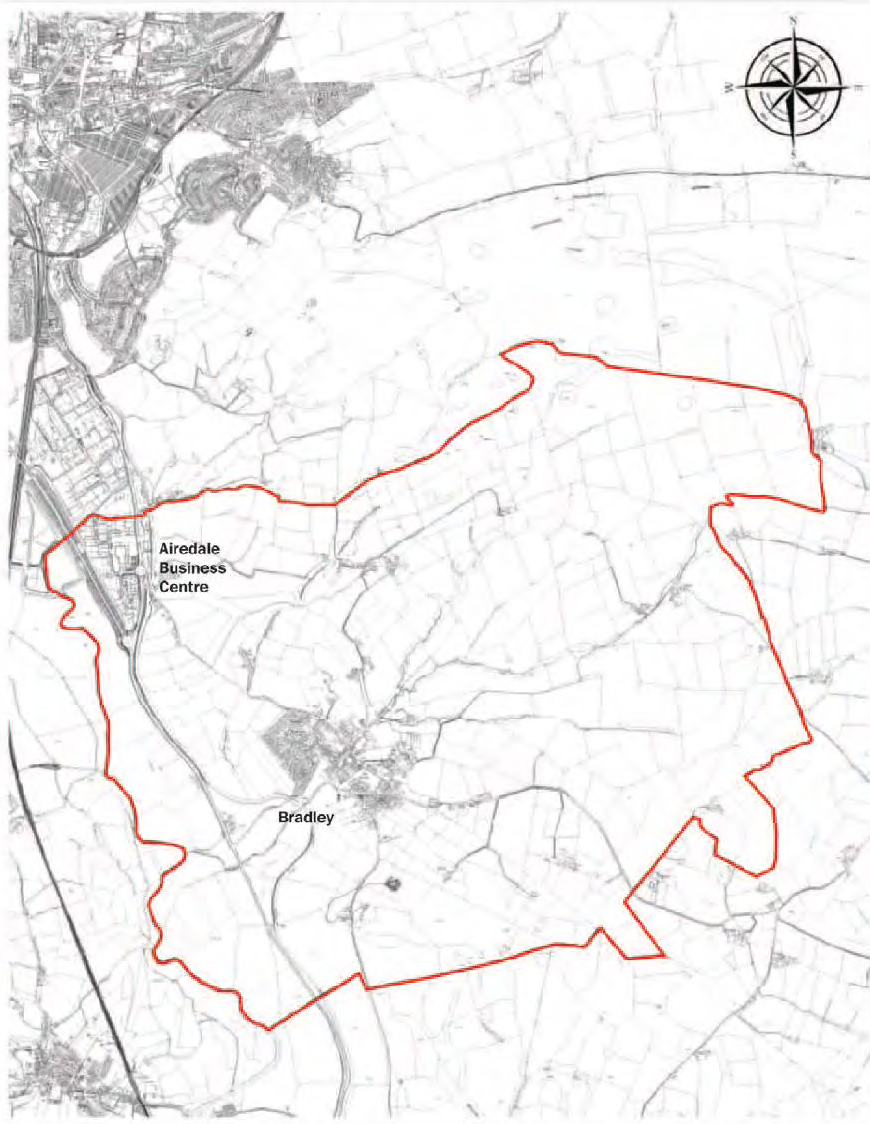
Community infrastructure levy priorities

Ideas put forward for spending the CIL money that may be available could include the following:

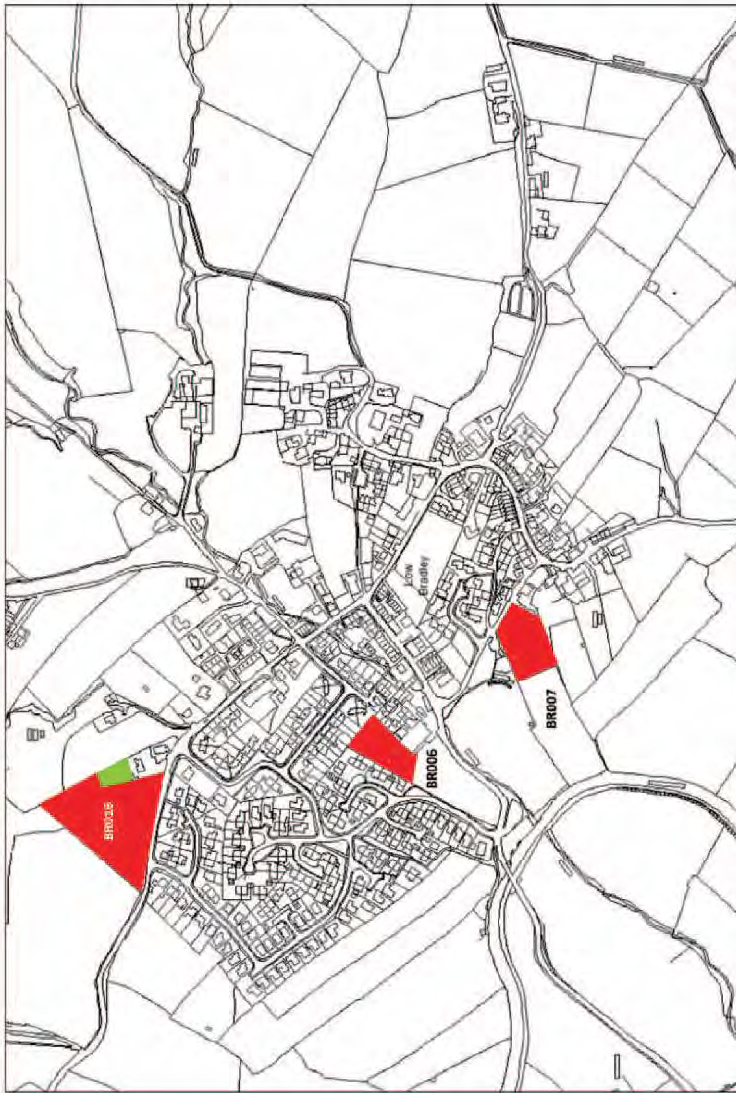
1. Roundabout and Pedestrian Refuge on A629/Ings Lane junction
2. Footpath over Bradley heath at Skipton Road
3. Footpath on Matthew Lane/Ings Lane
4. Allotment facilities
5. Improvement to sports facilities
6. Improvements to Children's playground

Favourable consideration will be given to any development proposals, outside of the obligatory CIL levy, that include the provision of, or significant contributions towards the establishment any of these priorities by a prospective developer.

Map 1 – showing Bradleys Both Parish boundary



Map 2 – Bradleys Both showing zones where it is considered appropriate to build a total of 30 dwellings.



Scale: 1:5000

■ Area of Housing Development
■ Allotments

Bradley Sites
Bradley Parish Council

Number of surveys sent out to households and businesses – 592

Number of surveys returned – 184

VISION AND AIMS

1. Do you agree with the plan vision and aims?

Yes 164 No 17 Did not say 3

17 respondents replied NO, stating that they disagreed with the following aspect(s) of the plan vision:

The Vision & Aims section seems to include aims but no vision.

- a. *In terms of the aims: these are to be supported although they are relatively general, While an unrealistic view of what could be achieved through Neighbourhood Planning should not be taken, it would, at the same time, be good to see slightly more ambitious aims for improving the lives and facilities available to local residents included.*
- b. *Many planning documents include a vision for the plan area expressed in the future participle (e.g. by the end of the plan period Bradley will have)*
- c. *It would be useful to see such a vision at the start of the Neighbourhood Plan in order to better understand what the intended purposes are and to judge whether the policies will achieve them.*

In my opinion the aims should seek to enhance leisure opportunities for village residents – through, for example, provision of new sports facilities, rights of way for walking, amenity spaces etc, in that respect the vision and aims could be better.

There really is not enough space in the village (village centre) to accommodate more homes – which bring in more vehicles. The village becomes too large and that respect for the village becomes diluted.

Village does not need extending – any infrastructure improvements should be undertaken whether or not development goes ahead.

I agree only in part, BR016 within the plan was not included in the proposal of April 2013. I do not agree that BR016 should be included.

Most of the plan is common sense and not rocket science. However, there is not mention of the adverse affect that some housing development will have on the valuation of existing residents' properties.

I don't think there is a need for additional housing to sustain the local community. Also sewers and water cannot sustain development.

Figure 5: Outline Draft Neighbourhood Plan responses to consultation and analysis by Neighbourhood Planning Group.

I feel that, yet again, local plans not being thought through. It is not just the impact of the local look of our village that we should be looking at. It is the problem implementing these plans. Just look at Granville (?) Street – where do sub-contractors park and how does big plant access the building sites. Also school places.

The only people who want new development are the property developers and rich landowners. There is a supply of property already available in the village. Any new properties will no doubt be unaffordable for first time buyers. Will these be affordable by a single person on minimum wage? If not then they are definitely not affordable.

We agree to all aims except 'provide existing and future residents with the opportunity to live in a home appropriate to their needs' if this entails building new houses. We feel that there is currently a good mix of homes suitable for all requirements.

We disagree with the housing development proposal, we feel it is not needed and will potentially increase traffic and spoil the environment.

We cannot just preserve all open spaces or development would never happen. It should be public open spaces, those with public access and possible other of particular merit. You refer to 'encouraging the use of public transport'. Whilst I wholeheartedly support this the reality is that, unless public transport improves in both frequency and times to that which people need, usage is unlikely to increase. In the time we have lived here the bus service has gone from 2 per hour to 1 per 2 hours and over a more reduced range of hours in the day. It is no use for people at work and no use in the evening, it is only of use to those who are retired and, due to the frequency, and it is not good for them. Use of bus passes also means that income must be low for the services at these times, thereby discouraging provision. I do, however, question why at least some of the Keighley –Skipton services could not be routed through the village, presumably at no extra cost and no loss of passengers from the main road whilst possibly getting extra passengers from the village.

BR006 – any houses here should be placed sensitively.

Keep as rural, very restricted new construction.

Whatever villages say or do, CDC and planning will overrule – CPO's etc.

Don't need any more houses –already overcrowded.

A footpath from Skipton Road to Snaygill is a priority. It is only a matter of time before someone is hurt.

Would like to see more land for allotments.

164 respondents said YES, but made the following comments:

In agreement with all policies as long as they are adhered to and not altered without consultation

We think building on BR016 would have less impact on the village overall and better access over Heath to A629.

I am particularly concerned that on-street parking in Main Street and bottom/junction of Jackson's Lane and College Road should be ameliorated. Poor visibility and, at times, no access for emergency vehicles.

The importance to the village future has not been stressed enough in the document. The introduction should have made this more forcibly. (x 2)

Keeps development within village areas and does not intrude on fields and open spaces within village. We need to prevent ribbon development along towards Skipton Roads.

It's a vague policy. Broadly speaking I agree with it as far as it goes. However, the second and third bullet points need to be more specific. What, for example, do you mean by 'ecosystems'? They should involve XXXXX as part of the environment. And how do you determine the housing needs of future residents? As a social scientist, I watch with interest. Regarding 4.1... Planting Schemes - more care needs to be taken in the choice of tree planting, I believe cherry trees have been chosen for the Playing Fields. Better wildlife friendly options are available and also more in keeping with existing tree planting.

But - public transport would need to be addressed – very poor bus services through Bradley at present.

Broadly, I agree but we need to avoid a situation where we 'top end' houses and a few token 'affordable' or budget houses. There should be broad mix of sizes/types but I don't think we should try to second guess what 'future' residents will want.

Have CDC plans to put in place and Environmental Impact Assessment for each of the sites, not just the natural environment but the amount of vehicles – size, journeys that will occur during the build stage of the development. The consultation document does not mention the Impact Assessment.

Farmland would be needed for food in the future due to the increased population.

Over the years morale in the village has lessened therefore I think it is a priority to restore a community spirit in the village.

With reservations due to the fact it will not be possible and will be changed from what it says.

Bradley needs some care and attention to turn it back into a village.

The preservation of Open Space within the village is essential to preserving the unique character of Bradley.

I object to the infill of spaces within the village centre – the village will like Lego land it they do.

Yes, but not the land on Skipton Road unless the drain is enlarged.

We see nothing in the plan which addresses the impact of existing on-street parking? The old part of the village should be the 'jewel in the crown' but is little more than a glorified car park.

Particularly regarding development and road safety/traffic congestion.

Steering group response to comments made:

- Inclusion of statement in Vision to reflect the importance of the village and its surrounding countryside to Bradleys Both residents
- Prioritised road safety by including the specific road safety issues mentioned throughout the consultation responses in the plan's overall objectives.
- Inclusion of statement detailing the objective to provide predominantly smaller, economic housing to sustain the parish.

Environmental Policies

A total of 180 Respondents completed this section:

4 did not complete this section

150 Respondents replied - Yes, they agreed with all Environment policies

30 Respondents replied - No, they did not agree with all Environment policies and,

Of these 30 respondents, the number indicating they did not agree with each policy was:

E1 - 8

E2 - 4

E3 - 3

E4 - 12

E5 - 15

E6 - 10

Policy E1: There will be a policy that requires existing open spaces, local heritage sites and recreational facilities of Bradley to be respected.

8 respondents said NO, they did not agree with this policy, making the following comments:

- *If all existing open spaces were respected (presumably means preserved but is vague and unclear) then no development would be possible at all unless in the form of redevelopment.*
- *The BR006 site is behind my house (off Raines Drive). It is currently open space and I much appreciate it. Could it not be used as a local amenity/wildlife area/allotment area? It could be used by the school to engage children (and adults) with the natural environment in terms of wildlife and conservation and growing food. I would be happy to offer my professional horticultural skills to establish and operate such a service.*
- *I don't think it is enough to require these characteristics to be 'respected'. We need to use much stronger language.*
- *Expanding the village into green fields should not happen. Playing fields do not need anything done to them and there is plenty of room to do everything we need.*
- *If all open spaces were respected (presumably means preserved, but is vague and unclear) then no development would be possible at all unless in the form of redevelopment.*

172 respondents agreed with this policy, making the following 10 comments:

- *I broadly agree, but disagree on the matter of some infill. Development in the field below Lidgett Croft would be preferable to the field of Matthew Lane. The field below Lidgett Croft is not a particularly attractive field and would provide a contained site for development.*
- *The open spaces in the village help make Bradley what it is so I do believe these need to be respected.*
- *You mention the respect of the local heritage and preserving farmland and open spaces but this never happens.*
- *The question is, 'Will all these policies be adhered to?' I am somewhat sceptical.*
- *It is a no brainer if the policy can be guaranteed.*
- *With regard to flood water running off the Skipton Road site, regularly, it would take considerable work to ensure this site is suitable for building upon. Are the powers-that-be aware of the level of flooding seen off the fields at this site in the past?*
- *BR016- Regarding elderly people in 'great numbers' in our village and houses becoming available – as William Hague said – 'by the time 15 years pass' a lot of won't be about'.*
- *Brown sites should be built on first. Empty areas over shops should be used to create flats and apartments first to fill the shortage of accommodation.*
- *Yes, but provision of more Rights of Way linkages across the village, including across the land owned by those receiving new development should be supported.*
- *Retain and maintain characteristic drystone walls should be a priority.*
- *I would like to see a policy to promote the planting of trees and hedges.*
- *But please keep people fully informed re action places for the future.*

Steering group response to comments made:

- Wording (in ENV1) changed to give greater force and clarity.
- Site BR006 dropped from plan.

Policy E2: There will be a policy that protects the rural aspect of our village, farmland and the environment, preserving wildlife and biodiversity.

4 respondents said NO, they did not agree with this policy, making the following two comments:

- *Development rising up a hillside at the beginning of the village does not protect the rural aspect.*

- *I sincerely hope there is no sign of spoiling the beauty of the landscape.*

176 respondents agreed with this policy

Steering group response to comments made:

- Wording changed to ensure that green corridor is largely protected.

Policy E3: There will be a policy that protects the green wedge of land between Bradley village and the parish boundary with Skipton to the east of the canal in order to prevent ribbon development.

3 respondents said NO, they did not agree with this policy,

177 respondents agreed with this policy, making the following two comments

- *Suggestion for extension of above: 'The aim is to protect a green space all around the village to protect its character etc'.*
- *The policy statement could be stronger in saying the protection should include the area between the main road and the village not just the space between the canal and the village.*

Steering group response to comments made:

- Policy ENV3 seeks to conserve the landscape.

Policy E4: Developments that will enhance the amenity value of the playing fields will be encouraged.

12 respondents said NO, they did not agree with this policy, making the following comments:

- *The use of the playing fields should be primarily for village residents and not become too commercial or over-developed. One group of users should not be allowed to assume priority over others.*
- *The playing fields for sport are not a priority. Provision should be made so that older residents can walk safely on a level surface. I.e. tarmac footpath and well maintained canal towpath with seating facilities.*
- *Developments that enhance the amenity value of the playing fields should not take priority.*
- *This should not be at the expense of the peaceful, open and rural atmosphere of the playing fields. E.g. A concrete skate park might be amenity but not visually attractive.*

- *This is very ambiguous. We cannot agree with something we do not understand. What are you getting at? Also some infill sites should be considered e.g. BR015 and BR005.*
- *Don't want our village spoiling.*
- *Additional development will lead to increased traffic in Matthew Lane which is not designed for such an increase.*
- *I do not see how any development will enhance the amenity value of the playing fields.*
- *This is an opportunity for developers to 'buy' approval.*
- *First priority of a development is not to enhance the amenities of the playing fields.*

168 respondents agreed with this policy, making the following one comment

- *Playground needs updating and enlarging to accommodate growth.*

Steering group response to comments made:

- This policy was not directly replaced but playing fields are protected. A new policy (CS2) is intended to add extra recreation space.
- Only a small development on Matthew Lane will be proposed to limit any potential traffic problems.

Policy E5: The number, position and location of wind turbines should not be to the detriment of the surrounding hill top vistas or create distress to the natural beauty of the landscape.

15 respondents said NO, they did not agree with this policy, making the following comments:

- *The desire of those that I know in the village would be for a presumption against wind turbines – your proposal is way too weak and would leave it too open for turbines to be sought in the area. The scientific and environmental evidence is also mounting strongly against these eye sores.*
- *Cannot stop wind turbine or solar panels as they are to be supported for world sustainability.*
- *The position and location of the wind turbines currently erected have had a detrimental effect on the natural beauty of the landscape. No more wind turbines – that should be the policy.*
- *Wind turbines are detrimental to local surroundings, wherever they are located.*
- *Why not have community owned wind turbines for cheap energy for villagers. We have a massive natural resource here – not much sun here usually though.*

- *Turbines and panels are technology – they will evolve and improve, becoming over time small and more efficient. They are vital to any long term policy of climate change remediation, and well worth a little bit of local less-than-perfect ‘obtrusive impact’ in the short term. Under E5/E6, the Victorians could not have built Ribbleshead Viaduct.*
- *No more wind turbines, too many on the horizon already.*
- *While supporting renewable energy – it has to be cost effective and reliable. All wind turbines should be opposed as should subsidised solar.*
- *Don’t want our village spoiling.*

165 respondents agreed with this policy, with 6 people making the following comments

- *Would like to say I do not think any more wind turbines should be allowed in my opinion.*
- *I think it important that for E5 that Craven District Council makes it clear to Bradley Resident how many wind turbines they consider would not be a detriment to the hill top vistas.*
- *I feel that the siting of telephone masts and other high objects should not be permitted as they create visual distress. With regard to wind turbines they are detrimental not just on hill tops – but on any elevated ground /slopes around the village.*
- *I would not want E5 to be used at any time to stop any development – the environmental policy is largely about retaining what we have as regards creating a sustainable, functioning future.*
- *Agree in principle but somebody’s backyard has to be affected if we are to reduce pollution/Co2 and yet meet energy needs.*

Steering group response to comments made:

- Policy ENV5 seeks to limit the number, size and position of any wind turbines.

Policy E6: The number and position of solar panels should not have an obtrusive impact on the visual appeal of the village or contravene the aims of the Town and Country Planning Guidelines.

10 respondents said NO, they did not agree with this policy, making the following comments:

- *Is this retrospective and will it apply to open fields where banks of solar panels already exist.*
- *Don’t want our village spoiling.*

170 respondents agreed with this policy, making the following comments.

- *Agree in principle but somebody’s backyard has to be affected if we are to reduce pollution/Co2 and yet meet energy needs.*

Steering group response to comments made:

- Policy ENV6 has provisions which restrict the number and position of solar panels without opposing permitted development and preventing attempts to reduce the need for alternative ways for producing electrical energy.

Housing Policies

Do you agree with all the Housing policies?

A total of 179 Respondents completed this section:

5 Respondents did not complete this section.

98 Respondents replied - Yes, they agreed with all Housing policies

81 Respondents replied - No, they did not agree with all Housing policies

Of these 81 respondents, the number indicating they did not agree with each policy was:

H 1	4
(H2)	1
H 2A	36
H 2B	36
H 2C	31
H 3	12
H4	5
H5	15

Policy H1: Housing Development Considerations - *Policy will apply considerations in respect of infrastructure capacity, avoidance and mitigation of flood risk, highway congestion and pedestrian safety, off-street car parking provision, accessibility to existing/new proposed facilities and primary roads and positive impacts on green space.*

5 respondents said NO, they did not agree with this policy, making the following comments:

- *This land is in the Environmental Agency's flood zone 3. An extract from the local Plan (page 42) states that 'Development in areas of medium or high risk (flood zone 2 or 3) requires additional scrutiny and justification, This comparatively narrow piece of grazing meadow provides the SW approach to the village with an uninterrupted view of the iconic Victorian*

mill in its rural village context, it is a uniquely preserved setting among south Craven villages and it would be a great loss if this elevation of the mill (which already provides high density housing in its own right) were to be partially obscured by or appear to be linked to a modern development, I believe that the meadow, together with the mill, should be registered as an Asset of Community Value because together they further the social wellbeing of the local community. I draw your attention to page 47 of English Heritage's response to the first draft of the CDC Local plan dated 28-10-2014 (ref HD/P5336/02). I fear that there is a great potential for confusion resulting from the Parish Council's reduction of the area of BR006 without a corresponding change to its label (e.g. BR006 –part). A more muted objection to this smaller area could be interpreted but the CDC as a verdict upon their original BR006 area.

- *Quite clearly, you have not put this into practice because two sites do not meet your own criteria. One (BR007) has access and safety problems and the other (BR016) has flooding and will cause massive problems on construction – where do vehicles park when building is ongoing, Footpaths and safety and where do vehicles park for allotments.*
- *My main objections concern the choice of housing developments and in particular how this varies from the, albeit very small response from the village in the Summer 2013 and in particular from that proposed in the Craven Local Plan draft of 22 September 2014.*
- *As regards to affordable Housing, they cannot guarantee that only local people will have access to them. The more houses built can only result in higher crime rates, traffic and strain on already busy amenities. ie doctors, schools and hospital.*
- *The 'up to date' evidence needed for new housing in Bradley is in the SHMA – which does not yet exist? Should the Parish Council not have this in order to do this plan for housing for Bradley?*
- *My concern is that whatever plans are passed – the builders do not always comply and some building is just put up anyway - fait accompli!*
- *I am unhappy about the Craven target for 30 new dwellings. I feel that any development should be more dispersed.*
- *We disagree with the housing development proposal. We feel it is not needed and will potentially increase traffic and spoil the environment.*
- *Object to all housing development*
- *Don't spoil really good village – don't put money before sense.*
- *Too many homes in designated areas- fewer would be better.*
- *Flooding is also a concern in all areas.*
- *It would seem better to increase the village housing within the current village limits and/or within natural or fixed boundaries, e.g. down to the canal, where there is less likelihood of development exerting pressure to extend even further in particular towards Skipton but also High Bradley or elsewhere. In the Bradley: Key points from feedback at the Craven Local Plan Community Engagement Events, Summer 2013 – Site BR006 was the most preferred*

site and, as noted above, could provide directly or indirectly to desirable improvements for the village. Other preferred sites included B012, BR001, BR00? BR016 was not mentioned- where has it come from? In addition to those mentioned BR004 and BR005 seem to me to have strong merits in comparison.

- Housing Policy - My main objection to the proposals concerns the choice of housing development sites and in particular how this varies from the, albeit very small, response from the village in summer 2013 and in particular from that proposed in the Craven Local Plan draft of 22.09.14.

The remaining respondents agreed with this policy and made the following comments:

General comments re Housing Policy

- *It would seem better to increase the village housing within the current village limits and within natural or other fixed boundaries, e.g. down to the canal, where there is less likelihood of development exerting pressure to extend even further in particular towards Skipton but also High Bradley or elsewhere. In the Bradley: Key points from feedback at the Craven Local Plan Community Engagement Events, Summer 2013 Site BR006 was the most preferred site and, as noted above, could provide directly or indirectly to desirable improvements for the village. Other preferred sites included BRO12, BRO01 and BR002. BRO16 was not mentioned – where has it come from? In addition to those mentioned BR004 and BR005 seem to me to have strong merits in comparison.*
- *The Craven Local Plan Draft 22.09.14 shows the 2 proposed development site as BR006 and BR007 but shows the whole of BR007 being used. The full development of this site is to be much preferred to using BRO 16 – see comments above re BRO 16, its problems and the impact on the village and re the prospects of improvements with a full development of BR007. It would also not have the same visual impact on accessing or leaving the village and the access would be safer. If all of BR007 is not to be developed then I suggest all of BR006 is used instead or possibly BR004 or BR005. BR004 is a good sized site, is central and can be accessed in at least a couple of places. It has no public access and no general views benefit. BR005 appears underused, has no public access and, apart from those around it, is not of visual benefit to the village as it is mostly well above road level. Use of these sites would contain the village boundary and avoid the pressure to expand the village boundaries further and further.*
- *If there is a genuine wish to reduce the average age of residents by attracting younger people then there should be a policy to get better mobile phone reception in the Parish. Most younger people have Smart phones (4/5G) for which they pay a hefty premium. Inability to get even 3G is hardly an attraction.*
- *Our concerns are that, by increasing the number of houses in the village, there will be more traffic on the narrow road into the village. Putting footpaths in would make the roads narrower.*

- *I do think more houses should be built, maybe suitable for young adults in the area. Some concerns for the wildlife in the proposed areas.*
- *Strongly agree that there should be three small sites to keep open aspect of village.*
- *Possibly flats to help young people get on to housing ladder.*
- *I hope the housing will try to keep the village look like it is at present.*

Steering group response to comments made:

- As this was largely accepted this policy may not be used directly although the principles expressed in it will act as guidance throughout.
- The local authority will require the provision of sites, so no housing is not an option. We are obliged to provide sites in a village where 'brownfield' sites have been already. Therefore, this must result in the loss of some farmland or green space.

Policy H2A: Land adjacent to Ings Lane/ Cross Lane Mill - (BR006) - Policy will require that any new housing development responds to its 'open aspect' near to the canal entrance to the village and proximity to existing properties. It should provide new local green space. Policy will require the re-alignment of Ings Lane and road improvements at the junction of Ings Lane and the A629 to improve safety for all road users

36 respondents said No, they did not agree with this policy, making the following comments:

- *As I live close to BR006, I have concerns regarding flooding and existing green space. Surface water run-off cannot be accommodated in the mill stream. How is it possible to provide new 'green space' by building on that which is already green space? H"C is more suitable for the majority of the 30 new homes.*
- *I am in agreement with building on this site, but what does the phrase 'provide new local green space' mean? Can this be clarified? We are taking away a green site. Are we saying that within the development there should be some green space? In which case this would reduce the number of houses on the site.*
- *I do not think housing should be allowed on this site as it would alter what is special about the centre of the village green and the beautiful open space for all to enjoy and what makes the setting for our village. 40% is too high for affordable housing.*
- *Insufficient evidence to make a considered judgement i.e. how many houses per plot? Access to Plot H2A? What does re-alignment of Ings Lane mean?*
- *Brand new housing should not be built on H2A as it will eventually flood.*
- *BR006 has flood risk.*

- *Too intrusive on existing properties and will affect property values and access will be on to a busy road and already parking issues from houses at Cross Mill parking on the road.*
- *Poor access, poor parking open green land in village being used will affect dynamics of the village.*
- *See English Heritage's response to CDC's plane re BR006/BR007*
- *The lower part of the village is very susceptible to flooding and as more green land id covered this can only get worse. Houses should not be built on flood plains. The sewers are already over capacity at the lower end of Heath Crescent and Flood during heavy rain. No spare capacity*
- *H2A will change the open, welcoming view and the look of Bradley's iconic mill.*
- *This site would cause too much congestion on the roads and parking problems and BR006 cannot accommodate 12 houses without causing congestion and unsightly near mill on approach to Bradley. Also broadband box on Ings Drive causes congestion there with Open Reach vans parked regularly,*
- *BR006 should not be built on but should be classed as a local asset – certainly the front of the mill should be unimpeded.*
- *H2A is a flood plain and therefore against the overall concept in H1. Re-alignment of Ings Road will increase the speed of traffic in the village and therefore increase the risk factor on the road. A path could be constructed formally in the cricket field to take pedestrians off the road.*
- *Any building in front of the Mill (i.e. Canal Side) will completely ruin the initial view of the village when approached from the main road. The Mill, with greenfield in front and cricket pitch to the side gives and iconic impression of village life.*
- *How many houses are estimated for each site? H2A –site BR006- must not encroach in front of the mill, NB Archaeological importance. Green spaces must be natural and not manicures suburban type areas. Need more information on proposed re-alinement of Ings Lane.*
- *This area is in the flood plain. Any development will take away the open views on the approach to the village at Cross Lane Mill. Realignment of Ings Lane will damage the dry stone walling and the speed of traffic entering the village will rise. With faster and more traffic on Ings Lane the junction of Matthew Lane and Ings Lane should be considered.*
- *Priority for housing should be given to site BR0016 as the realignment of Ings Lane will increase traffic within the village causing more danger. Housing next to the conservation areas should reflect the buildings within the conservation area.*

(The following was submitted 3 times)

Objection 1 (of 3) - The site is acceptable but should not be confined to the rear land by the Mill as shown on Map2. It is most likely that such a restriction and reduction in numbers will make the development unviable. It certainly could not support the provision of the proposed linear

park alongside Ings Lane which would provide a positive benefit to the village and a safety improvement for pedestrians and cyclists. Map 2 should be amended to include that area indicated in red. The potential development of this area would have to confirm with the proposed amended policies for H2A:

- *Provide new local green space*
- *The design should reflect the sites importance being a gateway on the main approach to the village.*
- *The design should respond to the open plan aspect of the environs and views into and from the site.*

Objection 2 – The requirement for the realignment of Ings Lane is an unfair request. The proposals will provide a linear park and much needed improved pedestrian and cycle facilities. The road alignment is a matter for the Highway Authority and the small traffic flow generated but his site cannot justify realignment which would be costly.

Objection 3 – The junction of the A629 is the responsibility of the Highway Authority. It has been unacceptable for several years due to increased traffic flows on the main road. The small amount of traffic from this site will have no impact – it is unreasonable to make a condition that this small development should fund such and improvement.

To build on sites on BR006 and BR007 are too close in proximity resulting in additional traffic congestion, less safety to residents having to walk without adequate footpaths in this area.

For many years the A629 has caused issues at Cononley Lane Ends. Don't think a Bradley housing development will have an impact on improving safety at the Ings Lane Junction.

I do not agree with the plan to build on BR006 (or BR007) these sites. The existing playing field is a traditional and important hub and my child plays here safely with many other children in the village. I already struggle to park and there is significant traffic utilising this junction as short cut through the village. Changing this will have a huge impact on the safety, congestion, green space and rural nature of our community.

Developments here are taking away green open spaces adjacent to the best open area of the village, e.g. sports and canal areas. Access onto Matthew Lane and development has been previously denied

I completely understand and accept the need for new housing (as a social scientist and professional gardener). Living at () Raines Drive, I back onto the BR006 site and can see the attraction of this site 'infilling' existing housing. But anything over one storey high will cause a drastic change to both the view from and situation from my property which I am the outright owner of. How many properties are proposed on this tiny site?

New houses at Cross Lane Mill would devalue the area.

This site would cause too much congestion on the roads and parking problems

Not sure about this. How many houses are envisaged? Is it worth it to spoil the beginning of a conservation area?

Please listen to concerned residents

The remaining respondents agreed with this policy and made the following comments

Policy H2A – Can CDC make it clear to Bradley residents what the intention is for the realignment of Ings Lane? Will proposed housing on BR06 have an impact on existing residents?

As long as H2A does not include housing on the field area from the Mill towards the canal. That view is historic and should be maintained at all costs as it is part of our heritage.

Planning for BR006 should restrict any further development towards the canal.

Why does Ings Lane need re-aligning?

H2A – re-alignment of Ings Lane and where does road exit?

H2A -More detail on realignment of Ings Lane is required.

BR006 would appear to be the most suitable as it would not impinge on the 'open' aspect as one enters the village.

Housing allocation of 30 (13 in BR006) is too high.

Plots BR007 and BR006 appear most suitable.

Steering group response to comments made:

- Many of the objections seem to be assuming far more properties than will be required for the marked area. This site can still be considered provided drainage is included and numbers of houses is restricted. Road realignment will not be feasible but a footpath could be included.

Policy H2B: Land at Matthew Lane (BR007) - *Policy will require that any new housing development responds well to its canal side location, and provides new local green space. Policy will require the provision of a new pedestrian footpath within the playing field alongside Matthew Lane and road safety improvements at the Junction of Ings Lane and the A629.*

36 respondents said NO, they did not agree with this policy, making the following comments:

I disagree with building on this site. Planning permission has previously been refused because of traffic concerns; the field gives a lovely open view down the canal. If there is building on this particular site its highly likely there will be pressure to add to the number houses in the future and creep will occur down the canal. If building does go ahead on the field off Matthew Lane, I can see no need for an additional footpath through the Playing Fields as the present one can be improved.

I do not thinking housing should be allowed on this site as it would alter what is special about the centre of the village green and the beautiful open space for all to enjoy and what makes the setting for our village. 40% is too high for affordable housing.

30 houses are too much for the village to accommodate. In terms of BR007, the children's playground will be overlooked and the view and openness felt in the playground will be lost. There is a path through the playing fields so another path is not required. Once we start eating into the playing fields more development will continue.

Too intrusive on existing properties and will affect property values and access will be on to a busy road and already parking issues from houses at Cross Mill parking on the road.

Matthew Lane is, in some place, single file traffic. This has recently been exacerbated by a new single house. Why not incorporate a footpath into a wider lane with appropriate speed restrictions.

Any development on BR007 would wreck the delightful setting of the village and its relationship to the canal. One our children and grandchildren are going to be denied the historical development of village life over the ages by obliterating the evidence with mediocre development as has happened in the past. I don't think our planners are good enough or sensitive enough to help viz the latest building works in Matthew Lane – an xxxxx done!! Why not build fewer homes at the back of the village where the landscape is stronger.

Definitely against the Matthew Lane site due to the loss of greenfield space, and it is also the oldest part of the village, and also the narrowness of the lane.

Building adjacent to the conservation area should be considered as being in the conservation area.

Any development here would increase traffic (danger) especially given the position of the children's play area.

Poor access, poor parking open green land in village being used will affect dynamics of the village.

H2B could change the view and impact of the rural feel of the canal.

This will ruin the open aspect of the village.

Concern over increased traffic in narrow lane.

Matthew Lane is used as a thoroughfare – access is very limited. See English Heritage's response to CDC's plan re BR006/BR007

See English Heritage's response to CDC's plan re BR006/BR007

A footpath within the Playing Field would not be well used – people would still tend to use the road as they do now – unless it is directly adjacent to the carriageway. Local widening, setting the wall back to allow a footway is required along with a (limited to avoid encouraging speeding) minor widening of the carriageway.

Matthew Lane is far too narrow to accommodate any more traffic. Should any more building take place the entrance would be a nightmare with all the builders' vehicles.

A. The Playing Fields are already overcrowded with the football and cricket fields overlapping and this is the only land that could be used to extend these playing fields and children's playground which are already too small. It also contradicts Policy E4.

B. The road feeding this site is much too narrow.

C. It is diagonally opposite the school and main road to Skipton out of the village with traffic from this site having to cross the village along very busy car parked roads.

D. Modern housing here would spoil the old/conservation area of the village and not, as stated, distinguish between the new development within and outside the village conservation area.

E It contravenes policy T1.

I do not agree with the plan to build on BR006 (or BR007) sites. The existing playing field is a traditional and important hub and my child plays here safely with many other children in the village. I already struggle to park and there is significant traffic utilising this junction as short cut through the village. Changing this will have a huge impact on the safety, congestion, green space and rural nature of our community.

Developments here are taking away green open spaces adjacent to the best open area of the village, e.g. sports and canal areas. Access onto Matthew Lane and development has been previously denied

Should include safe access on to Matthew Lane.

H2B should not be allowed to encroach closer towards the canal. Only 50% of site suitable (Matthew Lane end).

This will ruin the open heart of the village.

The remaining respondents agreed with the policy and made the following comments:

BR007 – Why is this not being developed in full as shown in the Craven Local Plan Draft 22.09.14? You require the developer to provide green space and also improvements at the junction of Ings Lane and the A629 (the latter with BR006 requirements). Given the area allocated for development I find it hard to imagine where green space is to be created as well as houses. Most importantly it is unrealistic to expect improvements to Ings Lane / A629 if only less than half of each site is to be developed. There would not be enough profit / incentive to a developer(s) to do or even significantly contribute to this. If green space and affordable housing are also wanted it reduces the viability and profitability even further. It is just not realistic. If the whole of BR007 is developed as proposed in Craven Local Plan Draft 22.09.14 there would be more potential for such improvements to be negotiated with the developer(s). If the whole of BR006 was also developed, perhaps with more green space incorporated, it would further enhance the chance of the improvements being achieved.

Planning for BR007 should restrict any further development towards the canal.

BR007 – Possibly a more favourable site for the provision of allotments along with the envisaged housing development.

Plots BR007 and BR006 appear most suitable.

Steering group response to comments made:

- Danger from stray hard balls could be a hazard as could much increased traffic. Will therefore need to restrict numbers of sites and keep these at the Matthew Lane end.
- With land owner agreement it may be possible to use much of the land, particularly at the western end, as additional recreation space.

Policy H2C: (BR016/ Skipton Road/Heath) BR016 does not significantly extend the village boundary or result in additional traffic in the congested centre of the village. This site is close to the primary school and has good vehicular access to primary routes via Skipton Road. Policy will require that any new housing development provides new allotment space and road and footpath improvements to Skipton Road over the Heath.

31 respondents said NO, they did not agree with this policy, making the following comments

Although I broadly agree with all the housing policies, I have reservations about H2C with regard to drainage. I appreciate that this is covered in Policy H1, but it took years of complaining to NYCC took any action about the flooding in Skipton Road and Heath Crescent. Indeed for 9 years they claimed the drain was 'doing its job', which it clearly wasn't. Any development would make the areas vulnerable again.

House dwellers here would be drawn towards Skipton for shopping/amenities rather than into the village. The road by the school will form an effective block for those wanting to get into the village and increased housing will provide an even bigger one for those trying to get out.

Have serious concerns about increased flood risk lower down the village, particularly Heath Court. Previous flooding originated from run-off water from H2C field into Skipton Road and Heath Crescent. Recent flood alleviation measures around Heath Court have not been tested by extreme rainfall. Also likely to contravene Policy T1.

With the proposal for 30 new homes, this could give rise to a possible increase in vehicles by 609(?) The village already has too many vehicles – provision needs to be made for on-site parking. With fewer houses there would be a chance of fewer vehicles. Access to Skipton Road would need careful planning as Skipton Road can be busy at certain times of day.

I am in agreement with some development here. However, there are significant problems with drainage in the field adjacent to Gildersber. There are at least 3 springs in this field and the water drainage from the springs and the field was the source of the problems with the water on the drive of the bungalow Kirk Lea and the flooding down Heath Crescent and Heath Court. Although the drain on Skipton Road round on to Heath Crescent as far as the expansion tank that was put in has been enlarged, the drain further down Heath Crescent was not altered and will not take additional flow.

I would point out that the derelict barn is the home of the Little Owl and has provided a nesting site for the Owl. Any demolition of the barn will have to take into account the provisions of the Wildlife and Countryside Act.

The four roads leading into our wonderful village are unspoilt. Skipton Road – BR016 is a definite NO! It would be a blot on the landscape and encourage stealth building into Skipton.

Extension of the village boundary is out of the question, once the boundary is infringed then further building will continue.

Should not extend village boundary at all. Existing traffic calming scheme outside school is a hazard – vehicles often park on the footpath making it necessary to walk in road. Past flooding problems in this location so would need further details re utilities.

This could start to join High Bradley with Low Bradley taking out green land and footpaths and contributing to more traffic over the Heath.

This development will extend the village boundary. Heath Road is not suitable to take extra traffic. There are no safe pedestrian walkways and the narrowness and bends in the road are dangerous. This policy builds on open green space and presents a loss of farmland. The loss of farmland should be compensated for by a requirement to plant trees. Two bungalows behind Grag Lea could be considered.

We think this extends too far up the hillside and should be reduced in size by 30%.

Worried about the topography of this area and drainage which in the past has caused flooding on Skipton Road. Worried about the public right of way that runs through this area.

More houses on this site will contribute to congestion in the village as there are 3 other exits from the village and residents at this site may choose any of these and will not be restricting themselves to going over the Heath. Any additional path should be behind the wall.

Do not want to see farmland that is in use being used for building. This will destroy the attractiveness of the 'horseshoe of hills' as described in Point 2. It will also spoil the open aspect of the approach into Bradley from Skipton.

Site BR016 needs to ensure any road improvements do not detract from the rural approach to the village

The large BR016 site would have a very large mix of affordable houses and given the location near allotments would/could be to the visual detriment of the area of land.

The village is being extended and Keighley traffic will be increased.

H2C directly contravenes Policies E2 and E3. It also extends the village boundary in a prominent position on the main entry into the village.

1. BR0016 is not on CDC's Local Plan.

2. This would increase the risk of flooding, rainwater from this field down Skipton Road already causes problems down Heath Crescent, and drains are unable to cope.

3. 50% of people would still drive through the village or Heath Crescent to get to Keighley.

BR016 – Housing Site needs to be smaller, increasing traffic over the Heath could be a problem.

This area is of mature beauty and any development in this area would spoil it, especially the views towards the North/East.

Footpath of Heath a priority over road improvements.

This is a very dangerous traffic area – development here next to the school is ridiculous.

BR016 – Housing site – needs to be a smaller development here - increasing traffic over the Heath could cause a problem.

Additional Submissions –

Submission No 1

Comments in reference to question 3 (H1- 5) - A big thrust of the Neighbourhood Plan is geared around creating new, affordable homes to encourage young people to remain in the village and to attract families with school-age children.

My decision to 'go all in' to live in Bradley as opposed to other villages in the area included:

- To live in an elevated village surrounded by fields and greenery (for recreation and views)*
- To move to a rural location within a safe, close and convenient proximity to Skipton*
- To send my kids to a local school with a good reputation, without oversubscription*
- To live in a safe, close knit neighbourhood with low levels of through traffic*
- To enjoy a quiet and serene setting*

If the suggested housing plans go ahead, I believe the above draws and motivations for many young families to move to Bradley would be compromised, and would have a negative impact on the segment focused on for growth. From my recent house hunting exercise, I (subjectively) can also say the 'like for like' house prices in Bradley are on par if not lower in some instances with our neighbouring villages.

Specifically referring to the site BR016, I have concerns on:

- The increased danger more traffic would create on Skipton road (between Bradley and Snaygill) which already feels unsafe for cars and pedestrians alike, especially in winter.*
- Further drainage issues, following on from recent work to collapsed drains next to this site which killed 4 trees on my property which I now need to pay to have removed.*
- The detriment to the beauty of the village. The uninterrupted landscape views to the left when coming into Bradley via Skipton Road would be blocked.*

- *The views from my property being directly obscured.*
- *The impact on house prices. However, I chose to move to Bradley for the foreseeable future so current valuations are not of imminent concern.*

On a side note, planning was also recently granted for housing developments in Grassington after community consultation. Rumours have it that subsequent changes have been made to plans without community approval causing a huge level of frustration and resistance. Within the document circulated, it is suggested that the new properties proposed for Bradley will be in keeping with the surrounding area, however if approved, what assurances are there that plans would be adhered to?

I completely empathise that there will be a motive to raise required funds for Bradley Parish Council via the Community Infrastructure Levy and I am sure there is significant benefit in this for Craven Council too. I genuinely hope that my feedback is useful and nothing stated is meant as any disrespect to Bradley Parish Council. I have quickly come to love Bradley, am passionate with regards to its beauty and deeply concerned on the detrimental effects that all proposed sites will have to the village and to the houses and families already living around them.

Submission No 2.

I would start by saying that I STRONGLY OBJECT TO THE PROPOSAL TO USE SITE BR0016 FOR HOUSING. My comments with regard to this and other matters in the Consultation document are contained in your yellow response form and in the document below.

- *Policy H2C - I beg to differ that the site would not significantly extend the village it would do so significantly both visually and by extending dangerously towards Skipton and High Bradley (contrary to your Policy E3). It is not to scale with the adjoining developments and would cause future pressure to join with Skipton etc. Access would be dangerous, the footpath used by many would be lost and flooding caused by springs and surface water would be worsened. I support the Craven Local Plan Draft 22.09.14 and the amendment of H2B to include all of BR007 as this would increase the chance of the Ings Road/A629 improvements happening to the benefit of the whole village and Skipton Road in particular.*
- *Comments re site BR016*
 1. *The fields together with the properties Gilders, Langholme and Ryefield House were excluded from the Bradley Development limit shown in the Bradleys Both Parish Profile of 2012 thereby suggesting that development should not be allowed or would be undesirable on the North side of Skipton Road at this end of the village.*

2. *Development of this site would take the building line way back from the road beyond the houses currently on this side of Skipton Road at this end of the village. Visually this would be very intrusive particularly as the site slopes up the hill.*
3. *The extent of the field / development site is such that it heads dangerously towards High Bradley and Skipton. It would be hard to contain the village / stop further development in these directions if this site is used. The "separate village" nature would be under threat in future.*
4. *The development would be very different in character, size, density and nature to the nearby buildings on this side of Skipton Road.*
5. *Development would remove the view / rural setting of the village as you drive out towards Skipton. Once houses are in place going up the hill on the sloping site then, by the time you have passed them you would be round the bend and over the hill with Skipton in sight. It would therefore change the appearance and character of the village. It would similarly dominate / impose on the view on entering.*
6. *Access to the site would be likely to be dangerous from the Skipton side as it would be immediately after a blind bend in the road. Cars currently speed up and down the hill, frequently in excess of the speed limit before leaving the village and often on the wrong side of the road at the bends (and elsewhere), thereby increasing the safety risks.*
7. *Public Footpath – there is a public footpath up the site that is well used by walkers and in particular by dog walkers. For this end of the village (from the centre westwards) this is the only footpath access to fields and is therefore of value to dog walkers (not allowed in the recreation ground so if this was lost they would need to go down to the canal or out the other end of the village) and general walkers for health and pleasure. Development would cause this to be lost.*
8. *In the Craven Local Plan Draft 22.09.14 the site is listed as not preferred for consultation and cites distance from children's play space as a negative issue.*
9. *In the Craven Local Plan Draft 22.09.14 it notes as a negative issue the fact that the land is Grade 3 Agricultural value. Given the fact that there is national concern over the country's failure to be able to feed itself and over the loss of agricultural land this should be heeded.*
10. *The fields have springs in them and significant amounts of spring and surface water flood off them onto the road and head down Heath Crescent and Skipton Road. The road drains are frequently unable to cope and development / hard surfaces over the fields would be likely to exacerbate this problem and cause major problems.*
11. *The old barn has, for some time, been occupied by Little Owls (Athene Noctua). Little Owl numbers have been quoted as having fallen in the UK by 46% between 1967 and 2007 (B.T.O. figs.) and by 24% between 1995 and 2008 (R.S.P.B. figs.). In the circumstances it would be desirable to avoid destroying such a site.*
12. *The accompanying request for a footpath over the heath would result in the loss of free school bus services which would have a detrimental effect across the whole*

village. I understand that the footpath has been considered before but rejected for this reason. The absence of a footpath at this point is the only reason the service exists at present. I note that Carleton lost its free service due to a small section of footpath being built, creating the missing link and thereby removing the qualification requirements for the free service. Whilst it might make walking over the heath safer realistically there is little pedestrian usage of the route (and if there were more buses it would be even less).

13. Your comments that the site is close to the primary school is irrelevant in a village of this size (anyone living in the village can walk to school if they want and your Policy T2 requires it of new development) and bearing in mind that many children arrive by car anyway. This was not a factor considered or listed in the Craven Local Plan Draft results.

Policy H2A/B - BR006 – I have no problem with this site and indeed, given the availability of existing roads on each side and green space in the recreation ground opposite, suggest that this could be developed as a whole rather than in part. Advantage could be taken to get a footpath around the edge. I am not sure that realignment of the road is required – what is not made clear. If it is to reduce bends the danger can be that it also increases traffic speed which, being close to a bridge that is single carriageway width, is not desirable.

Conclusion - I strongly support the development choices outlined in Craven Local Plan Draft 22.09.14, i.e. for the full development of BR007 and the partial development of BR006 (I would also support the full development of the latter if it helped secure other improvements) and STRONGLY OBJECT TO THE DEVELOPMENT OF SITE BR016. Development of BR016 would be detrimental to the character and appearance of both the village as a whole and the nearby properties, would not be safe, would be likely to exacerbate flooding / drainage problems, would remove the footpath and field use, affect wildlife (Little Owl) and in particular would extend the village towards Skipton and High Bradley making it difficult to contain the village and its character in the future.

Submission No 3

Policy H2C:- We simply don't understand this. The Craven District draft local plan lists only BR006 and BR007 as the 'Preferred sites for consultation'. Of the 11 sites 'not preferred for consultation' BR016 is very much at the lower end of the 'beneficial impacts' spectrum. With BR014, for example, scoring much higher.

So has the Craven draft been overtaken by events or is Bradley Parish Council simply choosing to ignore it? Either way - why is there no rationale for the inclusion of BR016 when considering the copious notes afforded to all else?

The 'key points' from the Summer 2013 feedback lists 4 sites as preferred for housing (BR001/BR002/BR006 and BR012) – so where has BR016 materialised from? Do we suspect that the lure of allotments has something to do with it as little else (including the above

feedback) endorses it. You want to 'minimise the impact of new development on the surrounding landscape' yet choose an elevated site where housing will rear up into the skyline as one exits the village.

It tears a fresh opening into the side of the village envelope and will encourage will encourage further development towards Skipton in future years. Traffic from BR016 will predominantly exit down Aire Valley Drive and not out on Skipton Road as you claim. Aire Valley Drive is already turning into a rat run so why increase the volume? In bad weather the approach road into the new site will be as unpassable just as the up slope on the majority of Aire Valley Drive is currently. It's not a coherent choice.

In short - there is nothing in H 2C we would endorse. If you want developer provided allotments then put them along the canal side at the bottom of BR007 where they best fit. Simply ban sheds I keep paths as grass and they will merge into the landscape extremely well. The allotments at Eastby have run successfully for years on that basis.

The remaining respondents agreed with the policy and made the following comments:

BR016 could and should be the only development site as it has the least impact on the village and the best access to the main road, avoiding the village centre.

BR016 would generate more traffic over the Heath so essential to include footpath provision over the Heath.

It would be preferable if BR016 was the first choice. This would affect the least numbers of people and would take account of off-street parking and traffic flow through the village.

Policy H2C seems to offer the best site for development as described.

H2C must include provision of footpath over the Heath.

Perhaps for H2C add recognition that sloping nature of land means the building needs to avoid any undue 'high-rise' (which would impact visual amenity etc.). This is implied in H3 but could be a H2C requirement. Also could there be a policy addition that if any of the green spaces within the village (i.e. those not suggested for housing) became available for allotments then this would be acceptable as an addition to amenity.

Steering group response to comments made:

- The fact that this site was not offered by the landowner until after the initial village meeting appears to have had a negative impact on opinion.
- None of the roads into the village are really suitable for heavy traffic but Skipton Road is wide enough to cope with the service bus. Ings Lane, although straighter, shorter and wider, leads to a dangerous junction on a fast A road and is usually unsafe for traffic turning right.

- Overall, the Skipton road site provides the safest option. It should be possible to ensure that the site does not go further up the hillside than a line level with the ends of the rear gardens on the other side of Skipton road.
- It should be possible to retain the barn as a feature of the development and provide a footpath. It may not be possible or even desirable to provide allotment space. The field drains have not been renewed in many years and evidence from at least one other part of the village indicates that rectification of field drain problems can reduce flooding lower down the hillside.
- Use of this site should cause a smaller increase in cross-village traffic. Site brief could specify good quality design and materials including provision of both ample parking space and some trees to 'break' the visual impact of more building close to the village boundary.
- The Parish Council can refer overall drainage and highway problems to the County Council.

Policy H3: Building Design - *Policy will require that new development is of high quality design, contributes to local distinctiveness, reinforces the character of local landscapes and building traditions, responds positively to existing site features and integrates well with its immediate and surrounding local area. Policy may also distinguish between design requirements inside and outside the conservation area.*

12 respondents said NO, they did not agree with this policy making the following comments:

Building design will have to meet relevant legislation at time of design including sustainability. Traditional design may not be most appropriate for this. E.g. large south-facing windows to allow for passive solar gain may be required. I would also like to see live/work housing design included.

All new housing should match existing village design.

Buildings adjacent to the conservation area should be considered as being in the conservation area.

Planning regulations should be strictly enforced (not previously followed). Local occupancy restrictions should be attached to affordable housing.

Housing adjacent to the conservation area should reflect the buildings within the conservation area.

Should stipulate no 3 storey houses.

The precedent for infill is low quality, 'Wimpey' style housing. What is affordable housing? Like £xxK?

The remaining respondents said they agreed with this policy and made the following comments:

Support in principle but policy needs to be very clear and include examples of sensitive developments in the village. This is a very important issue and one which a Neighbourhood Plan can and should impact upon. This is an area which should be expanded upon, using good practice design images from Bradley. Specific vernacular design facilities could be incorporated in a design guide in the plan using photos of examples. Perhaps Barry Birch, a local architect, may be prepared to assist.

Waiting to see plans in respect of housing density, style, height and materials. Housing allocation of 30 (13 in BR006) is too high.

Nothing above two storeys high and all stone faced.

Steering group response to comments made:

- There are currently several different types of design in the village and quality and appeal varies. It is intended to provide design and construction principles so that best current practice will be followed.

Policy H4: Housing type and mix: *Policy will require that the type of housing built satisfies the needs of the local community.*

5 respondents said NO, they did not agree with this policy making the following comments:

It is not clear how this would work in practice. Surely a mix of housing sizes and types is sufficient.

The remaining respondents said they agreed with the policy and made the following comments:

Steering group response to comments made:

- It is intended, whilst remaining largely within the policy established at the time by Craven DC, to provide sites for homes predominantly of moderate (say 2 or 3 bedrooms) size and cost to encourage young families and so maintain the sustainability of the community.

Policy H5: Affordable housing: Policy will require that the percentage of affordable housing required is 40% on sites of 5 new dwellings and above subject to viability and that preferred sites have a mix of types and sizes.

15 respondents said NO, they did not agree with this policy making the following comments:

It seems that this policy is simply copying that of Craven District Council and therefore not required.

Really needs a definition as 'affordable housing' covers a whole social spectrum. If this is 'Help to Buy' or similar then we have no issue, but have if this is lower quality and increased density. This village has a nice setting but the newer housing, in particular, does not enhance it and any new development should be of much better quality.

40% of affordable housing does not encourage young families so more are needed.

Social housing should be restricted to 20% due to the high number of vulnerable senior residents over 60 years.

Bradley is no longer a village with too many houses, not enough trees or meadows, no local amenities like a butcher or a baker.

Will increase the price of houses that should be affordable.

The remaining respondents agreed with this policy and made the following comments

Affordable housing must remain affordable in perpetuity.

H5 - vital that housing is for all and just 'deep pocketed'

Is this two or three per site?

Steering group response to comments made:

- Craven DC will probably lay down a % of affordable homes that must be provided on this site.
- The working party believes that the affordable homes (i.e. those sold at a discount from full market price) will be interspersed with the market homes and will be indistinguishable from them in appearance.

Highways & Transport

Highways & Transport policies

A total of 179 respondents completed this section:

4 respondents did not complete this section.

145 respondents replied - Yes, they agreed with all Highways & Transport policies

34 respondents replied - No, they did not agree with all Highways & Transport policies and,

T1 - 19

T2 - 9

T3 - 15

T4 - 15

T5 - 8

Policy T1: Traffic – In order to not increase traffic congestion, new housing developments must demonstrate easy access to and from the major primary routes without the need for residents to cross the village centre.

19 respondents said NO, they did not agree with this policy, making the following comments:

- *I do not think that this consideration should be fundamental one in choosing where new housing development is sited. I do not believe that the village becomes 'very congested' other than for very short periods associated with the school. There is 'on-street parking' in the centre of the village – this does have some dangers but it does also calm traffic speeds considerable.*
- *This is too restrictive and makes no sense – in a village with several access roads then wherever you live you might cross the village centre depending on the direction in which you are travelling be it for work or pleasure (Skipton, Keighley, Silsden, Addingham, etc.).*
- *I am concerned about access to the churches, shop, hall etc and pushing people away from the centre.*
- *As we see by the Mill development at Cross Lane Mill there are at least 10 vehicles from this development on the road outside. You will never stop more cars in the village or dangers of getting in or out over the Heath. It is more dangerous driving along due to the road not being wide enough when crashes cause blockages on the main road cars are coming through and you will never stop this. Extra housing on this entrance will only make matters worse.*
- *50% of people would still drive through the village or Heath Crescent to get to Keighley.*

- Don't agree with any new development.
- One way signs around the old village would help congestion and safety, coupled with a 20 mph speed limit.
- We do not agree to a footpath over the Heath to Snaygill, a speed limit is the answer.
- It is very easy for the top of the village to be removed from this housing blight to say a traffic increase across the village is not allowed.
- Wherever the houses are built the traffic through the village will increase.
- Unenforceable.
- Do not think these ideas are possible as residents must have cars and it will increase congestion.
- It is questionable how this can be achieved for the proposed BR007 dwelling. No policy to improve the existing traffic infrastructure, irrespective of the new developments??

The remaining respondents agreed with this policy and made the following comments

- How does one disagree with common sense which should prevail automatically on any planning consideration?
- I worry about the amount of traffic through the village. The poor bus drivers!! All those who use it as a 'shortcut' to Silsden and Lothersdale.
- Bradley suffers from a lack of off-road parking facilities, particularly in the older part of the village. Unfortunately, this problem would be expensive to resolve.
- 20mph speed limit through village is a very good suggestion indeed.
- No pavement over the Heath but a speed limit would be better.
- With the exception of allowing a development in the field below Lidgett Croft, I would agree.

Steering group response to comments made:

- Most people agreed with this policy, although some people did not see the reasons for this.
- There is a need to include a statement clearly explaining the road safety reasons for, and benefits of, including this policy regarding preferred sites for housing development.
- Amend Policy title to read 'Approach road difficulties and village centre congestion'.

Policy T2: *New developments must be within easy pedestrian and cycling distance of all village centre amenities. If a highway/footpath needs to be altered for any reason, it should result in an improvement of access to these amenities.*

9 respondents said NO, they did not agree with this policy, making the following comments:

- *Much of the attractive features of the village environment has been ruined by mediocre suburban developers design. Footpaths can be detailed so as to maintain some rural character and not just become NYCC Highways standard bland detailing. Opportunities have been missed in the past to create distinct parking in the interest of greedy developers. (And T3).*
- *Cycling in Bradley is potentially lethal with 4 wheel drives speeding through our small roads at 40-50mph.*
- *By the nature of the village, access is easy.*
- *Do not think these ideas are possible as residents must have cars and it will increase congestion.*

The remaining respondents said they agreed with the policy and made the following comments:

- *Building in the village should be completed as economically as possible without causing disruption and alteration to existing roads and footpaths.*
- *New developments must have broad streets and on-site parking for at least 2 cars per dwelling.*

Steering group response to comments made:

- Although most people agreed with this policy, there were few comments for or against. Many similar comments made in response to Policy T3 below.
- Question: Should this policy be retained??

[Policy T3: New infrastructure - Favourable consideration will be given to any development proposals, outside the obligatory CIL levy, that include the provision of, or significant contributions towards improvements to highways and footpaths that address the highlighted safety issues.](#)

14 respondents said NO, they did not agree with this policy, making the following comments:

- *Any improvements to highways and footpaths should not change the character of the village or impact on the safety issues e.g. volume and speed.*
- *As a general point, I am concerned about the emphasis in all these proposals about the improvements to footpaths and road junctions etc. I think it highly unlikely that the size of the development will be large enough to generate sufficient cash to carry out the desired*

improvements. I am totally against taking into account the amount any of the developers are prepared to pay in respect of the Community Infrastructure Levy. I think it can lead to bad development because the award goes to the developer prepared to pay the most money.

- *We are against the housing development proposal so feel the policy is not right. We also believe paths around the village e.g. Skipton Road, Ings Lane, Matthew Lane, Snaygill need improving.*
- *Better cycling lanes/paths are required and the canal towpath needs urgent improvement. There is nowhere for children to cycle safely.*
- *Another opportunity to secure approval which might, otherwise, be properly denied.*
- *This policy seems to contemplate the effective 'purchase' of permission by offering cash towards highway schemes which will only increase the urbanisation of the village.*
- *Need to be careful that that the wrong decision is made simply because the developer has the most to offer the council.*
- *Any change to the infrastructure of roads within Bradley Village should not affect the environment and look/feel of the village.*
- *No new development.*

Steering group response to comments made:

Although most people agreed with this policy, there were few comments in response for or against, except to say new footpaths were needed but changes to infrastructures should not affect the village. Also concerns regarding sources of funding.

[Policy T4: Road Safety - A roundabout and a new pedestrian safety refuge are required at the junction of the A629 and Ings Lane to ensure safety of pedestrians and vehicles.](#)

14 respondents said NO, they did not agree with this policy, making the following comments:

- *What is the objection to traffic lights with pedestrian refuges at the end of Ings Lane, unless we are talking mini roundabouts – a roundabout will have greater impact in terms of the amount of land required?*
- *A roundabout would not be feasible as this would cause congestion, traffic islands would aid pedestrians to cross road safely.*
- *In relation to the proposed mini-roundabout onto the A629, this may have some benefits but it could be resisted by North Yorkshire CC. At weekend and other peak times cars could be backed up at a mini roundabout causing air pollution problems and difficulty in turning left*

onto A629. What about the option of sensor activated traffic lights instead of a mini-roundabout?

- *One of the traffic dangers associated with accessing Bradley is cars tailgating cars which are turning left into the village when travelling south along the A629. Though it would require the purchase of third party land (by NYCC but funded by housing development/CIL) a slip road here might be useful.*
- *Any improvements to highways and footpaths should not change the character of the village or affect safety issues e.g. volume and speed.*
- *Traffic from Keighley will have difficulty in seeing a roundabout because of the humpback bridge. Traffic lights, particularly if they are sensitive to traffic approaching from Ings Lane, and pedestrian operation would be a better option.*
- *If BR016 is excluded a roundabout is not required. However, at the present time traffic calming is a priority and is required for the safety of the pedestrians and road users alike.*
- *A roundabout would not be feasible as would cause congestion, traffic islands would aide pedestrians to cross road safely. Skipton Properties do not keep promises – see Cowling.*
- *It is felt that a traffic light system, based on sensors would be more beneficial, due to the amount of traffic on the A629 and would also allow a pelican crossing to be incorporated.*
- *What is the objection to traffic lights with pedestrian refuges at the end of Ings Lane, unless we are talking mini roundabouts? A roundabout will have a greater impact on terms of land required.*
- *Bearing in mind the relative flows on the A629 and Ings Lane, I am not convinced that a roundabout is appropriate and limited widening to form a right turn lane protected by pedestrian refuges (Wide enough to accommodate traffic turning right from Ings Lane also) might be worth considering and is more affordable. Having made the above comments I would like to stress that I would strongly support improvements to the junctions.*
- *I particularly support T4 but consider that development of the whole of BR007 (and possibly by BR006) Ings Lane/A629 improvement (general +T4) – I agree this junction needs improvement. If it was better then, apart from safety improvements (turning right into or leaving Bradley and pedestrians crossing the A629 from the bus stop, etc.) it would encourage more residents to use the route (at present it is frequently impossible to turn right towards Skipton by-pass). It would also reduce the volume of traffic through the village up Skipton Road. The full development of BR007, together with at least partial development of BR006 as proposed in the Craven Local Plan Draft 22.09.14, would make this more likely to be achieved whereas there is no hope if only part of BR007 is developed, and other developments re open space and affordable housing, this would leave a low profit level for a developer to contribute to this significantly.*
- *An alternative to the roundabout suggestion e.g. widening the road to give a better filter lane and central island.*

- *Roundabout is inappropriate and unnecessary. Better lighting required.*

The remaining respondents said they agreed with the policy and made the following comments:

- *Improvement of this junction would also make it more logical and attractive for residents of the new houses to use this route in and out of the village.*
- *Priority to safety at the Lane Ends. There have been many occasions when I have not felt safe crossing the road due to lack of visibility.*
- *Although I agree with the Policy, I do not think it is possible to improve some of the transport issues when only allowing small scale development. They would be too costly on small schemes.*
- *You will never get the funding for the A629 junction upgrade – there is no social/economic case for it, using the criteria that will be applied.*
- *Look into reducing the A629 between Snaygill and Crosshills to a speed limit of 40 mph.*
- *A 629 junction needs to be remodelled NOW!! It is very dangerous, especially for people with limited mobility.*
- *The A629 is absolutely terrible – I try on numerous occasions to cross the road to catch a Skipton bus. So, so dangerous, occasionally impossible.*
- *By saying I agree with the H & T policies suggests I agree with the housing policies which is not necessarily the case. But I definitely agree with T4 (and T5) as it is a nightmare getting across the A629 for the Skipton bus.*
- *No development should take place until the A629/Ings Lane junction is made safer.*
- *Before any development is started it is essential that the road system is developed satisfactorily i.e. definitely a roundabout at A629, nothing less.*
- *It is essential that the traffic problem at the Ings Lane junction with the A629 is addressed before a fatal accident occurs.*
- *A crossing area on A629 for crossing is a good idea.*
- *Totally agree.*
- *Policy T4 essential.*
- *Policy T4 is most important and should take priority.*
- *T4 is urgently needed.*

Steering group response to comments made:

- An overwhelming response with most comments relating to respondents road safety concerns and agreement for the policy.
- Most respondents commented on the urgent need for road safety improvements for pedestrians, cyclists and motorists using the junction of A629 and Ings Lane.
- Of those responses in objection to the policy, most comments stated that a roundabout was not suitable, suggesting instead that other traffic-calming measures, such as traffic lights, should be introduced instead.
- Link Policy T4 with Policy T3 Infrastructure? Emphasise residents overwhelming desire for improved road safety infrastructure at junction of A629/Ings Lane for pedestrians, cyclists and motorists.

Policy T5: Public transport – *There will be a policy that encourages and maintains sustainable public transport services.*

8 respondents said NO, they did not agree with this policy, making the following comments:

- *Policy should be to 'extend' not maintain as inadequate currently and to meet affordable housing policy.*
- *Needs serious consideration. The reduction in public transport and its timing is in need of serious reconsideration.*
- *Public transport to the village is a good idea.*
- *Do not think this (T5) can be maintained.*

The remaining respondents said they agreed with the policy and made the following comment:

- *There are very few buses through the village which would mean more traffic which would cause congestion on the narrow roads. There is no parking for cars in the village outside peoples' houses and would increase parking on the roads.*
- *Public Transport needs late bus in and out of the village. Waited for 18.08 bus a few times and never turned up. Canal bridge which keeps breaking down so cannot get Lane Ends bus and all you get is a long walk.*
- *Public Transport services need to be improved if affordable housing is to be provided to enable young people to travel to work.*
- *Policy T5 essential.*
- *Wish more people used the bus.*
- *Ha! Ha!*

Steering group response to comments made:

One respondent objected to all policies and made the following general comment.

- *All the above policies are based upon the premise that new housing will be built which we are fundamentally simply opposed to.*

Four respondents agreed with all policies and made the following general comments:

- *Additional consideration needs to be given to the installation of double yellow lines between the junctions of Lidgett Road and College Road, and Main Street and Silsden Road. There have been an increasing number of 'near misses' because of traffic parking irresponsibly and it is only a matter of time before there is a serious accident.*
- *Something needs to be done about the parking /road provision on Skipton Road /school gates. This area is too narrow for parked cars. Footpath becomes too narrow for parked cars. Footpath becomes too narrow for children going to and from school – VERY DANGEROUS – sometimes the buses get stuck there.*
- *New housing should all have off-street parking.*
- *Can the white timber rail and posts be maintained and repaired as part of the new infrastructure?*
- **General** – *You mention that many suggest a 20mph speed limit but then do not include it in your policies or other aims. In that case why mention it? Given the speed of vehicles up Skipton Road (often well in excess of 30mph even in the 20mph zone) I would, like many others, support this.*
- **Footpath in Skipton Road** – *No mention has been made of the safety implications of the currently very narrow footpath down Skipton Road, particularly near the school. The speed of traffic and the width of commercial vehicles (particularly buses and lorries with mirrors sticking out on long arms) makes it dangerous as drivers see a footpath and do not think about its width. I have on various occasions nearly been hit whilst on the footpath and it is frightening when there is nowhere to go to due to its width. It is also difficult to pass a person in safety without walking in the road or being in danger of falling into the road. With school children who have little awareness/understanding of traffic and its speed, accidents have been only narrowly avoided. I suggest that improvement of this should be a priority.*

Community Facilities & Infrastructure

Policy C1: Protection of Assets of Community Value: *There will be a policy that will protect those community assets that are listed in the Register of Community Assets. The Plan will aim to improve health, social and cultural wellbeing for all and encourage facilities and services place to meet local needs.*

A total of 181 respondents completed this section:

3 people did not complete this section.

172 respondents replied - Yes, they agreed with the Community Facilities & Infrastructure Policy

9 respondents said No, they did not agree with the Community Facilities & Infrastructure Policy, making the following comments:

- *Cannot comment as no details given in booklet.*
- *Allotments – example Addingham, Silsden Road – Housing Development with allotments near: People park many cars causing congestion, transporting themselves to gardening duties. This will occur in Bradley.*
- *Where is the second pub? Bay Horse – no footpath!*
- *As long as we can keep the playing fields I don't think that anything else matters. We are lucky to have a village hall with parking and kids play area and playing fields used by so many people.*
- *How can this be funded within Parish Council constraints? Surely beyond the scope and remit. See comment below about footpaths network.*
- *Not all community assets as defined are necessarily community owned. Surely normal planning rules apply.*
- *I do not agree simply because there is not enough information to understand what is proposed.*

172 respondents said Yes, they agreed with the Community Facilities & Infrastructure Policy, making the following comments:

- *The footpath and field BRO16 is well used by walkers and in particular by dog walkers. For this end of the village (from centre westwards) this is the only footpath access to fields and is therefore of value to dog walkers (not allowed in recreation ground so otherwise need to go some way down to the canal or out the other end of the village) and to general walkers (from the village and elsewhere) and indeed to children on sledges when it has snowed. I therefore consider this a prime case of an asset of community value – it is a piece of land that furthers social well-being (dog walking and walking for social reasons,*

pleasure and healthy exercise) and the interests of the local community (the majority of the users are local residents) and meets local needs. It should therefore be added to the Register of Community Assets and be removed from the Housing proposals.

- *But, this policy, as it is worded is, to say the least, vague. You have yet to compile the list. But I moved to Bradley because of the 'village' feel of the place and lovely great hills surrounding it (I am a keen walker) and also the large number of trees here. I would like all this on the list and the canal and its boarders on the list – with trees specifically mentioned – and the village shop.*
- *The view as you enter the village is beautiful and unique. It should be protected for everyone to enjoy. Therefore BR006 should be a community asset – to build would be vandalism.*
- *BR006 should be designated a 'Community Asset'- the entrance to Bradley is the finest undisturbed view of an original Victorian mill of any local village in this part of Yorkshire. It would be delinquent to denigrate it otherwise due to its unique vista and preserved setting.*
- *BR006 is a unique feature, recognized by English Heritage, as representing an historic vista of our industrial heritage.*
- *The addition of a public bowling green would provide physical and social well-being for the older residents of Bradley and enhance the recreational facilities of the village.*
- *When improving sports facilities consider the provision of a bowling green (in view of the number of older residents).*
- *More services for the youth of the village.*
- *Excellent idea.*
- *A really small paragraph for a crucial aspect of the future well-being of the village.*
- *IT would have been helpful if you had defined what these were. Weblink?*
- *It will be interesting to see what will be included.*

Steering group response to comments made:

- Many negative views against allotments
 - Requests for bowling green /facilities for younger people
 - Value of trees - include in housing design policy
- Prepare list of community assets.

Employment/ Local Business

A total of 179 respondents completed this section:

5 respondents did not complete this section

165 respondents replied - Yes, they agreed with all Employment/ local business policies

14 respondents replied - No, they did not agree with all Employment/ local business policies.

The number of respondents not agreeing with each policy was:

EB1 - 0

EB2 - 1

EB3 - 5

EB4 - 3

EB5 - 6

Policy EB1: *There will be a policy that seeks to protect the green areas along the A629 within Bradley Parish from further commercial development.*

No respondents said they did not agree with this policy.

All respondents said they agreed with the policy and made the following comments:

- *Wildlife and plant and tree conservation needs to be specifically recognised for whole parish. Best the flood plain of the River Aire needs to be protected – not least so that it continues to be a flood plain.*
- *While in agreement with having a policy to protect ‘creep’ of commercial development the policy wording does not give confidence that none will be allowed – the policy only states ‘seeks’.*

Steering group response to comments made:

- Agreed this is the determined policy
- Need to maintain flood plain Department of Environment Policy.
- Building along the A629 will not be supported to prevent ribbon development

Policy EB2: *There will be a policy that seeks to maintain the 'green wedge' of land between Bradley village and the parish boundary with Skipton to the east of the canal in order to prevent ribbon development.*

1 respondent said NO, they did not agree with this policy making the following comments:

- *BR016- Development rising up a hillside at the beginning of the village does not protect the rural aspect.*

The remaining respondents said they agreed with the policy.

Steering group response to comments made:

- *Should a proposal be brought forward to establish a development following the contours of the canal from the Bradley Parish boundary to the boundary with Skipton Town this will be resisted as unacceptable ribbon development.*
- *No sky line development to the North of the BBO3 Development limits as demonstrated on site map will be supported.*

Policy EB3: Small scale Businesses: *There will be a policy that supports applications from local businesses to expand their premises provided they are small in scale and offer local employment. They should not adversely affect the residential environment nor create significant additional traffic.*

5 respondents said NO, they did not agree with this policy making the following comments:

- *I do not agree that local businesses should be able to expand their premises at all in the village or on outskirts of the parish other than at the Airedale Business Centre. The village should be preserved for residential use and for shop, pub, church and school.*
- *I understand there is a wood yard up Silsden Road that has been granted planning but has consideration been given to the large delivery vehicles which will struggle to access the site and the dangers to other road users, not to mention that there is a public footpath running through it.*
- *In view of intention to limit small number of houses and have no in-fill, allowing businesses to expand would seem to work against reducing/limiting traffic in village.*
- *Generally the policies and EB3 suggest that new employment proposals in the village (as opposed to expansion of existing) will not be supported. Is this intentional.*
- *What is meant by 'significant additional traffic'? Who decides what is significant? One additional vehicle may have an impact on residents but not be significant for planners etc.*
- *Cannot guarantee increase in traffic.*

The remaining respondents said they agreed with the policy.

Steering group response to comments made:

- The Working Group noted that there is no longer a business in the residential area that regularly requires the use of H.G.V.'s and that a weight restriction of 7 tons applies on the bridges giving direct access to the Village.
- The aim of the policy is not to prevent small home-based business's but to prevent the establishment of business's requiring facilities more readily catered for on the Industrial Estate, and remove so far as possible the need for the H.G.V.'s to enter the congested roads through the village.
- Some activities such as the setting up of a Timber Yard, the access to which is off a narrow lane, was given outside of the N.D.P and in opposition to the opinions of the Parish Council by the L.P.A.
- Local Business expansion (see second bullet point)
- Home based business's would be considered on their impact on the community (see also second bullet point above).
- There are very few employment opportunities within the residential areas of the Village but there are employment opportunities in the Industrial Development Areas of the Parish
- "Significant additional traffic " - Often difficult to enumerate accurately in the absence of historical data, but often defined by congestion, parking ,speeding, taking short cuts. The locality has developed new problems in that obstructions on the A 629 now cause drivers to take short cuts through the Village creating complete Grid Lock within the Village.

Policy EB4: Relocation of businesses: *There will be a policy that resists proposals to redevelop a commercial site that would adversely affect the residential environment or creates significant additional traffic.*

3 respondents said NO, they did not agree with this policy making the following comments:

- *Too much of a blanket ban and any application should be judged on its merits.*
- *What is meant by 'significant additional traffic'? Who decides what is significant? One additional vehicle may have an impact on residents but not be significant for planners etc.*

The remaining respondents said they agreed with the policy.

Steering group response to comments made:

- See response to first and second bullet points in EB4 (above)
- See response to the same question in EB3 (see fifth and sixth bullet point)

Policy EB5: *There will be a policy that resists proposals that would result in the loss of existing farming businesses through redevelopment or change of use, unless such proposals are for alternative farming enterprises.*

6 respondents said NO, they did not agree with this policy making the following comments:

- *It would appear that local farmers are keen to sell off parts of their farm land for financial gain, regarding development.*
- *Change of use for farms might be the only viable option should landowners or custodians die or become incompetent of maintaining the facility. No guarantee there is family to take on the business. A redeveloped property/land is more appealing than a poorly maintained farm dwelling.*
- *A redundant farm sits on a classic brownfield site and should always be preferred to opening up a greenfield. In most cases there would be far less traffic and inconvenience to residents than on a housing scheme on a flat site.*
- *It is not clear what the rationale for EB5 is. This is not something that a Neighbourhood Plan can realistically impact upon. E.g. loss of farming businesses.*
- *Essentially 'Yes' – but alternative farming enterprises must not be wind turbines and solar farms.*
- *What about small workshop units/offices.*

The remaining respondents said they agreed with the policy and made the following comments:

- *Maintaining Bradley's unique farming heritage is key and these proposals should be strongly supported.*
- *Emphatically endorse EB5.*
- *Agree with this – but may be the Council's need to be more proactive in supporting farming. E.g. 400 dairy farms have gone out of business nationally this year. So promotion of alternative rural activities should be looked at – that means building on our green spaces.*
- *We agree with these policies but site BRO16 is currently used for grazing sheep and cattle so to develop housing on this landing would go against Policy EB5.*
- *Seems strange to want to protect farmland then suggest building on farmland!*

Some respondents said they agreed with the policy and made the following general comments:

- *We agree as long as planning regulations are enforced.*
- *Bradley should retain a village feel.*

Steering group response to comments made:

- Farming Land which is surplus to the requirement of one person will mostly be found a use for Agricultural purposes by another person.
- Where no agricultural use for the land can be found the Neighbourhood plan encourages the use of the land/buildings for alternative livestock use.
- Before Agricultural land can be turned over to non-agricultural use, e.g. housing development, wind farms, small rural industries, numerous planning criteria and social impact outcomes have to be considered, some of which leave little or no room for local opinion but are statute controlled.
- No local plan can sustain a farm which is falling economically or as a result natural change, or modern farming practices. Numerous local dairy farms have gone out of business for different reasons but larger more economical farms are steadily taking their place.

Infrastructure Projects Feedback

Overall Ranking

Overall the following items were ranked:	1st	2nd	3rd	4th	5th	6th
A Roundabout and Pedestrian Refuge on A629/Ings Lane junction	113	35	17			
B Footpath over Bradley Heath at Skipton Road	34	66	31			2
C Footpath on Matthew Lane/Ings Lane	14	32	42	2	1	2
D Allotment facilities	5	14	21	3	3	
E Improvements to sports facilities	1	9	21	2	2	4
F Improvements to Children's Playground	6	12	18	3	4	
G Your own suggestion of a worthwhile project.	9	8	14			

Steering group response to comments made:

- Some footpath provision is included in proposals for BR007 (Matthew Lane) and BR016 (Skipton Rd).
- The most popular projects (safety at A629/Ings Lane junction) are outside the financial possibilities of CIL or S106 monies. The priorities of this section are divided into County Council and Parish Council responsibilities.
- Provision of trees and footpaths will be included in site briefs.
- Overall, sports and play facilities are below recommended levels for the size of the community so these should be increased if suitable opportunity arises. Views on allotments appears to be divided, proposed Skipton Road site may be visibly unsuitable.
- The Canal and River Trust is proposing improvements to the canal towpath between Bradley and Skipton.

Worthwhile projects suggested under (G):

• Upgrade towpath	• Bowling green/Tennis Court	• Speed restrictions
• Widen road over the Heath	• Post Office facilities	• Village newsletter
• Facilities for Youth	• Improve/update Village Hall	• More Grit Bins
• More parking in centre of village / near school	• Day time activities for elderly	• Regular Maintenance of Garden area near canal
• Small village green on southern tip of BR006 and two pedestrian crossings	• Support the upgrade of the canal towpath to Skipton under consideration by CDC/CC/Canals Trust	• Improvement to A629 /Ings Lane junction.

Steering group response to comments made:

- All individual, worthwhile ideas which will be taken into consideration wherever possible

Comments from the Infrastructure Projects Feedback

A629/ Bradley Heath/ Matthew Lane

- *An alternative to a roundabout on A629 could be road widening to give a better filter lane and central island.*
- *An island for pedestrians on the Skipton side of the Ings/A629 junction. More grit bins around the village, mobile phone reception needs improving*
- *Pedestrian crossing on A629.*
- *Agree with pedestrian refuge and improved lighting – Not a roundabout,*
- *You won't get the roundabout so this is a false choice.*
- *I support this as it would improve safety for vehicles and pedestrians and because it would encourage more use of this route rather than the majority using Skipton Road.*
- *Although we agree with all the projects, they should not be funded by developers ruining the village.*
- *Is a safety issue which the council should have addressed many years ago. This entire enterprise is not for the benefit of the village and is being forced on the council by an arrogant 'non-local' government with no mandate.*
- *Is very important! Without it residents of BR006/BR007 would exit the village via Skipton road causing more congestion outside the primary school.*
- *Projects a&b will never happen due to cost, c. will lose parking at sports field.*
- *Improved access to and from Bradley at Ings Lane junction should be the responsibility of the Highways Authority and not that of either the Parish Council or a developer. It should be addressed regardless of/before any new development is considered.*
- *The safety of the villagers is of paramount importance and the CIL should be used to provide roundabout/refuge at Ings lane junction with A629 and footpath provision over the Heath.*
- *It can only be a matter of time before there is a serious accident or fatality on the A629/ Ings Lane junction*
- *No! Traffic flow will slow – even to a standstill and more cars will use Bradley as a short cut.*
- *Matthew Lane would require widening which would need wall moving back. BR016 would be a better site.*
- *Extend playing field into BR007 in place of footpath. If BR007 is developed then this would be desirable.*
 - *Also improvements and signage to footpaths network including circular walks to promote health and wellbeing*
 - *Widen footpath from Heath Crescent down past school.*

- Widen road over the Heath on the narrower sections.
- I consider the following to be of greater value and priority than 2, 4, 5 and 6 above:
- Widening of footpath in Skipton Road, in particular from Heath Crescent down to the school.
- I do not feel a footpath along the Heath is necessary and there would be implications re loss of free school buses.
- Footpaths are not needed because the ones you are looking at are not feasible. They will never happen.

SPEED LIMITS

- Introduction of 20mph speed limit as mentioned under Highways and transport;
- *Examine Farnhill village speed limit 20mph ENFORCED! 30mph replaced by 20mph. Skipton road to Snaygill 30mph.*
- *A 20mph limit throughout the whole of village. No parking up Skipton Road during school hours – both sides of the road. Outside school is an accident waiting to happen!!*
- *Would like to see a (lower) speed limit through the village. Speeding cars are a problem.*
- *20mph speed limit all round village*
- *20mph speed limit (as in highways and transport).*
- *20mph speed limit through Bradley. More cars from Silsden are using Bradley as a short cut. Further house building in Silsden will make traffic worse in coming years. Improve pedestrian safety down Lidgett Road by speed restriction for traffic e.g. like those outside school.*
- *I would like to see 30mph over Bradley Heath down to the main road - Bay Horse. Also village should be 20mph.*
- *Re-develop/make good the traffic calming measure at the bottom of Skipton road just below the school, it causes more havoc, especially at busy times, cars having to reverse could kill a child.*

PARKING

- *Parking – cars breaking the law. Cars are parked on Junctions outside the Methodist chapel, at the bottom of High Bradley lane all day from 9am till 3.30pm. Cars on yellow lines and on pavements, cars on Main Street. The police drive through with their eyes shut, useless waste of time.*
- *Double yellow lines at both sides of Ings lane as it nears the shop. Double yellow all the way on one side across the road from the shop.*
- *Parking on paths should be stopped, maybe make part a one-way system?*

- *Parking at school on Skipton Road also on Main Street*
- *A larger car park near the centre of the village.*

CANAL

- *Upgrade canal path to Skipton to provide a safe pedestrian and cycle route. A new permanent road and foot access over the canal to overcome many (?) with the swing bridge breaking down often (it's a long way round to the next crossing-especially on foot!)*
- *Improve the canal tow path (the Snaygill to Silsden section is the worst in the whole Leeds-Liverpool canal) for cyclists – it would be much cheaper than a footpath over Bradley heath.*
- *Improvements to the canal towpath to Skipton and Farnhill, the existing path is not easy for users of cycles, wheelchairs and pushchairs, simply upgrading the surface as that between Bradley and the Polish memorial would render this an asset and alternative “green” route to Skipton for local people.*
- *The neighbourhood plan could seek to provide more walking (leisure) routes. In terms of BR007 a condition of the housing development could be that an all-weather footpath be provided along the southern and western boundaries of the field in which BR007 sits.*
- *Does the landowner own all the land south from this field to the swing bridge? An excellent long-term project to consider would be provision of an all-weather footpath along the eastern bank of the canal from the playing fields to the Polish Airmen Memorial swing bridge as a circular walking/leisure route.*
- *Canal footpath improvements.*
- *Create/ upgrade cycle path along the canal to Skipton.*
- *Improvements to towpath to Skipton and Kildwick.*
- *Full maintenance of garden area by canal bridge – it does get neglected sometimes.*
- *Upgrade towpath to Skipton, easier walking than over the Heath.*
- *Renew the white hand rail and posts adjacent to the canal bridge to enhance the approach into Bradley.*
- *Bring back the manual canal bridge – far superior to the present!*
- *Support upgrade of canal towpath to Skipton under consideration by CDC/CC/Canal Trust.*

FACILITIES FOR AGE GROUPS

- *Any improvements to the playground or facilities for youths would help.*
- *Youth project in the village. There is little for older children/teenagers to do.*

- *Like to see an indoor sports facility which could be used with the school. Children's' playground needs an update.*
- *I question what these sports facilities would be and if they are really necessary I justified.*
- *One third of residents are over 60 but there are no activities apart from a Thursday evening whist club, something during the day would be better.*
- *As one third of residents are over 60 a Bowling Green would be welcome for them and could be a facility for all ages – it could be self-financing.*
- *I would like to see a bowling green and a small park area with seating flower beds etc. If you moved the houses BR06 to the other end of the field the bowling green etc would fit nicely in the current housing space, somewhere for the older population for a change.*
- *Possibly consider a tennis court and bowling green.*
- *Bowling and tennis courts would be a useful addition to facilities.*
- *Tennis courts and bowling green.*
- *Bowling green.*
- *Bowling green. Items b and c already have provision within the 'housing policy'.*
- *Area for older children activity e.g. tennis courts, skate board facilities.*

PLAYGROUND

- *The park needs improving e.g. roundabout, zip wire swing, tunnel slide, skate park. The park should be like Cononley. Also we feel a concrete area to play football and tennis courts would be great.*
- *I question whether this is necessary and whether the level of use supports it.*
- *Sports facilities not needed as we have access to playing fields and projects.*

VILLAGE HALL

- *Improvements to village hall, ie. Soundproofing, double glazing, car parking.*
- *Make Village Hall look like a village hall and get it working properly.*
- *Update Village Hall.*
- *Village Hall*

Other Comments

- *The potential benefits associated with allowing development on BR006 should be carefully considered. Policy H2A refers to the need to realign Ings Road. There is the potential to require the landowner to provide the southern tip of the field as a small 'village green' type area at the entrance to the village. Pedestrian crossings across both roads bounding any such amenity area would allow the potential to create an attractive 'arc' including the canal side seating area, car park, new 'village green' area and land adjacent to canal at opposite side of road leading from Bradley to the canal bridge. (See attached image- shows new Village Green area given over to village in exchange for allowing development of BR006 and pedestrian crossings e.g. 'raised tables', linking green area to car park (amended layout) and land adjacent to canal and north of swing bridge).*
- *I do not recall seeing any focus on landscaping trees in the plan. Very high quality residential areas nearly always include trees and this should be a requirement for new development in the village.*
- *Reduce number of houses, omit sites BR006/BR007, increase area of BR016, and look for sites to rear of village.*
- *Now that Bradley residents have no choice but to accept more houses is there any mileage in revisiting the idea of building on the village hall site and developing a combined community centre/sports pavilion with outside children's play area on the sports field?*
- *We do not need improvements to sports facilities or playground these are excellent and well maintained.*
- *Allotments are not needed. Allotments are not needed they will become a nuisance – look at Addingham (?) to see what a problem these bring.*
- *Extend amenity by including allotments.*
- *Allotments much needed for many houses with children but no gardens.*
- *I question the need I desire for allotments against the generally falling use of allotments nationally.*
- *A local shop is usually an asset to an area, I know I saw it as such when I moved to Bradley, But people use supermarkets more than the village shop our current owner does a superb job of being a 'resource centre' and also supporting local activities, but she's going. Is there not an argument for funding to support the local shop to help it to enhance Bradley as a community? And the same for the pub or church – to provide somewhere where people can meet and get to know each other.*
- *If Bradley is to welcome more residents can we now justify allocating more funds to having a post office counter back in the shop.*
- *Establish some sort of Post Office Service.*
- *Any wind turbines or solar panels should only be placed if 70-80% of revenue/tariff is trusted to the village. If landowners benefit, then so should the village which has to endure the visual distress.*

- *Better Bus service.*
- *Object to any new houses.*
- *None of the suggestions if it means more development.*

Other comments received on policies and survey process.

Well thought out clear policies.

As a Town Planner (not CDC) I was interested to receive the consultation as a Bradley resident.

Firstly, the Parish Council/ Neighbourhood Planning group should be congratulated for embarking upon the Neighbourhood Planning process. I would offer the following comments:

Covering Letter- The second paragraph of the letters seems to suggest that the policies to be included in the plan have been decided, including the general content and the supporting evidence will be supplied in due course. This wording is perhaps unfortunate as it would general be the case that the evidence gathered then dictates what the policies should be.

Plan overall – The plan is well set out and easy to understand which should be congratulated.

The 4th aim should refer to Bradley Village and not 'Bradley's'

You will not be able to use the results of this survey with reference to H2A and H2B as you are describing 'BR006' and BR007' on yours in a different way to the CDC Plan.

Steering group response to comments made:

No comments

APPENDIX 3: 2016 NEIGHBOURHOOD PLAN PRE SUBMISSION DRAFT CONSULTATION

Bradley Parish Council

Dear Resident and Consultee,

20 March 2016

Notification of Formal Public Consultation on the Bradley Draft Neighbourhood Development Plan (Regulation 14 Town and Country Planning, England Neighbourhood Planning (General) Regulations 2012)

I am writing to advise you that the Bradley Draft Neighbourhood Development Plan ["NDP"] has been published for consultation by Bradley Parish Council.

The NDP has been prepared by a neighbourhood planning group of local parish councillors and interested residents on behalf of the Parish Council. This followed an initial meeting of local residents in April 2013 and an informal public consultation on the emerging Draft Plan in November 2014. The results of this process have helped to identify a vision and objectives which are quantified in a set of planning policies. If formally adopted, the NDP will become a legal document which will be used alongside the emerging Craven District Local Plan to guide and shape new development in Bradley for the next 15 years.

The consultation period runs for 6 weeks from noon on 26th March 2016, to 5pm on 7th May 2016.

The NDP and other supporting documents can be viewed and downloaded from the Bradley Neighbourhood Plan website: <http://bradlevillage.org/nhp>

Printed copies of the NDP can be viewed at:

- The Village Hall on Saturdays and Wednesdays between 2 and 5pm,
- The Methodist Chapel, St Mary's Church, The Village Store and The Slaters Arms during normal opening hours.
- Printed copies can also be provided on request.

A representation form is provided for written comments, but the Parish Council also welcomes comments by email. Please submit all comments on the Draft Neighbourhood Development Plan to either:

- Bradley Village Store, 5-6 Rose Terrace, Bradley BD20 9DP by post, marking your envelope with 'NDP', or
- The ballot box in the Village Store by hand, or
- nhp@bradlevillage.org by email.

Following the public consultation process on the NDP, it will be amended and submitted to Craven District Council together with supporting documentation. This will include a basic conditions statement, and a consultation statement setting out who has been consulted, how the consultation has been undertaken and how the representations received have informed the NDP.

Craven District Council will then re-consult, before the NDP is reviewed by an independent examiner. After any further amendments, the NDP will be subject to a local referendum. If more than 50% of the votes cast are in favour, the NDP will become a statutory document incorporated into Craven District's local plan. All planning applications for Bradley will be determined by reference to it.

Yours sincerely,

David Cohn

David Cohn,
Chairman Bradley Parish Council

Figure 5: Letter sent to all residents and businesses during statutory consultation on the Pre submission Draft Neighbourhood Plan.

Bradley Draft Neighbourhood Development Plan
Spring 2016

Public Consultation 26 March to 7 May 2016

Representation Form

Please use this form to provide feedback on the Bradley Draft Neighbourhood Plan
You can type or write your comments below.

Name:
Organisation:
Email or address:

Please post your completed forms to arrive by 5pm on 7th May to:

Bradley Village Store, 5-6 Rose Terrace, Bradley BD20 9DP,
or drop them into the ballot box in the Village Store,
or email to nhp@bradlevvillage.org

Page/policy	Support/object	Comment	Office use

THANKYOU!

Figure 6:
Representation form
produced to capture
comments to the Pre
submission Draft
Neighbourhood Plan.



Figure 7: Press notice in Craven Herald from March 2016 providing notification of the Pre submission version Neighbourhood Plan.

Photo 8: Craven Herald poster outside Bradley Village Stores during the Pre submission version Neighbourhood Plan consultation.



Respondent	Category	Summary of Comments	Response	Proposed Action	Action
83	Historic England	Paras. 2.2.1 and 2.2.3 suggests additions to text and use the word 'conserve' rather than 'preserve' throughout.	note	accept this	make addition
83	Historic England	ENV6 suggest reword of bullet point 4.	note	accept (clarifies)	reword
83	Historic England	HOU2 suggests reword to make it clear it is a total 30 houses, not 30 per site.	agree	clarify wording (&alter numbers)	reword
83	Historic England	Appendices 3,4 & 2 suggests amendment and maps to clarify position.	consider	aim to improve maps	seeking maps
83	Historic England	BB01 Gives several reasons why use of BB01 should be reconsidered. (see his appendix 1 for summary)		look again at this site	remove
83	Historic England	BB02 Suggests that this allocation be reconsidered and that a Conservation area appraisal may be needed.		look again at this site (& appraisal)	appraisal consulted
84	Sport England	states that it is important that the NDP reflects any local authority prepared playing pitch strategy.	agree	check this and amend if needed	liaising with CDC
85	United Utilities	states that they work with CDC so that they can deliver necessary sustainable infrastructure.	note	nn	
86	Natural England	Does not have an specific comments on this NDP but refers to para 112 of NPPF & chance to improve environ.	note	check NPPF	Is it 3a or 3b?
87	NY Police	Refers to NPPF paras 58,69 and Designing out crime. Suggests a poss. Policy to include.	note	look at policies + design again.	cover in design brief
88	Environment Agency	Substantial concern over BB01 - almost entirely in Flood Zone 3 and should not be used without a sequential test having demonstrated the absence of any other suitable development sites.	note	reconsider inclusion of this site (what does almost entirely mean?)	remove
89	CDC Rural Housing	3.3.2(p24) points out that the June SHLAA provides robust evidence of housing required and additional up to date evidence is not required. Not enough on affordable housing reference to CDC's 2015 'Approach to...' doc.	note	consider all this	reword sections of plan
89	CDC Rural Housing	HOU3 (p25) says homes should NOT be in keeping with size and type of existing but should meet evidenced need. Gives suggested % of different sized affordable homes to be included.			
90	Coal Authority	BB03 contains unrecorded shallow coal workings and may affect the viability of the site due to investigation and potential remedial costs but the site should not be excluded on the basis of mining legacy. Will need investigation at the planning application stage.	note	advise developers when needed	retain and advise
117	N.Y...C.C.	HOU2- Qualified support-comment re NYCC Highways. PC should	note	P.C. to check Highways approval	

Figure 9: Spreadsheet detailing the responses received to the Pre submission draft Neighbourhood Plan and the actions for the next version of the plan.

Respondent	Category	Summary of Comments	Response	Proposed Action	Action
117	N.Y.C.C.	ensure it has Highways Authority approval			
91	Canal & River Trust	BB01- Object ENV2-Support- it recognises the role of the trust	note		remove
91	Canal & River Trust	HOU1 -Support-- visual integration in agreement with section 7 of NPPF.			
91	Canal & River Trust	CFS1 -support but the canal and towpath as community facilities should be referred to in the text to the policy..	note	could amending text	
91	Canal & River Trust	ELB5 - support -supporting text clearly recognises the benefits and importance of the canal and towpath.			
91	Canal & River Trust	BB02 -comment-attention be given to boundary treatments (Sect.7 NPPF) and careful considn. To proposed drainage- advise any potential developer contacts trust to address issues.	note	Advise developer when needed	retain and advise
1,2	Residents	1.BB03-Support, an ideal site for development, near to school and easy access to Skipton Road.	1. None	No further action required	
1,2	Residents	2.BB02-Object:too near conservation area, dangerous to access A629 north.	2. Accept	Consider removing site from NDP (planning history-refusal)	Retain site
3	Resident	BB03 Strongly object will spoil green welcome on entrance to village, little owls and bats have lived in barn		Consider, footpath retained, bat survey required?	retain site, incl. Footpath
3	Resident	For 45 years, excellent footpath, spring and flood water drain onto Skipton Rd-modified drains have not really solved problem- water still travels down Heath Crescent. Do not spoil for future generations.	Note	drainage part of planning req .	developer to include drains
4	Resident	1. Policy H2A-Object garden backs onto BR06 BB01] and holds a lot of water-drainage is an issue.	Note	Consider removing site from plan	remove site from plan
4	Resident	2.Policy T4-Support Ings Lane /A629 junction desperately needs changes.	Agreed	Refer to Highways	
4	Resident	3.Policy T5-Support absolutely it's one of the many advantages of the area -good public transport.	Note	no T5	
4	Resident	4.Policy E2-Support, could not CL money be used to support biodiversity by designating wildlife areas.	Note	PC will ask for share of CIL	
5	Resident	BB03 site prone to flooding for many years and NYCC larger drain has only moved problem down hill. Development will exacerbate problem unless NYCC make Heath Cresc. Properties safe from flooding.	Note	Refer to CDC and NYCC	retain site, notify NYCC
6	Resident	BB02 -Object, Matthew Lane is too narrow at Southern end to support an increase in traffic.	Note	Consider removing site (highways and earlier refusal)	retain site, notify NYCC

Respondent	Category	Summary of Comments	Response	Proposed Action	Action
7	Resident	1.BB03 -Support best for village less of a traffic problem.	1 Agree	No further action required	
7	Resident	2.BB02 Support but access needs to be looked at as this will need to be outside the BB02 area.	2. Note	Consider	retain site
7	Resident	3.BB012 part support – could be used in part (not full) with well planned access.	not in plan	None	retain look at access
7	Resident	4. Conservation area -object to all development - need to protect the old village and land around.	Agree	supports ethos of NDP	must provide some sites
7	Resident	Village should have 20mph limit and consider part one -way system, partic. when A629 blocked.		pass to highways	cons area does not prev.
8+9	Resident	ELB1, ELB5 Support	Note	"	
8+9	Resident	ENV1,2 and8, Support Protection and enhancement of green spaces essential	Note	"	
8+9	Resident	HOU1,2 Support -housing must be of high quality and blend-in. much past development isn't in keeping.	Note	Add design brief to sites chosen	design brief prepared
8+9	Resident	HOU2-Support – detailed concern over possible development behind College Crescent	Note	Such development not in plan	
10	Resident	1BB01 Support suitable for some houses	agree	none required	remove site
10	Resident	2. BB02 Support suitable for all 30 houses	Site wrong		retain site as plan
10	Resident	3.BB03 Support suitable for all 30 houses.	agree	none required	retain site as plan
11	Resident	1.BB03 -Qualified Support– Prior road widening and footpath over the heath needed. Owls nest in barn.	agree	?	retain site
11	Resident	2. HT1 -The improvement of Ings Lane/A629 junction should be a prerequisite for any development.	agree	Refer to NYCC Highways	refer
12	Resident	1.BB01 Support, Infill at its best.	note	none needed (nn)	remove site
12	Resident	2.BB02 Object Access into Matthew Lane	note	agree	Retain site, refer NYCC
12	Resident	3.BB03 Object Public footpath, little owls in barn.	note	Footpath can be re-routed	retain site
13,14	Residents	1. Housing -Object to any further housing- infrastructure can't cope and will bring further traffic problems.	irrelevant	purpose of NDP is to regulate	
13,14	Residents	2.A629 junction should have sensed traffic lights and incorporate a pelican crossing for pedestrians.	note+agree	notify NYCC action-action unlikely	notify NYCC
15	Residents	BB03-Object -lose green space, barn, owls. Flooding after heavy rain. Skipton Rd is already dangerous for pedestrians and cyclists so road widening and footpath before development is essential.	Note rd. safety in pla	decisions needed to answer objections. drainage in planning	inform NYCC and any
16	Resident	1.BB03 -Object -Unwarranted(and undemonstrated need) visual	a	consider	retain site,

Respondent	Category	Summary of Comments	Response	Proposed Action	Action
16	Resident	Intrusion into open countryside. Skipton Rd is already narrow and dangerous for cyclists, development will only exacerbate problems.	requirement	but see NDP HT1	notify NYCC highways retain site
16	Resident	2. BB02 -fits in with established practice of using pockets of land within communities.	note		retain site
17	Resident	3.4.2. Road safety improvements at Ings Lane/ A629 junction are essential, particularly for pedestrians.	support.02		
17	Resident	BB02 -Object Concern about increased traffic and danger to children running from playground.	note	NYCC highways again	notify NYCC
17	Resident	Junction of Matthew Lane/Main St. is too dangerous for increased traffic flow.	Note-a concern	reconsider BB02	retain site
18	Resident	Does a village like Bradley need many more properties and commuters. Can village services cope?	not relevant	check school numbers	checked
19,20	Residents	1. BB03 Support better accessibility and minimal cosmetic damage	Note – agree	nn	retain
19,20	Residents	2. BR012. Object Acute access problems. Extremely invasive.	not relevant	nn	
21	Resident	1.BB03 -This site must be the most sensible and least intrusive.	agree	nn	retain
21	Resident	2. BB01 -Object -Site would require intrusive access and street lights and spoil sight line from canal.	not necessarily	Reconsider site	remove
21	Resident	HT1. Object village centre congestion-Heath Cresc.is already a rat-run for school drop-offs.	true-but	nn	
23	Resident	BR005-Support -For traffic this must be no different from BR007 and would avoid flooding.	BR005 not current site.		
23	Resident	3.4.2 Object- Any money allocated should be used to create a walkway with flower beds round field	No money allocated.		
23	Resident	it would be very difficult to get permission t A629 altered.	a highways matter		
24 25	Residents	BB03 Object due to flood risk lower down village (eg Heath Cresc) likely to increase by run-off.	note	developer to add drains + notify NYCC of need for further improv	retain, notify NYCC re drainage lower down and footpath
26	Resident	BB03 Object bad access for building-site traffic -Skipton Rd too narrow, so may come past school- an accident waiting to happen. Loss of footpath used by many walkers including visitors	note	highways, deal with at planning st-	
27	Resident	BR001 Support with reservations over adequate highway/footpath provision over heath		Plan. Permm. already granted	
27	Resident	BR002 Support	note	in CDC revised local draft plan	
27	Resident	BR006 Support should not create any infrastructure problems.	note	nn	
27	Resident	BR012 Object – visual impact	not in plan		

Respondent	Category	Summary of Comments	Response	Proposed Action	Action
43	Resident	parking potential for houses. 3.5.1(p29) Question – why are the public toilets an asset when they are locked for most of the time?	ask P.C.	consider why closed	expense!!
44	Resident	BB01 – Support			retain
44	Resident	BB02 -Support, within village curtilage parking should not be an issue.	note		retain
44	Resident	BB03 – Object -seems to be on rat run when A629 is closed – dangerous.	valid reason?	safety improv. needed -NYCC H'ways	retain -safest route north
45	Resident	BB02 Support doesn't seem detrimental, extends line of houses, room for off-road parking	note	consider access issue	retain
46	Resident	ENV8 Conservation Area be maintained as should green areas in low Bradley	agree	continue press for green spaces	
46	Resident	HOU 1-3 Qualified support-3 sites seem least worst option, must pay attention to design, landscaping etc.	agree	looking at design	prepare design briefs
46	Resident	p26 et seq.-broadly support recommendations .Should be no external interference (eg CDC) to change plan.	agree	no control over CDC but negotiate	
47	Resident	BB01-Object- would spoil entrance to village, also access problems,	not necessarily agree	limited numbers, access from Drive	retain
47	Resident	BB02-Object-South west of Matthew Lane is not suitable for extra traffic and widening not feasible.	agree	Consider removing site from plan	retain
47	Resident	BB03-Support-Best site for all the houses, playing area could be incorporated, drainage needs upgrading.	agree	advise developers re drainage.	
48	Resident	BB01- object building would spoil open aspect of entrance to village & box-in mill, a listed building.	not necessarily agree	look to design of plot	remove
48	Resident	BB02 Object Lane is very narrow and gets busy with traffic from sports field and play area.	agree	Reconsider -ve planning history	retain
48	Resident	BB03-Support- less impact on village if traffic uses Skipton Rd to A629. Sewerage & drains needed.	agree	Site floods? - advise developers	retain
49	Resident	BB02-Support-continues line of houses on Matthew lane. Off road parking available for houses.	'line' not correct	reconsider	consider 'line' issue
50	Resident	BB02-Support- won't affect many in the village.	agree	consider	retain
50	Resident	BB01- Support-infill	agree	consider	remove
51,52	Residents	BB02-Support if building is no further west than sport pavilion ro reduce visual damage from canal & Ings	site not whole field	advise developers	retain and advise
51,52	Residents	Lane, adequate on site parking essential, houses maximum of 2 storeys.			
51,52	Residents	BB01 – Support	note		remove

Respondent	Category	Summary of Comments	Response	Proposed Action	Action
51,52	Residents	B803 – Support	note		retain
53	Resident	p46,B801 Object- should not be access and lighting from Ings lane in front of Mill. Ings Dr. more sensible.	note	Consider objection	remove
54	Resident	p46 B801-Object-Vehicle access must be via Ings Drive, footpath from Ings lane line if no street lights.	note	as above	
55	Resident	HOU3-Object-words to be more specific so that properties are not dominant or detract from near properties.	agree	add design detail	prepare design briefs
55	Resident	HT1 p27 Object-should make vehicle access shortest possible out of conservation area.	policy OK	can't enforce this	
55	Resident	P40 App.4 last line column7- delete 'nil'Col.9- change (as only part of B806 is used) to unspoilt aspect of mill	note	look again at app4 & green space	revising App.4
56	Resident	B801 object(detailed)- contra 2.3 (p13) will destroy the aesthetic appearance of the mill and approach to village.	note	depends on design-inform devel.	remove
57,58	Residents	B803-Object re topography, access, recreational value(footpath), green infrastructure, flood risk.	note	deal with in design parameters	retain
59,60	Residents	B801 support-preserved approach to village, approve 'piecemeal' development rather than 1 site.	note	nn	remove
59,60	Residents	B802-support but problems with narrow road at southern end of Matthew Lane.	agree	Reconsider H'way plan'g. issues	retain
59,60	Residents	B803-Oppose- Skip. Rd too narrow for pedest. &cyclists, spoils approach to village, getting closer to Skipton, loss	note	design, notify highways	retain notify NYCC
59,60	Residents	of footpath, wildlife habitat		retain a footpath	
61	Resident	B803-Object-loss of 2 well used fields for residents and walkers, change entrance to village and rural setting.	note	aim to keep barn and a footpath	retain, design brief
62	Resident	B801 & B802 support in their entirety	note	nn	retain B802 (only)
62	Resident	B803-Object-Dominant site, unsafe access, extend village towards Skipton, flooding problems, footpath loss, owis. site owned by member of parish council concern it was added after the April 2013 public meeting. Crit of App.4	note	look at App 4. Owner took no part in plan & interest recorded with PC. is wildlife survey required?	retain
63	Resident	Object- 3.23 and append.3 and B803-flooding, loss of footpath& agric. land. Concern about site ownership.	confused response but note criticism-see above		retain
64	Resident	B801 Object – access and effect on view. [Rather confused return otherwise.]	note	Already looking at this site again	remove

Respondent	Category	Summary of Comments	Response	Proposed Action	Action
65	Resident	Fully support all policies and sites.	note	nn	
66	Resident	ENV7 support should keep some green space in village centre and avoid high density.	agree	nn	
66	Resident	HOU2- Support sites proposes - small scale and away from centre.	note	nn	
66	Resident	HT2 Support - as a matter of urgency there should be a safe crossing of A629 to access bus stop opposite.	agree	refer highways-pedest. crossing?	
66	Resident	HT1-Support -village centre already congested, development should be away from the centre.	agree	nn	
67,68	Residents	General support for whole plan	note	nn	
69,70	Residents	No objections in principle but improvements to drainage needed prior to building (photos included).	note	advise developers and NYCC	advise NYCC and devel.
71		any increase in population justifies a pedestrian walkway along Skipton Rd which is too narrow & dangerous.			
72	Resident	BB02-strong objection, Bradley's strongest assets: Mill, College, Hall, playing field, fields between Matt. La & canal.	note	reassess BB01 and BB02	retain both, add design
73,74	Residents	Support whole plan with some comments on BR011and possible amendments to appendix 4	note	nn	
75	Resident	All 3 sites have least impact plan is sensible. Concerned about infrastructure and number of vehicles& parking.	agree		
76	Resident	No comments on plan but concerned about increase in residents and safety of Skipton Rd over the heath.	note	highways again	
77	Resident	BB03-Object-houses too visible, enlarges village towards Skipton, dangerous blind bends, loss of footpath, owls in barn, with a spring and water run-off drains cannot cope houses have floodwater problems.	note	NDP aims to avoid increase in X-- village traffic. drainage in p. permit	retain
78,79	Residents	broadly in support. ENV1-LGreen Spaces - stringent application of criteria about development.	note	looking at this	
78,79	Residents	ENV2-support but believe that College Lane should be included.	note	need to look at this	
78,79	Residents	ENV7-strongly support believe that infill development has contributed towards parking problems & flooding risk.	note	nn	
78,79	Residents	ENV8-strongly support preservation of conservation area and heritage assets.	agree	nn	
78,79	Residents	HOU1,2,3 – support these 3 policies. HT1&2- agree that development should avoid most congested centre.	agree	nn	
80,81	Residents	ENV3,ENV4,ENV8,HOU1,HOU3,HT1 and 1.4.2. we support all these policies but these are not demonstrated by			
80,81	Residents	proposing BB03 -houses will be massively overbearing and	note	reduce effects by careful design	retain site, keep

Respondent	Category	Summary of Comments	Response	Proposed Action	Action
80,81	Residents	Inconsiderate to established dwellings. HOU2 (page50)-Object to statement on extending boundary. Appendix 4 data on p41 is incomplete – gives eggs.		look again at App4	to lower end, careful design
82	Resident	Generally supportive, suggests some amendments- new objective in 2.3 about design quality etc.	note	reconsider this	new object to add
82	Resident	States that ENV 8 is not strong enough- suggests an additional statement.	accept		additional statement
82	Resident	BB03 - understands choice but states a detailed design brief must be included to mitigate visible effect of site.	note	add design parameters	preparing brief
92	Resident	p46(HOU2)-Object to vehicle access across side of mill will aspect of village and mill, should be Ings Drive.	note	Consider site or advise developer	design out
93	Resident	copy of above			
94	resident	copy of above			
95	Resident	BR006(BB01) Object-spoils route into village and detracts from impact of fantastic mill. Negative impact for resid.	note	reconsider site and access	retain
96	Resident	3.3.1- BB01-Object- I bought this property because of open aspect to sky and setting sun-will be lost.	note	"	remove
97	Resident	BB02- whole of this should be green space, it is part if the village character. No building, access or footp, in front	note	reconsider	retain
97	Resident	BB01- Object-(refer top12 Conserve Heritage Assets)-View of mill on entering village	note	view not necessarily affected	remove
97	Resident	BB03 – Support- should have little impact on village as a whole and could protect our charming, precious village	agree	nn	retain
98	Resident	-BB01 Object-View of mill (see Annexe2) must be preserved . p10 - Support	note		remove
98	Resident	BB02-Object -BR007 must be registered as a green space for future generations.(also shop and Pub)	note	shop and pub considered earlier	retain
98	Resident	BB03-Support - little long term impact on village and is...	note		retain
99 100	Residents	BB03-Object- We feel it would ruin attractive, rural part of village, increase in traffic flow is not sustainable.	note	would not ruin, traffic notify NYCC	
101	Resident	2.3(p13)-Support but fail to see how building agrees with.....			
101	Resident	BB01 – Object-would ruin iconic view of village and magnificent mill with green space in front.	confused	no building proposed in front of mill	remove
101	Resident	HT2 iii - a safe crossing for pedestrians & traffic lights is long overdue.	agree	highways again	in plan
102	resident	BB03- Major concerns,Obvious features not mentioned, footpath, water run off, access,, road past.	note	deal with at design stage	retain, design, advise

Respondent	Category	Summary of Comments	Response	Proposed Action	Action
102	resident	BB02 Object – access, swans live here outside nesting times. Should be registered as green space.	note	reconsider	retain, top section only
103	resident	BB03 Object- effect on wildlife and increased traffic a danger to children and elderly. Village already expanded.	note		retain
104	resident	BB03-Object- copy of above			retain
105	resident	BB03-Object-not brownfield, footpath well used, little owls, should remain as agricultural land.	note		retain
106	resident	HOU2 – BB03- Object-visual impact and section of road already arguably most dangerous in village-traffic speed.	note		retain
106	resident	ENV2- support green corridor Bradley to Skipton should be maintained...			
106	resident	HT2-support- crossing of A629 to access bus is v. dangerous	note	highways	
107	resident	HOU2- Support dev. Of 3 sites with majority on BB03-not increase village centre congestion.	agree	nn	
108	resident	BB02-Object-Playing fields too small, children's playground in corner, land should be retained as conservn. area	note		
108	resident	p49(BB03)-Object-devel. bridging gap to Skipton and more chance of Bradley merging with Skipton.	note		retain
109	resident	HT2 support- Roundabout and pedestrian crossing at A629...	agree	highways	
109	resident	p34(CIL priorities?)-support	note	nn	
109	resident	BB03-Object- few stone barns in the area should not be demolished, home to owls. Rd over heath needs improv.	note	consider in design parameters	retain, design
110		BB02 – Object- Matthew La. Very narrow difficult to negotiate in both directions, area not suitable for development	note	reconsider	retain
110		BB01- Support	note	nn	remove
110		BB03-Object- Skipton Rd. narrow, hilly and already busy, also imp....	note	consider	remove
111		BB03- Object- loss of footpath and little owls plus problem of additional traffic	note	already considering	retain
111		BB02-Object-already congested area with difficult access for traffic.	note	already reconsidering	retain
112/3	Residents	BR012- object- visual impact, elevated & prominent site, access very poor	site not in plan		
114	Resident	HOU2 – Object-(toBB03)- will not maintain character of village and will compromise key view,	some		retain
115	Resident	BB03- Object-building here will not meet key objective on p13- site should receive green status.	note		retain site consider GS

Respondent	Category	Summary of Comments	Response	Proposed Action	Action
115	resident	p43- original plots 1&2 fulfil none of the criteria for green space status but BB03 does!	note	reconsider, and green sp. Policy	
116	resident	BB02-Matthew lane is too narrow. Planning permission has already been refused, there are safer sites.	note	Already reconsidering	remove gs from 1&2
116	resident	BB03-Object to this site not being designated a green space, used for grazing, pleasant footpath, much wildlife.	note	review green space policy	retain site, review GSP
118		HOU2- Support in principle but have concerns. Matthew lane too narrow and junction with lings Lane is on bend	note	being reconsidered	
119	resident	BB01- Object- high flood risk- exclude site, access from lings lane a problem. should not include site owners view.	note	check flood risk	remove
120	resident	Full plan – support - number of houses should be carefully considered	note	Number not in P.C. control	
121	resident	All- support	note		

APPENDIX 4 – 2020 NEIGHBOURHOOD PLAN REVIEW OF ISSUES CONSULTATION

Figure 10: Flyer announcing village 'drop in' event.

BRADLEYS BOTH PARISH COUNCIL

You are invited to a 'drop in' at the Village Hall on

SATURDAY 1ST FEBRUARY 2020
12 NOON—4PM

 **Meet Parish Councillors, see what your Precept pays for and what projects are planned for 2020.**

 **Get an update on the Neighbourhood Plan.**

There are lots of small groups in the village who will be attending to showcase what they do. If you are interested in getting involved please come along, There are groups for The Show, Bradley In Bloom, Sports, Footpaths and others. Also AgeUK and South Craven Library will be there.

 **Pupils at the Primary School have been asked to design a logo for the Village Hall. Drawings will be displayed and the winner chosen by residents.**

Refreshments will be provided.
clerk@parishcouncil.bradleyvillage.org Tel: 07505 142383


Picture 9: Village Hall 'drop in' event and Parish Council table



Figure 11: Slide used at the village 'drop in' event.

NEIGHBOURHOOD DEVELOPMENT PLAN

- A copy of the draft Plan is available to view on the table.
- If you have any questions please talk to one of the Councillors present.



**APPENDIX 5 – 2015-2021 NEIGHBOURHOOD PLAN PRE SUBMISSION DRAFT (AMENDMENTS)
CONSULTATION AND LIAISON WITH LPA**

Bradley's Both Neighbourhood Plan

Summary Log of Liaison with CDC

Craven District Council as the Local Planning Authority (LPA) has provided comments and suggestions during the preparation of the Neighbourhood Development Plan. The table below provides a log of the engagement between the LPA and the Neighbourhood Planning Group and summarises the method of consultation undertaken with the LPA, the main issues and concerns raised and how these were considered in the preparation of the NDP.

Stage of Preparation	Date	Method of Consultation	Summary of issues and concerns raised	NDP response
Evidence Gathering	September 2015	Email exchanges with LPA Policy Officers	LPA advised that the evidence base relating to housing requirements for the district and distribution throughout town and villages in Craven was being revised. Advised that the NDP should await the outcome of this work. Also suggested changes to the Housing Development Assessment work being undertaken for the NDP and specifically to separate the proposed on site and off site infrastructure requirements and that strategic issues could be secured as part of any future CIL. Also suggested a map showing extent of conservation area relative to preferred development sites.	LPA were advised that work on the NDP was ongoing and was not fixed and comments would be taken into account.
Pre Submission Draft	May 2016	Statutory Consultation Stage. CDC formally consulted in writing and representation forms included	See table A below	See table A below

Pre submission Draft Amendments	March 2017	Email exchanges with LPA officers	Advised that the housing requirement within the draft NDP needed to be updated to align with the latest revisions to the then emerging LP particularly in terms of housing type and mix, affordable housing requirements and inclusion of evidence from the 2016 SHMA. Also questioned how the NDP objectives relating to new development not exacerbating traffic problems could be addressed through new development. Recommended amendments to the text within the NDP in terms of site selection procedure, conformity with the emerging Local Plan and suggestions to improve specific site policies, design policies and flood risk.	Comments were considered as part of the drafting of policies.
	April 2017	Email exchanges with LPA officers	Detailed comments provided on further draft of the Housing chapter of the NDP including query about how some of the figures referenced have been calculated and recommendation that proposed design parameters should be included in the policy text rather than as a separate paragraph and that more reference should be made to the 2016 SHMA. Also recommended inclusion of an indicative density of 32 dph is included in the Housing, Type and Mix policy to align with work undertaken as part of the Local Plan.	Comments were considered as part of the drafting of policies.
	June 2017	Email exchange with LPA officers	Comments made on further draft of the Housing Chapter and response to queries from the NDP group on reference to „minimum“ housing requirements, the density requirements and parking standards.	Comments were considered as part of the drafting of policies.

	January 2018	Meeting with LPA officers	Detailed comments provided on further revisions to the pre submission draft NDP. Included recommendations to improve specific policy and evidence text, references to the then emerging Local Plan and concerns expressed about the methodology used to assess proposed Local Green Space sites.	Comments were considered as part of the drafting of policies.
Pre Submission Draft Amendments	June 2018	Meeting with LPA officers	Raised concerns about the extent of LGS designations proposed in the NDP as it included all SHLAA sites and the LPA were concerned that this would prevent future residential sites from coming forward and fail to achieve sustainable development. Also queried if responses from Landowners had been received. LPA officers considered there to be implications for the SEA/HRA process and that it would fail to comply with national planning policy and strategic policies of the emerging Local Plan. Also requested that earlier comments from the LPA are included in the consultation statement and that the housing chapter needs to be updated to align with the November 2017 SHMA.	Comments were considered as part of the drafting of policies.
	March 2019	Email exchange with LPA officers	LPA outlined the need for a response to earlier recommendations so that the HRA and SEA screening assessments can be completed. This included confirmation about the number of homes to be provided on the proposed allocation site and clarity about the affordable housing requirements in order to align with the emerging Local Plan which was at the main modification consultation stage.	Comments were considered as part of the drafting of policies.

Pre Submission Draft Amendments	October 2019	Comments on further amendments to the pre submission draft of the NDP	See separate table B below	
	August 2020	Meeting with LPA officers	Discussion of comments and issues raised by the LPA to the October 2019 version of the pre submission draft NDP.	Comments were considered as part of the drafting of policies.
	May 2021	Final LPA comments on the amendments to the pre submission version of the NDP	See separate table C below	

Craven District Council's comments on Bradleys Both draft Neighbourhood Plan (NP)

Table A below sets out the comments from Craven District council to the Bradley Neighbourhood Development Plan (Pre submission Version) Statutory Consultation which was undertaken in 2016 Plan). The table also outlines how the comments and issues raised were taken into account by the Neighbourhood Planning Group.

Draft NDP Section / Paragraph	CDC Comment Summary	NDP Response
Section 1.4, para 1.4.1	Would be useful if a definition of "barrows" was included.	
Section 1.4, para 1.4.1, 7 th para	Does this para contradict policy ELB1 and issues?	It is still considered necessary for policies that seek to retain the most productive farmland.
1.4.1 last para	Delete "much of which has been located in the parish"	Agreed – this will be deleted
1.4.2, 2 nd para	"Housing is given over entirely to domestic purposes" consider rephrasing "Although not a conservation area, building for non-agricultural purposes in High Bradley would be resisted" How is this statement justified?	This section will be amended
2.1.1	Note; there is no land designated as green belt in Craven.	Reference to green belt will be removed from this section
2.1.2, 2 nd para	If the NDP is made before adoption of the LP (and any changes are made to the current consultation draft) then in order for the NDP to be line with the strategic LP a review may be required.	This comment is no longer relevant as the LP has been adopted and the NDP is being developed to be in general conformity with its strategic policies.
2.2: Vision	Is there a conflict between the 2 nd and 3 rd paras?	Disagree. It is possible to both plan positively for development to meet existing and future needs and also safeguard heritage and valuable natural assets.
3.2.3	SLA has not been taken forward in the emerging draft LP, as it has been superseded by the Landscape Assessment 2002, which is a key piece of evidence.	Reference to Special Landscape Area will be removed
Policy ENV 1 and Appendix 1	Includes Heath Lea and land to the rear which has planning permission for 4 houses (ref: 16057)	The proposed Local Green Spaces have been significantly reviewed since this version of the plan was published to incorporate the LP methodology. This site will be removed from the proposed LGS designation.

Policy ENV3	This policy should be based on the landscape areas identified in the 2002 Landscape Appraisal rather than the outdated SLA.	Reference to Special Landscape Area will be removed and the policy will be based on 2002 Landscape Assessment
3.2.4: Nature Conservation	Evidence – is there any additional evidence i.e., from Yorkshire Wildlife Trust, Natural England, Biodiversity Action Plan etc?	Reference will be made to appropriate national and local evidence to support the policy.
3.2.5: Wind Turbines	Evidence – is there any additional evidence	Reference will be made to appropriate national and local evidence to support the policy.
Policy ENV5: Wind Turbines	Some domestic turbines can be erected under PD.	A range of development benefits from ‘deemed consent’ under the GPDO but it is still legitimate to include policies to manage those developments which exceed the permitted tolerances.
3.2.6 Solar farms	Evidence – is there any additional evidence beyond the survey of residents?	The policy will reference appropriate national planning policy and guidance.
Policy ENV6: Control of solar farms	Would be useful to define what is meant by “ large scale”	Reference to ‘large scale’ will be removed.
ENV7	“Not result in restricted access to the Highway “ is unclear	The policy wording will be amended to provide more definition
3.2.8 Evidence	The recent Bradley Conservation Area Appraisal is an important piece of evidence relating to policy ENV8.	Agreed. The evidence paragraph will include and draw on the Bradley Conservation Area Appraisal.
ENV8 Protecting Conservation Areas	It would be helpful to define "ancient trees”	Reference to ‘ancient trees’ will be removed. This is unnecessary as the policy applies to trees of good quality/amenity value rather than age.
3.3: Housing	The current consultation draft LP proposes 2 dwellings per year for Bradley. Therefore land needs to be allocated for 40 dwellings over the 20 year plan period. It would be helpful if the plan could offer evidence of what “affordable “means to the inhabitants of Bradley. If information on incomes etc. is not available for the parish information from Craven could be used.	The Housing Policy HOU3 (Type and Mix) will be amended to reference to the CDC SHMA evidence or any future updates to align with the evidence of affordable housing need.
3.3.1, ii Evidence, para 2	Following “In Bradley, 16 sites were offered on which a total of 450 new homes could be built” make reference to appendix 1. What density is the 450 homes based on? Useful if reference is made to the Bradley’s housing requirement as set out in March consultation draft LP i.e., 2 per year over	This section will be reworked to align with the now adopted Local Plan which has already allocated land to meet the development needs in Bradley.

	20 years, therefore 40 dwellings in total to be provided in Bradley.	
3.3.1, ii Evidence	This should be amended to reflect Bradley's housing requirement as set out in the April consultation draft LP i.e., 2 per year over 20 years, therefore 40 dwellings in total to be provided in Bradley.	This section will be reworked to align with the now adopted Local Plan which has already allocated land to meet the development needs in Bradley.
Policy HOU2	This should be amended to reflect Bradley's housing requirement as set out in the April consultation draft LP i.e., 2 per year over 20 years, therefore 40 dwellings in total to be provided in Bradley. It would also improve the draft if a better map is included at appendix 3 showing the 3 draft housing sites (CDC could assist with this). Sites with existing planning permission and built sites should be taken into account when calculating the amount of housing required in Bradley up to 2032 i.e., taken off the overall figure of 40 dwellings for the plan period. (CDC can provide monitoring information from 1 st April 2012 to 31 st March 2016)	This section will be reworked to align with the now adopted Local Plan which has already allocated land to meet the development needs in Bradley.
3.3.2: Housing type & mix, issues	"NDP would need up to date evidence" What is the timeframe for preparing this evidence? CDC has an affordable housing evidence base that could be drawn on.	The Housing Policy HOU3 (Type and Mix) will be amended to reference to the CDC SHMA evidence or any future updates to align with the evidence of affordable housing need.
HOU3 Housing Type and Mix	"in keeping with the size and type of dwellings already established in the surrounding locality " is not helpful where this is not defined. It would be helpful if the size, type and density of housing in the village or areas in the village could be defined in the appendix. The site briefs should also indicate the size, type and density of housing required.	The Housing Policy HOU3 (Type and Mix) will be amended to reference to the CDC SHMA evidence or any future updates to align with the evidence of affordable housing need.
Policy HT1	Could refer to 3.5.1 which sets out the "village centre amenities"	The policy is designed to direct new development towards the more readily accessible parts of the village to reduce through car trips. It is therefore not considered necessary to reference the village centre amenities.
Policy HT2	How will the safe crossing for pedestrians and improved vehicular access at the junction of A629 and Ings Lane be provided?	This has already been delivered.
Policy CFS1	This seems to be a repeat of CDC LP policy INF2: Community Facilities, therefore is this needed in the NP?	The policy will explicitly reference the community facilities that are locally important and will therefore provide additionality to the LP policy.
3.6 Employment	Is it worth considering a policy on "alternative farm enterprises" since para	Policy ELB1 includes provisions to support farm

	3.6.1i recognises that there may be expansion into side line businesses on farms.	diversification development.
3.6.1, Issues	Does this para contradict the last para on pg9?	It is still considered necessary for policies that seek to retain the most productive farmland.
Policy ELB1	“ best and most versatile agricultural land” needs defining i.e., grade 3 is the best in Craven. This policy links/overlaps with CDC draft policy EC3: Rural Economy.	The policy will be amended to reference Grade 3 agricultural land and provide greater definition.
3.6.2, Issues 3 rd bullet point	“The proposed redevelopment on the adjacent Snaygill Park site” It would be useful if details of this redevelopment were provided.	This section will be reworked to bring it up to date with current activities.
Policies ELB2, ELB3 & ELB4	Development allowed under PD will fall outside the scope of these policies i.e. office to residential.	A range of development including changes of use benefit from ‘deemed consent’ under the GPDO but it is still legitimate to include policies to manage those developments which exceed the permitted tolerances.
3.6.3ii	“Rural related businesses” should be defined	An alternative reference will be used to provide greater definition.
ELB5	This should refer to rural related businesses in the text	This section will be reworked and consolidated into fewer policies.
3.6.3, issues	CDC Open Space Assessment scored the children’s recreation ground in Bradley as average, with some improvements/upgrades required. A Playing Pitch Strategy has also been prepared, which rated Bradley Cricket Club pitches as poor with moderate sloping and drainage issues. The club has also identified a requirement for additional training facilities, which is a short term project which could be funded by ECB grants. The PPS can be found at http://www.cravendc.gov.uk/CHttpHandler.ashx?id=10345&p=0	This section will be reworked and additional evidence will be identified in the Community Facilities and Services policy section which better relates to the need for improved playing pitch an playground facilities.
3.7	This section could be extended to cover all contribution from developers i.e. S106 agreements	This section will be reworked to provide greater clarity about priority improvements and how the NDP will consider their respective benefits.
3.7.1, CIL priorities	Some of the areas identified may not be suitable for funding through CIL e.g., footpath on Matthew Lane/Ings Lane.	This section will be reworked to provide greater clarity about priority improvements and how the NDP will consider their respective benefits.
Appendix 4: LGS	It is recommended that the assessment of potential LGS sites follow CDCs LGS methodology. At present it appears that the sites have not been	The proposed LGS sites have been revisited using the CDC LGS methodology and a number of those

	assessed in terms of whether they have planning permission, are an extensive tract of land or are near the community they serve (although an assessment has been made of adjacent land uses). In assessing potential LGS sites CDC is consulting with specific relevant groups e.g., Yorkshire Wildlife Trust & Historic England to provide advice on supporting evidence provided as part of each application relating to community, landscape, historical, recreation and wildlife value. Are Bradley PC planning on consulting with these groups/organisations for comments on LGS assessment?	proposed in the pre submission version have subsequently removed as they fail to pass the 'tests' set out in the methodology.
Appendix 6: Site Briefs, BB01	CDC site BR006 has not been taken forward in the pool of sites currently undergoing consultation (April 2016) due to the flooding constraints that exist on the site. It is suggested that if the NP wish to identify site BB01 as a housing allocation further consultation should be had with the Environment Agency to establish if flooding constraints can be overcome and that this site can be considered for housing development in the future.	This section has been reworked and updated to reflect that the Local Plan has now been adopted and allocates the land at Skipton Road as a site for future housing.
Policy HOU2 Requirements, 2 nd para	What would be the estimated yield on this site?	This section has been reworked and updated to reflect that the Local Plan has now been adopted and allocates the land at Skipton Road as a site for future housing.
Appendix 4	It would be helpful if there could be reference numbers on the list on pages 40-43 and shown on the plan on page 39.	Reference numbers will be added
Appendix 5	It may be helpful to have an initial plan showing the location of the three proposed housing development sites in the village	This section has been reworked and updated to reflect that the Local Plan has now been adopted and allocates the land at Skipton Road as a site for future housing.
Appendix 6 BB01	Almost the entire site is within Flood Zone 3 on the Environment Agency's Flood Map for Planning (Rivers and Seas). A Site Specific (not strategic) flood risk assessment would be needed for this site. However discussion should take place with the Environment Agency regarding possible mitigation measures to allow development on this site to go ahead (which may involve the land to the south). .	This section has been reworked and updated to reflect that the Local Plan has now been adopted and allocates the land at Skipton Road as a site for future housing.
Appendix 6: Site Briefs, BB02	CDC is currently in the process of finalising a CA assessment for Bradley. Once finalised this can be shared with the NP Working Group and will be	This section has been reworked and updated to reflect that the Local Plan has now been adopted and

	<p>useful in making an assessment of conservation issues for this (and other) sites.</p> <p>What would be the estimated yield on this site in terms of developable area and density of development? The 7-8 houses referred to in the text seems rather low. NYCC have commented in relation to the SHLAA consultation that “the site does not include sufficient frontage to enable access of acceptable standards to be formed onto the public highway.” Has there been discussion with NYCC Highways to overcome this objection? It would be worth having positive proposals for the use of the balance of the site down to the canal to avoid the risk of successive development nibbling away at the whole site.</p>	allocates the land at Skipton Road as a site for future housing.
Appendix 6: Site Briefs, BB03	<p>What would be the estimated yield on this site in terms of developable area and density of development?</p> <p>The site is included in the pool of potential sites for development in the 2nd draft of the Local Plan. It is suggested that development is focussed on the Skipton Road frontage to avoid intrusion into the countryside, possibly with an allotment in the remainder of the site. The brief needs to refer to developable area and preferred form of development.</p>	This section has been reworked and updated to reflect that the Local Plan has now been adopted and allocates the land at Skipton Road as a site for future housing.
General	Conformity references to LP policies need updating to reflect the April consultation draft LP.	All conformity references will be amended to reflect the now adopted Local Plan.
General Comment throughout	The draft NP needs to reflect the emerging Craven Local Plan. The current consultation Draft LP 5 TH April 2016 states a plan period of 2012 – 2032 i.e., 20 years. The Bradley NP should reflect this.	The NDP has been updated to reflect the now adopted Local Plan.

Table B: Draft Bradley’s Both NP Pre Submission Draft Amendments (2019) – Summary of CDC comments and proposed response informing the submission version NDP

Amendments to the pre-submission version NDP were made following a continued process of dialogue between officers from CDC’s Planning Policy team. An amended version of the NDP was sent to CDC in October 2019 and CDC’s response was received in November 2019. Further dialogue and liaison took place in August of 2020 and each of the comments and suggested amendments were discussed. For the majority part the Neighbourhood Planning Group agreed to take on board the comments and suggestions from CDC and these informed a further version of the NDP. Table B below provides a summary of the comments provided by CDC and explains in detail how the Neighbourhood Planning Group took into these into account in revising the NDP.

Bradley’s Both NP Policy/ Section	CDC Comment Summary	NDP Proposed Response
NP and Basic Conditions Statement	Need to reference NPPF (2019 version) and the now adopted LP policies.	The submission version of the NP will include up to date national and local policy references and also highlight and consider areas of general conformity <i>Already provided – see earlier review/advice</i>
Consultation Statement	Need to include and consider CDC comments to the draft plan.	The submission version Consultation Statement will include CDC comments and will clearly explain how the LPA comments have been taken into account.
Plan Title	Title should be „Neighbourhood Development Plan (up to 2032) to make consistent with the LP.	The title of the plan will be changed accordingly
1.1	Suggested wording to clarify the status of the NP relative to the Local Plan and National Policy	The submission version of the NP will include the suggested wording <u>AMENDMENT TO PARA:</u> Once made or adopted the Bradley Neighbourhood Plan will form part of the statutory development plan for the Bradley designated neighbourhood area together with the Craven Local Plan (2012-2032). Planning applications and appeals would be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework (NPPF) is a material consideration in determining any planning application and appeals
2.1.2	Suggested wording in regard to the review of the NP and Local Plan	The submission version of the NP will include the suggested amendment <u>AMENDMENT TO SECOND PARA:</u> The Neighbourhood Plan aligns to the strategic policies of the Craven District Council Local Plan, adopted in November 2019. The Neighbourhood Plan will be reviewed when required to ensure it

<p>ENV1: Local Green Spaces (and also comments on Appendix 4)</p>	<p>Suggest inclusion of 5x exceptional circumstances where development on LGS are acceptable consistent with LP Policy ENV10. The assessment process set out at Appendix 4 needs to be carried out in line with the CDC LGS Assessment. It is not clear if sites have been assessed in terms of whether they have planning permission, are an extensive tract of land or are near the community they serve. Query whether site owners and consultees have had opportunity to comment and if so needs to be evidenced in the Consultation Statement. Question the site area of site 6 and the assessment table does not include conclusions for some sites. Consider that some LGS sites represent „extensive tracts of land“ and would fail to conform with the NPPF and prevent future growth of the village.</p>	<p>continues to align with National and Local Plan policies.</p> <p>The draft policy will be reviewed to provide more conformity with and to cross reference para 145 of the NPPF/ENV10 of the LP and also to confirm that the assessment of potential LGS sites has been consistent with the CDC assessment methodology. The assessment table will be completed and will include additional justification for the proposed LGS sites and appropriate consultation evidence will be included in the Consultation Statement.</p> <p><u>AMENDMENT TO POLICY:</u> Proposals for any development on land designated as Local Green Space as identified at Appendix 4 will be resisted other than in very special circumstances. These special circumstances are:</p> <ul style="list-style-type: none"> a) Buildings for agriculture and forestry; b) Appropriate facilities for outdoor sport, outdoor recreation and cemeteries, provided openness of the Local Green Space is preserved and there is no conflict with the purpose of designating the site as Local Green Space; c) The extension or alteration of a building on the site, provided it does not result in disproportionate additions over and above the size of the original building; d) Small ancillary buildings within the defined curtilage of a domestic building; e) The replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces; f) Other forms of development, including, engineering operations, local transport infrastructure, and the re-use of buildings, providing they preserve the open character of the Local Green Space and the local significance placed on such green areas which make them valued by their local community. <p><u>AMENDMENT TO EVIDENCE SECTION</u> Replace third para with: The methodology set out in the Craven District Council Local Green Space Assessment (December 2017) has been used to identify and test proposed Local Green Space sites in the Neighbourhood Plan. The assessment has also followed guidance contained within paragraph 145 of the NPPF.</p>
<p>ENV3: Conserving the Landscape</p>	<p>Query whether the policy as worded adds anything to the LP Policy ENV1 therefore may not be necessary. Could be made more specific to the landscape within Bradley.</p>	<p>The submission version NP policy will provide additional guidance as to how the LP policy should be interpreted (e.g. how development proposals should respond positively to the landscape through clustering with existing buildings, use of natural screening etc). This will provide additionality to the LP policy.</p> <p><u>AMENDMENT TO POLICY:</u></p>

		<p>Within the area shown in blue in Policies Map at Appendix 3 development will not be permitted if it would significantly adversely affect the visual character of the landscape, including view and vistas. The scale, siting, design and materials of development in the area should be sympathetic to and respond positively to the landscape character. New buildings will be expected to be clustered and grouped with existing built form and to utilise natural screening to minimise its impact. Proposals will also be expected to provide additional landscape planting and use appropriate materials/colour to soften the physical impact of new built development.</p>
<p>ENV4: Nature Conservation</p>	<p>Consider that the LP policy ENV4 achieves the objectives of this NP policy and it is therefore not required. If retained would need to include reference to biodiversity net gain.</p>	<p>The submission version of the NP will include reference to biodiversity net gain and may also provide additional signposting to best practice in terms of how to achieve biodiversity net gain appropriate to Bradley Village. This will provide additionality to the LP policy ENV4.</p> <p><u>AMENDMENT TO POLICY:</u></p> <p>Development proposals that would result in either the loss of or damage to an existing area of natural habitat will not be permitted unless:</p> <ul style="list-style-type: none"> Proposed mitigation measures would result in an effective solution to ensure the integrity of the habitat continues after the implementation of the development: or In exceptional circumstances the development concerned identifies appropriate measures for the relocation of the existing habitat to an appropriate site within the Neighbourhood Area. In all cases new development that would have an impact on biodiversity will be required to make a proportionate on-site contribution to wildlife enhancement in order to achieve a net gain in biodiversity. <p><u>TEXT TO ADD TO EVIDENCE SECTION:</u></p> <p>Paragraph 70 of the NPPF requires planning policies to minimise impacts on and provide net gains for biodiversity.</p>
<p>ENV5: Wind Turbines (and para 3.2.5)</p>	<p>Policy is negatively worded, vague and difficult to quantify/assess against development proposals. Equally LP policy ENV9 contains criteria for proposed wind turbines and so question whether the NP policy is necessary. Also question the ability to assess how proposals will impact the local ecology.</p>	<p>The submission version NP policy will include further detail to enable a more informed and objective assessment of future wind turbine proposals and provide additionality to the LP policy ENV9. For example requiring applications for wind turbines to have regard to other national guidance/standards such as:</p> <ul style="list-style-type: none"> Landscape Institute's Guidance (GLVIA3) for carrying out LVIA's; Natural England's guidance on ecology and wind turbines (assessing risk); Heritage England's guidance for assessing impacts on the historic environment; 'Managing Landscape Change: Renewable & Low Carbon Energy Developments - a

		<p>Landscape Sensitivity Framework for North Yorkshire and York (2012)' (referenced in the supporting text to LP Pol ENV9).</p> <p><u>AMENDMENT TO POLICY:</u></p> <p>Proposals for new wind turbines will be supported if the number, size, position and/or location does not:</p> <ul style="list-style-type: none"> - Damage or compromise the open views across the countryside - Restrict access to the countryside - Damage biodiversity and natural habitats <p>Applications for new wind turbines will need to include a Landscape Visual Impact Assessment applying the Landscape Institute's Guidance (GLVIA3) or other industry recognised methodology.</p>
3.2.6 Evidence	Query if there is additional evidence beyond the survey of residents.	<p>The submission version NP will reference paragraph 151 of the NPPF and Paragraph: 012 Reference ID: 5-012-20140306 of the Planning Practice Guidance.</p> <p><u>TEXT TO ADD TO EVIDENCE SECTION:</u></p> <p>Paragraph 151 of the NPPF requires Plans to provide a positive strategy for renewable and low carbon energy whilst ensuring that adverse impacts are addressed satisfactorily (including cumulative landscape and visual impacts).</p>
ENV6: Control of Solar Farms	Suggest that „built and natural heritage assets“ are listed/defined in the NP and minor policy rewording to bullet point 3. Question how developer would demonstrate compliance with the policy.	<p>The submission version NP will identify the natural and heritage assets and will also contain provisions to enable a more informed and objective assessment of the visual impacts of solar farm proposals through signposting to LVIA and other guidance.</p> <p><u>AMENDMENT TO POLICY:</u></p> <p>In all cases, ground mounted solar photovoltaic farms will only be supported where they:-</p> <ul style="list-style-type: none"> - Avoid the best and most versatile agricultural land (grade 3) and allow for continued agricultural use wherever possible; - Preserve the inherent openness of designated countryside areas and avoid undulating landscapes where the scope for effective mitigation measures may be reduced; - Minimize significant adverse impacts on views to and from built or natural heritage assets, including on any views important to the setting of such assets;

		<ul style="list-style-type: none"> - Minimize adverse visual impacts by sympathetic use of landscape screening with native hedges. <p>Applications for new solar photovoltaic farms will need to include a Landscape Visual Impact Assessment applying the Landscape Institute’s Guidance (GLVIA3) or other industry recognised methodology.</p> <p><u>TEXT TO ADD TO EVIDENCE SECTION:</u></p> <p>Built heritage assets refers to any designated listed buildings. Natural heritage assets are those identified in section 4.2 and the Bradley Village Character Assessment.</p>
3.2.8 Evidence	Suggest expanding the paragraph to explain the findings of the CA appraisal as well as discuss the contents of annex 2 of the draft NP. Also recommend deleting sentence referencing distinguish between design requirements inside and outside the CA.	<p>The submission version NP will provide more referencing to the CA appraisal and delete the reference to distinguishing between inside and outside the CA.</p> <p><u>TEXT TO ADD TO EVIDENCE SECTION:</u> AFTER “The Bradley Conservation Area Appraisal - August 2016 included at Annexe 3” add in: This identifies key views, historical assets and the key features of the village which make a contribution to it’s character and appearance....</p>
ENV8: Protecting Conservation and Heritage Sites	Suggest referencing Conservation Area Appraisal and definition of natural heritage assets.	<p>The submission version NP policy will include reference to the CA appraisal and identify the natural heritage assets.</p> <p><u>INSERT INTO POLICY</u></p> <p>a) Recognising and reinforcing the distinct local character (as set out within the Bradley Character Assessment and Conservation Area Appraisal in Annex 2)...</p> <p>d) Considering the impact of proposals on key views and vistas of the local landscape as identified within the Conservation Area Appraisal in Annex 2 and minimising adverse impacts on these views...</p> <p><u>TEXT TO ADD TO EVIDENCE SECTION:</u></p>

		Natural heritage assets are those identified in section 4.2 and the Bradley Village Character Assessment.
3.3.1 ii Evidence last para	Fix for hyperlink needed and query where and when paper copies of the plan will be available.	The submission version NP will include an updated web link
HOU1: Identification of land for housing in Bradley from 2012 to 2032	Suggest a modification to the policy to state a „minimum of 24 houses“ at the site BB03.	The submission version of the NP will include reference to a minimum of 24 houses
HOU2: New housing development design policy	Suggest including a web link to the Bradley Character Assessment. Also suggest that references to „should“ and „will“ in the plan need to be consistent. Suggest amend the wording of the final paragraph in regard to flood risk to reference the LP policy ENV6.	<p>The submission version of the NP will include a link to the Bradley Character Assessment and will use the term „should“ consistently as this is used within the NPPF’s policy requirements. The final paragraph of the policy will be re-worded to reference the LP policy ENV6.</p> <p><u>AMENDMENT TO POLICY:</u></p> <p>Planning applications for new development in the village should have regard to and be determined in accordance with the following design parameters unless otherwise robustly justified:</p> <ul style="list-style-type: none"> - New development should reflect the vernacular style of architecture, layout, scale, massing and materials as demonstrated in the Bradley Character Assessment (Annexe 2) - New buildings should use the highest quality natural stone and slate. The use of other materials will only be appropriate where their use within the context of the village is justified - The use of high quality landscaping will be an important feature for new development. New tree planting should be incorporated where possible to ensure development sits well within the landscape and reflects the character of the village, particularly the historic core and conservation area where buildings are interspersed with mature trees. - New development should be designed in order to avoid parked cars dominating street scenes or key views of developments. This will be achieved by ensuring that all developments have sufficient levels of off road car parking; off setting garages attached to the sides of houses behind their frontages; allowing cars to park at the side of rather than

		<p>in front of houses. This should prevent on street/ on kerb parking and encourage tree planting within gardens and within roadside positions</p> <ul style="list-style-type: none"> - A variety of hard surfacing materials appropriate to the character of the village should be used in developments of over 5 houses - In relation to specific building design features, the following should be incorporated in the design of new buildings unless otherwise justified with reference to the adjacent context; <ul style="list-style-type: none"> - New houses in the village should incorporate chimneys - Windows should be set within an external reveal of at least 200mm - Guttering should be attached to buildings using brackets or corbels rather than using soffits or fascia - Full stone window surrounds should be used - Slated verges to roofs should be incorporated - External doors should be timber - Modern/contemporary design will be appropriate where it can be demonstrated that it is locally specific and has regard to the historic local vernacular in terms of materials and design - All new houses should be visually integrated with their surroundings, enhance the built and natural environment of the village and reflect the historic local vernacular <p>In addition, developments will be supported where flood risk is avoided or mitigated and where it has regard to the above parameters.</p>
<p>HOU3: Housing Type, Mix and Density</p>	<p>Suggest modifications to the policy wording including to make it clearer whether the criteria for housing mix applies only to sites requiring affordable housing. Also recommend that the policy doesn't simply repeat the LP policy H2 but instead references it.</p>	<p>The submission version of the NP will clarify that the housing mix requirements will apply to all housing sites and will reference the LP policy H2. It is suggested that it also references any updated SHMA evidence undertaken as part of future LP review.</p> <p><u>INSERT INTO POLICY</u></p> <ul style="list-style-type: none"> - Affordable housing will be expected to be provided in accordance with the thresholds set out by LP policy H2, any subsequent updated LP policy or by national planning policy - Affordable and market housing will be expected to be predominantly 2-3 bedrooms and with a tenure mix that meets LP policy H2 or any subsequent Strategic Housing Market Assessment.
<p>HT2: New</p>	<p>Question the deliverability of the pedestrian</p>	<p>The works to the A629/Ings Lane have now been implemented and so will be removed from the</p>

<p>development infrastructure</p>	<p>improvement works at A629/Ings Lane and how the other road/junction improvements will be delivered as part of this policy (and referencing the text in section 3.7).</p>	<p>NP policy. However the improvements to the pedestrian connectivity on Skipton Road and over the Heath remain a local priority and are important measures to improve the safety and sustainability of the village. The submission version of the NP will clarify the funding opportunities that can be used to capture contributions towards these improvements. This will include planning obligations and any future CIL charging schedule or new Infrastructure Levy being proposed as part of Government reforms to the planning system¹. It may be necessary for other public sector gap or loan funding to deliver these improvements in entirety and so referencing them as priorities within the NP will help to evidence the need for the improvements.</p> <p><u>AMENDMENT TO POLICY:</u></p> <p>Developments that extend and/or improve the footpaths and highways within the village to improve pedestrian safety will be supported. Priorities are improving the visibility splays and provision of a safe footpath on Skipton Road and over The Heath. Any future funding opportunities for local infrastructure improvements will be targeted to addressing these issues.</p> <p><u>AMENDMENT TO ISSUES PARAS:</u></p> <p>Remove first para</p> <p><u>AMENDMENT TO EVIDENCE PARAS:</u></p> <p>Remove second para.</p>
<p>3.5.1 ii. Evidence 1st para</p>	<p>Point out that the paragraph does not indicate findings from the consultation activity to support/evidence the need for the policy</p>	<p>The submission version NP will include reference to any relevant consultation findings to support this policy</p> <p><u>AMENDMENT TO EVIDENCE PARAS</u></p> <p>CHANGE FIRST LINE OF FIRST PARA:</p> <p>LP policy INF2 seeks to safeguard valued existing community facilities and supports the improvement and provision of new facilities.</p>

¹ MHCLG Planning for the Future White Paper August 2020

3.5.2 ii Evidence	See comments to policy CFS2 below	See response to CFS2 below
CFS2: Creation of new and extension of sporting and recreation facilities	CDC suggest re-positioning the photograph in Appendix 5 into Policy CFS2 and to include reference to the land adjacent to BB02 as being appropriate for the expansion of recreational facilities	<p>The submission version of the NP will include reference to the land adjacent to the site known as BB02 as appropriate for the expansion of recreation facilities and will also include a plan to clarify the location. In addition the site at BB02 is nearing completion and so the site brief for this is no longer necessary and will be omitted in the submission version NP.</p> <p><u>AMENDMENT TO POLICY;</u></p> <p>Proposals for developments linked to the creation of new/extension of existing recreation facilities including within the land to the west of the site shown as BB02 on the accompanying photograph below will be supported where...</p>
3.5.2 para following policy CFS2	Suggest that this needs to reflect the findings of the CDC Open Space Assessment 2016 and Playing Pitch Strategy which identified the need for improvements to the children’s playground and cricket pitch.	<p>The paragraph already references the Open Space Assessment and Playing Pitch strategy findings but it will be moved directly under the „evidence“ heading in the submission version NP</p> <p><u>AMENDMENT TO EVIDENCE PARAS;</u></p> <p>REPOSITION THE PARA THAT FOLLOWS THE POLICY (The CDC Open Space Assessment & Playing Pitch Strategy 2016...) INTO THE EVIDENCE SECTION.</p>
ELB1: Retaining productive farmland	Recommend modifications to the policy to remove reference to non-agricultural developments as they are managed by other more relevant policies. Also recommend a very minor rewording to part of the policy to refer only to grade 3 land as there is no grade 1 and 2 land in Bradley.	<p>It is considered that reference to the use of non agricultural development making use of brownfield sites can still be included in this part of the plan but can be included into the evidence or issues section rather than the policy itself. The submission version of the NP will be amended to incorporate the suggested policy wording.</p> <p><u>AMENDMENT TO POLICY;</u></p> <p>REMOVE “or better” FROM THE FIRST PARA.</p> <p>REMOVE THIRD PARA (It is essential to retain the most productive of farmland...) AND INSERT IT INTO THE EVIDENCE SECTION.</p>
3.6.2 Issues	Recommend rewording the first paragraph to make it clearer.	The submission version NP will omit this paragraph as our review has considered it repeats earlier

		<p>references to established statutory provisions for NPs.</p> <p><u>AMENDMENT TO ISSUES PARAS:</u></p> <p>REMOVE FIRST PARA</p>
<p>ELB4: Supporting rural business</p>	<p>Suggest reword the policy to include a caveat of „where possible“ for the re-use of existing buildings for small scale business/tourism related developments and also clarify the requirement for „unrestricted access“.</p>	<p>The submission version NP will incorporate the suggested policy wording and the fourth bullet will also be reworded to: <i>„provide safe vehicular access and egress arrangements in accordance with the requirements of the Highway Authority‘</i></p> <p><u>AMENDMENT TO POLICY:</u></p> <p>Appropriate small scale business/tourism related developments will be supported provided that they:</p> <ul style="list-style-type: none"> - Are appropriate to the village setting in terms of function, design and materials - Include the redevelopment or re-use of existing buildings or previously used sites/land where possible - Do not impede traffic flow - Provide safe vehicular and pedestrian access and egress arrangements in accordance with the requirements of the Highway Authority.

<p>Section 3.7 – Infrastructure Improvements</p>	<p>Recommend minor re-wording to parts of the text within this section and also question whether the 3rd paragraph is needed in the absence of an adopted CIL.</p>	<p>The submission version of the NP will be reworded to clarify the infrastructure funding options and will also remove reference to the A629/Ings Lane junction works which have now been implemented.</p> <p><u>AMENDMENT TO 3.7</u></p> <p>REMOVE FIRST PARA</p> <p>INSERT ADDITIONAL BULLET TO SECOND PARA: Provision of improved pedestrian connections along Skipton Road and over The Heath</p> <p>AMEND THIRD PARA:</p> <p>Proposals that deliver or make contributions towards the above priorities will be given favourable consideration subject to the other policies contained within this Neighbourhood Plan.</p>
<p>Appendix 1: Conservation Area and SHLAA sites</p>	<p>CDC have suggested removing previous SHLAA sites as it could confuse the plan and include CA boundary on a single policies map with the allocated BB03 site.</p>	<p>The submission version of the NP will remove the previous SHLAA sites plan. We will also work with CDC to prepare an updated policies map.</p>
<p>Appendix 2: EA Flood Zone Map</p>	<p>Suggest removing this plan as it is subject to continual change and remove the previous SHLAA site ref BB01 from the plan.</p>	<p>The submission version NP will retain the flood risk plan as it is considered to provide a useful at a glance aid to show broadly the areas at highest risk of flooding in the village but will include a caveat that this is subject to change and direct users to current EA mapping. The previous SHLAA site ref BB01 will be removed from the plan.</p> <p><u>AMENDMENT TO TITLE:</u></p> <p>Environment Agency Flood Zone Map for Bradley (Note this will be subject to change – please refer to Flood map for planning - GOV.UK (flood-map-for-planning.service.gov.uk))</p>
<p>Appendix 3: Policies map</p>	<p>Recommended more consistent colours to tie in with other plans. Some data on the Map is no longer relevant/necessary and could lead to confusion (e.g. Former Special Landscape Area).</p>	<p>See comment above re Appendix 1. We will work with CDC to prepare an updated policies map and appropriate insets.</p>

	A larger scale map or inset for the central area of the village with labelling would make it easier to identify locations for specific policies within the NP.	
Appendix 4: LGS	See comments on LGS policy ENV1 above	See response to LGS policy ENV1 above INSERT SEPARATE REVISED LOCAL GREEN SPACE ASSESSMENT PRODUCED
Appendix 5: Site Briefs	Recommend only include the brief for site BB03 and as BB02 is not allocated. Recommend avoid repeating policy wording from policies HOU1, HOU2 & HOU3.	The submission version NP will omit the site brief for BB02 as this is already being built out so not necessary. We will review the content of the site brief for BB03 to ensure it avoids repetition. <u>AMENDMENT TO APPENDIX:</u> REMOVE PLAN AND TEXT FOR LAND AT MATTHEW LANE (BB02) SITE. CHANGE PARA 3 OF KEY CONSIDERATIONS TO SITE BRIEF FOR LAND AT SKIPTON ROAD (BB03): A key consideration is that the majority of the site is in Flood Zone 1 (low probability of risk of flood) but run off from the site during peak rainfall events causes localised flooding along Skipton Road. <u>AMENDMENTS TO DESIGN PARAMETERS PARAS:</u> <u>CHANGE SECOND PARA:</u> If an outline planning permission is sought by future developers a site wide masterplan should be prepared prior to an application for planning permission. The local community shall be given the opportunity to comment on the masterplan or detailed planning proposal and their views taken into account ahead of the submission of a planning application. The masterplan/planning application should adhere to the following design parameters: <u>CHANGE SECOND BULLET:</u> Tree planting should be incorporated within the development with planting undertaken in the first planting season following the first occupation of houses within the site and with the use of specimens... <u>CHANGE FIFTH BULLET:</u> - A variety of hard surfacing materials appropriate to the character of the village should be used in the development rather than just tarmac. REMOVE TWELFTH BULLET (REF TO CAR PORTS)

		<p>INSERT FINAL BULLET; Planning applications shall also include details of Sustainable Urban Drainage Systems to ensure the site does not increase surface run off rates during periods of peak rainfall.</p> <p><u>AMENDMENTS TO REF TO POLICY HOU3 AT END OF THIS SECTION</u> Future development will be expected to provide on site affordable housing in accordance with Policy HOU3, any subsequent updates LP policy or by national planning policy.</p>
Consultation Statement	CDC comments are not listed in the Consultation Statement. The comments concern the degree of conformity with the adopted LP and should therefore be referenced together with the PCs response.	The Consultation Statement submitted alongside the NP will include CDC comments and will demonstrate how these comments have informed the NP (as set out in this table).
Public Sector Equality Duty	Suggest evidencing how the PC have considered equalities in the preparation of the NP (from experience with the Gargrave NP). Neighbourhood Plans are not required to show how they have considered the Equality Duties but it is good practice.	The submission version NP will include an Equalities Impact Assessment although this will be proportionate to the NP proposals and impacts.

TABLE C - Draft Bradley's Both NP Pre Submission Draft Amendments (2021) – Summary of CDC comments and proposed response informing the submission version NDP

Following the comments and dialogue between the Neighbourhood Planning Group and officers from CDC's Planning Policy Team a further series of amendments were made to the Pre-submission version NDP. CDC subsequently provided a final set of comments in May 2021. The table below provides a summary of the comments provided by CDC and explains in detail how the Neighbourhood Planning Group took into these into account in preparing the submission version of the NDP.

Table 1: Comments relating to the Basic Condition Statement & Consultation Statement		NDP RESPONSE
Neighbourhood Plan & Basic Condition Statement	<p>The Bradley NP will be examined to consider whether the NP meets the basic conditions set out by law, which includes whether the NP has regard to national policy and whether it is in general conformity with the adopted strategic local policies for the local area.</p> <p>Para 4.2 and table 2 of the Basic Conditions Statement still refer to the 1999 Craven Local Plan and emerging new Craven Local Plan.</p> <p>ACTION: This needs to be amended to only relate to the adopted Craven Local Plan 2019</p>	This will be included in the submission version.
Consultation Statement	Appendix 4 of Consultation Statement (April 21) includes a 'Summary of Liaison with CDC'. It seems to only refer to	The submission version of the NDP will include a log of all liaison with CDC during the preparation of the NDP and will

	<p>comments provided by CDC officers on the July 2019 draft Bradley NP. The Consultation Statement should include details of all community engagement (Including that with CDC) relating to preparation of the Bradley NP. For example, Appendix 2 does not include any details of comments provided by CDC officers on the March 2016 pre submission draft consultation. Details of CDC comments made on the draft Bradley NP from 2015 were sent to Derek Booth in April 2019 via 6 separate emails.</p> <p>Appendix 4 is difficult to read when viewed electronically, as every other page is upside down. Could this appendix be set out in portrait layout?</p> <p>ACTION – Consultation Statement (Summary of Liaison with CDC) be amended to include all comments provided by CDC on the draft BNP since 2015 together with BBNP responses. Suggest that Appendix 4 is set out in portrait layout.</p>	<p>set out the issues and comments provided and how these have been taken into account.</p> <p>The table in Appendix 4 will be displayed differently to ensure it is easier to read.</p>
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Table 2: Comments relating to the Draft Bradley Neighbourhood Plan		NDP RESPONSE
Bradley NP Section / Paragraph	Comment	
Title	<p>The existing title of the Bradley Neighbourhood Plan includes dates of 2019-2032. Para 1.1 of the draft NP states that <i>'This NDP is an official planning document and incorporated into the Craven District Local Plan, both being valid up to 2032.'</i> Policy HOU1 is titled <i>'Identification of land for housing in Bradley from 2012 to 2032'</i>. Therefore, certainly in terms of housing, the plan period is the same as the Craven LP period i.e. from 2012-2032. It is considered therefore that the Bradley NP should be titled as follows: <i>'Neighbourhood Development Plan (up to 2032)'</i>. The date the Bradley NP is 'made/adopted' would then be added to the title page.</p>	<p>This is a small change and will be incorporated into the submission version.</p>

	<p>The Consultation Statement (Summary of Liaison with CDC) states that the title will be changed as suggested.</p> <p>ACTION – that the title should be changed as suggested.</p>	
1.1	<p>The last sentence of this paragraph states <i>'The trigger date for the commencement of the 15 year NDP term will be when the final planning approval is received.'</i> This sentence is unclear. Is this sentence referring to when the Bradley NDP is made and then forms part of the statutory development plan? It is suggested that the 2nd, 3rd & 4th sentences of this paragraph are replaced with the following: <i>'Once made or adopted the Bradley Neighbourhood Plan will form part of the statutory development plan for the Bradley designated neighbourhood area together with the Craven Local Plan (2012-2032). Planning applications and appeals would be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework (NPPF) is a material consideration in determining any planning application and appeals.'</i></p> <p>The Consultation Statement (Summary of Liaison with CDC) provides an amendment which reflects the wording suggested above in italics by CDC, however this is not included in the April 2021 draft BNP.</p> <p>ACTION – The amended included in the Consultation Statement should be included in the final draft BNP.</p>	<p>This is a small change and will be incorporated into the submission version.</p>
Diagram included in para 1.2	<p>This diagram states that the Bradley NP was formally submitted to CDC in April 2021. This is incorrect, as a draft version of the Bradley NP was sent to CDC for comment in April 2021.</p> <p>ACTION – This diagram needs amended to reflect current stage reached in the statutory process with an indication of formal submission date.</p>	<p>The diagram was produced at a point in time and when it was hoped to submit the plan to CDC. It is possible to finalise the timetable until the SEA/HRA screening procedure is completed.</p>

	<p>Also suggest that the following existing wording ‘CDC consult on the Neighbourhood Plan then submit for examination’ is amended to ‘CDC to publicise the proposed Bradley Neighbourhood Plan, arrange the independent examination and referendum.’</p> <p>Suggest that following wording ‘Post examination Neighbourhood Plan is subject to referendum and if agreed is adopted’ is amended to read ‘If successful at referendum, Craven District Council will formally make or adopted the Neighbourhood Plan’.</p> <p>ACTION – Amend wording of para as set out above.</p>	<p>This is a small change and will be incorporated into the submission version.</p>
2.1.1, NPPF	<p>ACTION – Suggest including specific paragraph references to the list of NPPF policies which are particularly relevant to the BNP.</p>	<p>This is not necessary as the plan eferences the relevant NPPF policies in each policy and also in the basic conditions statement.</p>
2.1.2, 2 nd para	<p>2nd para currently reads:</p> <p><i>“The Craven District Local Plan was adopted at the end of 2019. Craven District Council will be involved in the development of this NDP to ensure that the policies within both documents are sufficiently aligned.”</i></p> <p>It will be the responsibility of Bradley PC to review the NP, not CDC (review required due to changes in planning legislation, change of national or local planning policy). CDC will fulfil its legal role in providing support to Parish Councils when preparing or reviewing a NP.</p> <p>Amended text to be included in the draft BNP, stated in the Consultation Statement (Summary of Liaison with CDC) has not been included in the April draft BNP.</p> <p>ACTION – The amended included in the Consultation Statement (Summary of Liaison with CDC) should be included in the final draft BNP.</p>	<p>The statement in the draft NP as worded is correct. CDC as the Local Planning Authority are involved in the development of the NDP both in providing comments and in arranging examination and referendums. The paragraph doesn’t state that it is CDC’s responsibility to review the NP. However the amendment in the consultation statement will be incorporated.</p>
Policy ENV1:	<p>The amendment to the third paragraph of the evidence section of policy</p>	<p>This will be incorporated into the submission version.</p>

LGS	<p>ENV1, as set out in the Consultation Statement (Summary of Liaison with CDC) has not been included in the April draft BNP (contains slightly different wording).</p> <p>ACTION – The amended included in the Consultation Statement (Summary of Liaison with CDC) should be included in the final draft BNP.</p>	
Policy ENV3: Conserving the Landscape	<p>Policy has been amended to ensure it is more specific to the landscape within the Bradley designated neighbourhood area and protection of it, in line with previous CDC officer comments. It is now more detailed and includes reference to clustering of buildings with existing built form, natural screening, landscape planting and appropriate materials/colour to soften physical impact.</p> <p>However, details of the amendment made to this policy following CDC officer comments has not been included in the Consultation Statement (Summary of Liaison with CDC).</p> <p>ACTION – suggest that this amendment to policy ENV3 is detailed in the Consultation Statement (Summary of Liaison with CDC).</p>	This is incorrect – the CDC comments and proposed change to policy is included in the table in the consultation statement. The only difference is that the NP references the policy as applicable to land hatched green rather than blue which was the policies map was being developed with the assistance of CDC.
Policy ENV3: Conserving the Landscape	<p>The policy states ‘The defined green infrastructure links are identified on the Policies Map – see Appendix 3’, however the Policies Map is included at Appendix 2.</p> <p>ACTION – Amend policy wording to refer to Appendix 2.</p> <p>ACTION – Suggest that Craven Local Plan policy ENV5: Green Infrastructure is also listed as a conformity reference.</p>	<p>These comments are relevant to Policy ENV2 (Green Inf Links) not ENV 3. However this is a small change and will be incorporated into the submission version.</p> <p>Policy ENV2 will be updated in redraft</p>
Policy ENV4: Nature Conservation	<p>Policy ENV4 now includes reference to net gain to biodiversity via an on-site contribution to wildlife enhancement.</p> <p>The third bullet point requires that in all cases where new development</p>	Natural England have now published a metrics tool that enables developers to assess baseline Biodiversity and how to achieve 10% uplift so the submission draft

<p>would have an impact on biodiversity it will be required to make a proportionate on-site contribution to wildlife enhancement in order to achieve a net gain in biodiversity. How would a proportionate on site contribution be calculated? What evidence would be used to calculate this? This is too vague and not appropriate here as a guide for applicants. Also there is no mention of facilitating off-site BNG contributions. If this policy is to remain in the NP it needs to include reference(s) to BNG from the Craven LP's ENV4</p> <p>Suggest you consider that the NP policy ENV4 refers to NE's Biodiversity Metric and the use of this Metric, when it is released later this year.</p> <p>It was agreed during the meeting held on 10th January 2020 that the last bullet point would be removed (Oct 2019 draft NP), as if it was included, there would need to provide further detail in terms of how any replacement habitat would be provided etc. Additional evidence would also need to be drawn on to back up this policy approach. The April 21 draft Bradley NP has not been amended in this respect, and the above-mentioned bullet point is now the second bullet point of the policy.</p> <p>If the current second bullet point is not removed, consideration needs to be given to whether the relocation of an existing habitat to a site within the neighbourhood area would represent a proposed mitigated measure as stated in the first bullet point i.e. a proposed mitigation measure including the relocation of an existing habitat.</p> <p>ACTIONS – Consideration of the above comments by BPC is required prior to formal submission. Consider what a proportionate on-site contribution to wildlife enhancement would be calculated.</p> <p>Consultation Statement (Summary of Liaison with CDC) provides text to add to the evidence section for this policy and refers to para 70 of the NPPF,</p>	<p>NDP will refer to this and enable a calculation to be made for relevant proposed developments.</p> <p>Updated NPPF references will be added to the submission version.</p>
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	<p>however this should be para 170, as stated in the draft BNP.</p> <p>ACTIONS – amend Consultation Statement with correct NPPF para reference.</p>	
3.2.5: Wind Turbines	<p>Evidence paragraph currently includes reference to Paragraph 70 of the NPPF which requires planning policies to minimise impacts on and provide net gains for biodiversity.</p> <p>The Consultation Statement (Summary of Liaison with CDC) states that text will be added to the evidence section that refers to para 151 of the NPPF.</p> <p>ACTION – amend mistake by removing reference to para 70 of the NPPF and include additional text included in the Consultation Statement referring to para 151 of the NPPF.</p>	Updated NPPF references will be added to the submission version.
Policy ENV5: Wind Turbines	<p>It is suggested that this policy is perhaps too negatively focused and could be more positively worded in terms of encouraging suitable wind turbine policies to come forward.</p> <p>In addition, consideration should be given as to whether the policy is clear to applicants/developers in terms of what information/level of detail is required to show how a proposal meets each of the criteria set out in the policy. It is considered that all three bullet points are quite general, and somewhat difficult to quantify and assess. For example, how is it proposed to measure or quantify any stated restriction to access to the countryside, and how would wind turbines potentially contribute to such restrictions? A similar difficulty arises with the bullet point on open views and their potential compromise – how can this be properly assessed to ensure appropriate and fair consideration is given to a wind turbine proposal? It is also difficult to establish what is acceptable to the NP in terms of potential changes to biodiversity and/or natural habitats resulting from any construction of wind turbines.</p>	<p>The policy will be amended to provide greater definition of restricting access to the countryside (development requiring a significant diversion/alteration or stopping up of a PROW).</p> <p>It will also remove the criterion relating to the impact on biodiversity and natural habitats as this is covered in policy ENV4.</p>

<p>Given the generality associated with the policy requirements, they could conceivably be applied very stringently, and perhaps excessively so which would seem to be inappropriate, particularly given the positive aspects of renewable energy. Also given the list of elements that proposals for new wind turbines must avoid, it would seem difficult for such proposals to gain support in the Bradley NP area.</p> <p>Finally, this policy does not seem to provide adequate local distinctiveness to the designated Bradley Neighbourhood Area and that adopted Craven LP Policy ENV9 (Renewable and Low Carbon Energy) would be sufficient to deal with any proposals that may come forward within the area. Is this NP policy required?</p> <p>Suggest that the points included as fourth and fifth bullet points are not included as bullet points and instead be included as a final paragraph to the policy i.e. that proposals will be expected to include a LVIA and should apply the Landscape Institute's Guidance (GLVIA3) or other industry recognised methodology.</p> <p>Note - CDC's local validation requirements for wind turbine applications require an LVIA to be submitted, therefore an LVIA would be required in any event. See CDC weblink: https://www.cravencdc.gov.uk/planning/planning-applications-and-notifications/national-and-local-planning-validation-requirements/local-information-requirements/landscape-and-visual-impact-assessment-lvia/</p> <p>The Consultation Statement (Summary of Liaison with CDC) states that the submission version of this policy will provide additional detail to the LP policy ENV9. For example, requiring applications for wind turbines to have regard to other national guidance/standards. CDC still have concerns that the current draft of this policy does not provide sufficient local distinctiveness to the BNP over and above policy ENV9 of the Craven Local Plan.</p>	<p>The submission version will provide greater definition in regard to standards and guidance.</p>
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	<p>ACTION – CDC suggest considering whether this policy is required or whether further work can be done to make it more locally distinctive, more positively worded and clearer on how a proposal will be assessed to meet the policy requirements.</p>	
<p>Policy ENV6: Control of Solar Farms, fourth bullet point:</p>	<p>Previous CDC officer comments suggested the following rewording of bullet point 3: “Minimise significant adverse impacts on views.....” This suggested wording has not been included in April 21 draft BNP but is included as amendment to policy ENV6 in the Consultation Statement (Summary of Liaison with CDC). The third bullet still refers to “Have no significant adverse impacts on views...”</p> <p>ACTION - include wording from the Consultation Statement (Summary of Liaison with CDC) in policy ENV6, bullet 3.</p> <p>Policy now includes a final paragraph which refers to need for an LVIA with solar photovoltaic farm applications, which is welcome. Note - CDC’s local validation requirements for solar energy system applications require an LVIA to be submitted, therefore an LVIA would be required in any event.</p>	<p>This will be included in the submission version.</p> <p>The proposed policy provides additionality to the CDC policy and validation checklist as it refers to Landscape Institute Guidance therefor ensuring LVIA is completed to a sufficient quality.</p>
<p>3.2.7 Issues and Policy ENV7: Infill Development</p>	<p>In both para 3.2.7 in relation to issues and Policy ENV7, there is reference made to ‘back land’.</p> <p>ACTION – Suggest setting out what is meant by this term, for clarity.</p>	<p>Reference to Backland will be removed as it is covered sufficiently with the definition of Homes in Existing Gardens and Green Spaces. The submission version will also be amended to refer to development within the curtilage of an existing building.</p>
<p>3.2.8 Evidence</p>	<p>The recent Bradley Conservation Area Appraisal is an important piece of evidence relating to policy ENV8. This para could be expanded to explain the findings of the CA appraisal as well as discussing the contents of annex 2 to the draft NP. Both pieces of evidence are important to underpin this policy.</p>	<p>This will be included in the submission version.</p>

	<p>The April 21 draft excludes ref to annex 2: Character Assessment. ACTION - Recommend that this is put back in.</p> <p>ACTION - Recommend deleting the following sentence: <i>'Policy may also distinguish between design requirements inside and outside the Conservation Area'</i>.</p> <p>The Consultation Statement (Summary of Liaison with CDC) includes text to add to the evidence section which has not been added.</p> <p>ACTION – Add this text.</p>	<p>This will be included in the submission version.</p>
<p>Policy ENV8: Protecting Conservation and Heritage Sites</p>	<p>CAA 2016 is not referred to in a) of policy ENV8, as set out in the Consultation Statement (Summary of Liaison with CDC), however reference is made to 'Character Assessment in Annexe 3'.</p> <p>ACTION – Suggest that a) is amended to reflect the amended text included in the Consultation Statement (Summary of Liaison with CDC). The Consultation Statement refers to annex 2, but there is reference to annex 3 in the evidence section of the draft BNP. Needs to include the correct annex reference for the draft Bradley CAA.</p> <p>Please note that the 2016 CAA have not yet been finalised, therefore they should be referred to as draft CAA.</p> <p>Consultation Statement (Summary of Liaison with CDC) includes amended wording to the ENV8 evidence section stating that 'Natural heritage assets are those identified in section 4.2 and the Bradley Village Character Assessment', however this is not provided in the April draft BNP.</p> <p>ACTION – include wording from the Consultation Statement in the evidence section to policy ENV8.</p>	<p>This will be included in the submission version and it will clarify the references to Annex 2 and Annex 3 accordingly.</p> <p>This will be included in the submission version.</p> <p>This will be included in the submission version.</p>

<p>3.3.1 ii. Evidence, first para</p>	<p>The first part of this paragraph needs updating to refer to the SHELAA Update 2020 i.e. <i>“Craven District Council produced the first SHLAA in 2008 and then updated it in 2012, and again in 2020 as a Strategic Housing and Employment Land Availability Assessment (SHELAA).”</i></p> <p>We suggest that the wording of the last part of this paragraph is simplified to read: ‘Local plan policy SP4 distributes 0.8% of Craven’s total housing requirement to Low Bradley which equates to 32 dwellings over the period 2012-2032. Completed dwellings and sites granted planning permission <u>since 2012</u> are included in this figure, The situation in terms of housing completions and consents has been calculated up to the end of September 2017, leaving a gross residual <u>leaving a</u> housing requirement of 24 dwellings. Therefore, land has to be allocated to provide for a minimum of 24 dwellings. The site BB03 (Skipton Road) meets this requirement.’</p> <p>ACTION – Amend BNP as above</p>	<p>This will be included in the submission version.</p> <p>This will be included in the submission version.</p>
<p>3.3.1 ii. Evidence, second para</p>	<p>The following paragraph is included in the April 21 draft BNP as part of the evidence section for policy HOU1: <i>“The Bradley NDP Planning Group made their own assessment of all the sites, using the same set of assessment criteria. They did not consider extensive tracts of land or sites with planning permission.”</i></p> <p>Is this an appropriate introduction to the site assessment process? As it refers to the fact that extensive tracts of land or sites with planning permission was not considered, does it relate to the LGS assessment?</p> <p>ACTION – suggest rewording of this para.</p>	<p>The evidence section will be amended to reflect this comment and also clarify that the site at BB03 is allocated in the Local Plan.</p>
<p>3.3.1 ii. Evidence, last para</p>	<p>A website link is provided in this paragraph to the Bradleys Both Housing Site Assessment Process but is not a live/working link.</p> <p>ACTION – Suggest that the hyperlink provided on the contents page is</p>	<p>This will be included in the submission version.</p>

	<p>included here.</p> <p>Paragraph also states that paper copies to this assessment will be made available. Where & when will they be made available? ACTION - This needs to be specified.</p>	
<p>Section 3.3, Housing</p>	<p>In the list of policies at the start of this section, policy HOU3 is titled “Housing Type and Mix” and the section header at 3.3.3 is also titled as such, whereas the actual policy title on page 29 is “Housing Type, Mix and Density”. Considering the point made in the CDC officer comments above, should the title of the policy on page 29 be “Housing Type and Mix”, with reference to CLP policy SP3 in relation to density?</p> <p>ACTION – Amend title of policy on page 29 to “Housing Type and Mix” and refer to CLP policy SP3 in relation to density.</p>	<p>This will be amended in the submission version.</p>
<p>Policy HOU1: Identification of land for 24 new home up to 2032</p>	<p>Suggested amendment to policy wording: <i>“Land for a minimum of 24 new homes may to be allocated provided on the allocated housing site, Land at Skipton Road (BB03) as identified on the Policies Map (at Appendix 3): “</i></p> <p>Policy amended from 2019 version, but not as suggested above. No reference to “minimum”, uses term “allocated” rather than “provided”, i.e. <i>“Land for 24 new homes to be allocated on the following housing site as identified on Policies map at Appendix 3”</i></p> <p>The BNP does allocate the site. Spelling mistake ‘Appendix’. Policies map is included at Appendix 2</p> <p>Consultation Statement (Summary of Liaison with CDC) states that the BNP will include reference to a minimum of 24 houses, however this has not been provided.</p>	<p>This will be included in the submission version.</p>

	<p>ACTION – Include the suggested wording in italics above and correct spelling mistake.</p> <ul style="list-style-type: none"> - Amend Appendix 3 to Appendix 2. 	
<p>Policy HOU2: New Housing development design policy</p>	<p>First bullet point refers to the Bradley Character Assessment, which is provided at Annex 2. This is a really useful document, setting out an overview of the character and key qualities that define Bradley village. A weblink is provided on the contents page. It would be useful if this link was also provided in the policy text as well.</p> <p>We also welcome the inclusion of reference to Annex 3, Low Bradley Conservation <u>Area</u> Appraisal in opening paragraph of policy.</p> <p>ACTION - need to include 'Area' in title of CAA, and weblink to Bradley Character Assessment in the policy.</p> <p>The bullet points listed under bullet point 7 lists features that <u>should</u> be incorporated in the design of new buildings. Recommend that the wording of these bullet points need to be consistent i.e., include word 'Should' in all bullets.</p> <p>ACTION – Incorporate the amended policy wording included in the Consultation Statement (Summary of Liaison with CDC) which uses the term 'should' consistently.</p> <p>The final paragraph relates to housing development that would avoid flood risk. Recommend that the following wording replaces this paragraph: <i>'Bradley Neighbourhood Plan supports the Craven Local Plan Policy ENV6: Flood Risk, which aims to avoid and alleviate flood risk by requiring development to take place in areas of lowest flood risk wherever possible.'</i></p> <p>OR, as policy HOU2 specifically relates to the design of new housing, it is</p>	<p>This will be included in the submission version.</p> <p>This will be included in the submission version.</p> <p>This will be included in the submission version.</p>

	<p>recommended that the last paragraph of the policy (following bullet point 9) be reworded as follows: <i>'In addition, new housing developments will be supported where flood risk is avoided.....'</i></p> <p>Consultation Statement (Summary of Liaison with CDC) includes amendment to this policy, but this wording is not included in the April draft BNP.</p> <p>ACTION – Include amended policy wording included in the Consultation Statement.</p>	<p>This will be included in the submission version. The policy will also be amended to reflect the Governments additional policy emphasis (included in revised NPPF) on design quality of new developments and also to the specific design tools such as Building for a Healthy Life. It will also provide more clarity on the standards of design expected in order to safeguard the amenity of existing and future adjacent occupants of new development.</p>
<p>Policy HOU3: Housing Type, Mix and Density</p>	<p>There is no need for BNP policy to simply repeat Craven LP policy, therefore recommend the first paragraph of policy HOU3 is reworded to include a reference to Craven LP policy H2: Affordable Housing as follows: <i>'New housing development in Bradley neighbourhood area should be brought forward in accordance with the following guidelines and in line with Craven Local Plan policy H2: Affordable Housing, unless robustly justified.'</i></p> <p>This policy is titled 'HOU3: Housing Type, Mix and Density', however it does not include any requirements on density of new housing developments. CLP policy SP3: Housing Mix & Density could be referred to here which suggest that an appropriate density on greenfield sites and brownfield sites with no significant element of conversion should be approx. 32dwellings per ha.</p> <p>Suggest that this policy would be clearer if it was in two sections i.e.:</p>	<p><i>This policy seems to be causing some confusion in regard to what it is trying to achieve. The focus of the policy is to ensure that future developments are delivering a balanced mix of properties and particularly smaller 2-3 bedroom properties. Affordable housing requirements are as per the LP in terms of thresholds and amounts. Densities are also as per the LP in terms of 32 dph (average nationally is around 30 dph net). The policy will be amended in the submission version to make it clearer.</i></p>

	<ol style="list-style-type: none"> 1. Relating to general type and mix of both market and affordable housing i.e., predominantly 2-3 bedroom (bullet point 2 & part of bullet point 4); and 2. Affordable housing (combine bullet points 1 & 4 and then including bullet point 3). Note re. first bullet point: Is this a requirement only on sites requiring affordable housing? i.e. not on sites yielding less than 10 dwellings? Market housing should be predominately 2-3 bedrooms in size. This is justified by findings of the SHMA Update 2017, which provides a general view on the overall housing mix the local population is likely to need over the plan period (figures included at end of evidence section). <p>Suggest that the last para within the policy relating to housing that meets the needs of an aging population should be included as a final bullet point.</p> <p>The above suggested amendments would equate to four bullet points in total in policy.</p> <p>ACTION – BPC to consider the suggested amends to this policy.</p>	
<p>Policy HT1: Approach road difficulties and village road safety and congestion</p>	<p>ACTION – Consider amending the title of this policy.</p>	<p>This will be amended in the submission version to reflect that the road improvements previously contained in the policy have now been implemented and the thrust of the policy is therefore to improve safety and accessibility for walking/cycling.</p>
<p>Section 3.5, Community Facilities</p>	<p>ACTION – In the list of policies at the start of this section, correct spelling mistake in title of policy CFS1: Bradley’s Community Facilities, and delete apostrophe at the end of the policy title CFS2: Creation of new and the</p>	<p>This will be included in the submission version.</p>

	extension of existing Sporting and Recreation facilities’	
3.5.2 ii Evidence	<p>Previous CDC officer comments recommended the rewording of the ii. Evidence paragraph to reflect that land shown on the photo included at appendix 5 is identified as having potential to provide an extension to existing sport and recreation facilities off Matthew Lane, Bradley. It was also recommended that the photo was taken out of appendix 5 (site brief to BB02) and included with policy CFS2 or as an appendix to policy CFS2.</p> <p>The photo has been taken out of the Site Briefs Appendix in the April 21 draft of the BNP, which is now renumbered as Appendix 4. Appendix 5 is not included with the BNP although the BNP Table of Contents refers to Appendix 5-10 which can be found on the website.</p> <p>Photograph does not appear against policy CFS2. Consultation Statement (Summary of Liaison with CDC) amendment to policy CFS2 indicates that a photo will be provided below the policy box rather than as appendix 5.</p> <p>ACTION - Include a link in the Table of Contents to appendices 5-10 on the BNP website. Unable to currently find these appendices on the website. What are these appendices?</p> <p>ACTION – Amend para 3.5.2 to include reference to photo, and include photo below the policy box, as indicated in the Consultation Statement (Summary of Liaison with CDC).</p>	As the Policies Map now clearly shows the areas that Policy CFS2 applies then reference to the photograph and site BB02 can be removed and instead simply reference the land shown on the policies map.
Policy CFS2: Creation of new and the extension of existing Sporting and Recreation Facilities	<p>It is noted that policy CFS2 has been amended to reflect the “<i>creation of new/extension of existing recreation facilities including within the land to the west of the site shown as BB02 on the proposals map.</i>” However the policies map identifies this area of land to the west of the existing Sporting and Recreation Facilities as yellow striped, and there is no longer a reference to <u>BB02</u> on the map. This was agreed at a meeting with DS.</p> <p>ACTION - Policy text should be reworded as follows: “...creation of</p>	See above comments.

	<p><i>new/extension of existing recreation facilities including within the land to the west of the site shown as BBO2 yellow stripes on the proposals policies map:"</i></p> <p>ACTION - Include amended policy wording above included in the Consultation Statement (Summary of Liaison with CDC).</p> <p>ACTION – consider whether wording of first para of policy should end with'will be supported providing:'</p> <p>ACTION – Include photo below policy box (see comment above relating to 3.5.2)</p>	<p>This will be included in the submission version.</p> <p>Not necessary. See above comments regarding simplifying the policy to refer to the Policies Map.</p>
Policy ELB1: Retaining productive farmland	<p>Previous CDC officer comments refer to the statement in the policy '<i>non-agricultural development to make use of brownfield sites</i>' and suggest that non-agricultural development does not relate to policy ELB1 (suggested that support for use of brownfield sites for non-agricultural could be incorporated in other policies e.g. housing policies). However, policy ELB1 has not been amended in this respect as it still refers to "<i>Speculative and non-agricultural developments should make primary use of brown field sites</i>".</p> <p>Consultation Statement (Summary of Liaison with CDC) states that 'It is considered that reference to the use of non-agricultural development making use of brownfield sites can still be included in this part of the plan but can be included into the evidence or issues section rather than the policy itself.' Therefore, BPC have decided not to amend the policy as suggested by CDC.</p> <p>ACTION – Amend 1st & 3rd paragraphs as stated in the Consultation Statement (Summary of Liaison with CDC).</p>	<p>This will be included in the submission version.</p>
Policy ELB2: Airedale	<p>Third bullet point supports proposals that fall within Use Class E but does not introduce additional retail or food and drink</p>	<p>The policy will be amended to: 'Does not introduce a use falling within Class E (a) and (b) of the The Town</p>

Business Centre and Acorn Business Park	<p>floor space. The new Use Class E does include cafes and restaurants, therefore the policy cannot restrict cafes and uses.</p> <p>ACTION – Bullet point needs revising.</p>	and Country Planning (Use Classes) (Amendment) (England) Regulations 2020. This will allow all employment/business uses apart from retail and food/drink.
Policy ELB3: Proposals for change of use	<p>Former B1 uses within Airedale Business Centre & Acorn Business Park are now included in the new Use Class E, which includes a wide range of uses. Therefore, COU within Use class E no longer constitute development.</p> <p>ACTION – Suggest consideration of this change on wording of policies ELB2 & 3.</p>	This will be amended in the submission version.
3.6.3 Issues	Do the issues included here relate to supporting rural businesses?	The 'issues' text in the draft NP refers to open spaces rather than business uses. It will be changed to reflect the policy it is applicable to. It will also include the text: 'will be supported provided that they'
Hyperlinks	ACTION – Check that all hyperlinks included in the document work.	This will be checked in the submission version.
Objectives	ACTION – Ensure wording of objectives listed within each policy section, e.g. Housing, is consistent with wording of list of objectives listed at 2.3.	This will be checked in the submission version.
Appendix 4: LGS	<p>This needs to confirm that the assessment has been carried out in line with CDCs LGS Assessment Jan 2017 and amended for Publication Dec 2017. cravendc.gov.uk/media/3048/local_green_space_assessment-december_2017.pdf The April 21 draft NP currently states on page 49 that <i>"The sites proposed as Local Green Spaces as part of Policy ENV.1 within the Neighbourhood Plan have been assessed in accordance with paragraphs 99-100 of the NPPF and the methodology set out in the CDC Local Green Space Assessment (January 2017 Draft)."</i></p> <p>ACTION - Needs to also refer to <i>"and CDC's amended methodology for</i></p>	This will be amended in the submission version.

<p><i>Publication Dec 2017”.</i></p> <p>ACTION – At present there seems to be two LGS assessment procedures included on pages 47 and 49. Suggest that the procedure on page 47 needs deleting to be in line with Consultation Statement (Summary of Liaison with CDC).</p> <p>Have site owners been made aware of and given the opportunity to comment on the potential for their land to be designated as LGS? If this consultation has been carried out it needs to be evidenced within the Bradley NP or Consultation Statement.</p> <p>ACTION – suggest that detail relating to whether this consultation has or has not been carried out is provided.</p> <p>In previous comments CDC officers raised concerns relating to the LGS assessment table included in appendix 4. The April 21 draft NP now shows that the whole assessment table has been amended to reflect the CDC methodology, and is much improved. It is noted however that site hectarages have been now been excluded from table; this makes it difficult to ascertain if the site is an extensive tract of land.</p> <p>Previous CDC officer comments noted that the LGS assessment table does not conclude that site 6 & site 13 are recommended for LGS designation. This has now been done and these sites are now recommended for LGS designation.</p> <p>Previous CDC officer comments were concerned with the Community value assessment for site 6, and also questioned if sites 13 and 15 were private gardens, and if so are they suitable for LGS designation? In the April 21 draft of the NP the assessments of community value have been re-titled as “<i>Test 1 Is the site reasonably close to the community it serves?</i>” and the assessment in this column against sites 6, 13 and 15 state that they are close to or within the community they</p>	<p>This will be checked in the submission version. This will be amended in the submission version.</p> <p>The engagement activities will be fully explained in the Consultation Statement that will accompany the submission version of the NDP.</p> <p>It is possible to assess this by reference to the table and also the plan showing the location and extent of the proposed LGS sites in the NP. The ‘extensive tract of land’ test is not defined and does not solely relate to size/hectarage but should be considered in context.</p> <p>Part of sites 13 and all of site 15 look to be private garden. These can accordingly be removed as proposed LGS as that would impose unduly restrictive requirements for domestic settings.</p>
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<p>serve.</p> <p>Last 3 paragraphs on page 45 are unclear. It states that EA, NE & YWT were consulted but where is evidence of this and their responses? It doesn't seem to be contained at appendix 4 or within the Consultation Statement. 5th para on page 46 states that <i>'Historic England were consulted and suggested modifications to the plan that were incorporated.'</i> Where is this information/suggested modifications presented?</p> <p>It is considered that sites 6 (at approx. 4ha), 9 (at approx. 1.8ha), 10 (at approx. 2.5ha) & 12 (at approx. 2.2ha) represent extensive tracts of land and that LGS designation on these sites would significantly affect the ability of Bradley to grow and develop in a sustainable way in the future. CDC are concerned that the designation of these sites as LGS is not in conformity with the NPPF (2019) or Craven District Council Methodology for Assessing LGS sites (Dec 2017).</p> <p>It is considered that the Consultation Statement (Summary of Liaison with CDC) does not fully reflect the comments made by CDC above and on past drafts of the BNP.</p> <p>ACTION – Suggest that the Consultation Statement (Summary of Liaison with CDC) be updated to fully reflect CDC comments relating to LGS assessment with BBNP responses provided included.</p> <p>CDC is now happy that the LGS site assessments follow the principles of both CDC LGS methodology and the NPPF paras 99-100, however the Council still has concerns about the way the draft BNP has interpreted application of the methodology in relation to whether sites are extensive tracts of land. The result of the assessment is that the draft BNP are still proposing that large areas of land is designated as LGS that will affect the ability of Bradley to grow and develop in a sustainable way in the future. CDC have clearly set out their concerns in this regard when comments were provided on the Oct</p>	<p>This will be included in the Consultation Statement that will accompany the submission version NDP.</p> <p>This is contested by the Neighbourhood Planning Group. Large areas of land are retained outside of the proposed LGS designations and would allow for future expansion of the village outward from it's core. Furthermore the extent and coverage of proposed LGS designations have been substantially reduced from the pre submission version NDP.</p> <p>It is not necessary to include CDC comments in full in the submission version. However the summary of comments in the consultation statement does state that CDC are concerned about the proposed LGS sites representing extensive tracts of land and application of the LP methodology.</p>
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	<p>2019 draft BNP. CDC recognise that the NP Examination will consider whether the proposed NP meets the basic conditions, which includes whether the plan has regard to national policy. This will include to whether the NP has specific regard to paras 99-100 of the NPPF.</p>	
<p>Appendix 5: Site Briefs</p>	<p>The site brief for BB03 provides detailed guidance, setting out development principles relating to design and layout on this site. Recommend avoiding repeating policy wording from policies HOU1, HOU2 & HOU3. No change has been made to the site brief. Still repeats policy wording from policies HOU1, HOU2 and HOU3. Also refers to the 'Draft Craven Local Plan' in the last paragraph. CLP is now adopted.</p> <p>ACTION – Suggest amendments included in the Consultation Statement (Summary of Liaison with CDC) are incorporated into the BNP.</p> <p>Concern that there is a requirement for a Masterplan to be prepared prior to an application for outline PP. Why is this a requirement? Policy HOU1 could refer to the design required parameters without the need for a masterplan.</p> <p>ACTION – Suggest that this paragraph is amended to remove reference to Masterplanning and encourage pre-application engagement/consultation with the local community.</p>	<p>See comments in HOU section re the NP being clear that it is not allocating this land for development as it is already allocated in the LP.</p> <p>The site brief has been amended since the earlier version and in accordance with the previously set out amendments. References to HOU2 and HOU3 in the site brief section will be removed.</p> <p>The site brief will be amended to require application of the Building for a Healthy Life design assessment tool instead of a site wide masterplan. This is more proportionate and still ensures a robust design process and meaningful engagement with the community.</p>
<p>Appendix 10: Glossary</p>	<p>Previous CDC officer comments recommended that the glossary be included either at the start of the document or as an appendix within the NP document. Glossary has not been included at start on BNP and unable to access Appendix 10 on website to check if glossary is included there (no link provided in table of contents of the BNP).</p> <p>ACTION – suggest that the Consultation Statement (Summary of Liaison with CDC) should include this comment together with a BNP response.</p>	<p>This will be included in the submission version.</p>

Table 3: Comments relating to the SEA & HRA Documents		
HRA & SEA Documents	CDC Comment	NDP RESPONSE
General	SEA & HRA: One of the objectives for improving Bradley's environment is "minimising the impact of new development on the surrounding countryside, landscape and ecosystems". It could be argued that the extensive coverage of local green spaces put forward will force future development in the Bradley environs beyond the lifetime of this plan to be concentrated outside of the local green spaces, and hence a separation between the established village core and such new development. This objective would then not be fulfilled in the long-term. The judgement on the local green space designations in this context will depend on the inspector's view over just the lifetime of this plan or beyond.	These points are dealt with in the proposed response to Appendix 4 (see table above).
General	SEA & HRA: It remains the case that the still quite considerable area covered by local green space designations does not pose problems from the perspective of the HRA screening solely within the lifetime of the plan, but there are implications for SEA screening document. The SEA would still mention the potential long term social and economic implications (and indeed environmental problems as noted above).	These points are dealt with in the proposed response to Appendix 4 (see table above).
ENV2: Green Infrastructure Links	HRA: The HRA document would need more clarity and evidence for Policy ENV2: Green infrastructure links - <i>"provide a multi-functional green corridor that will be maintained so that Bradley does not merge with Skipton and is able to maintain its integrity as a rural community"</i> . How does this corridor have multi-functional uses - what are they, and where is the evidence for them? Later, the green links are referred as having <i>"multifunctional wildlife, amenity and recreational resources"</i> . Amenity and recreational are very similar in terms of function, and it would be useful to provide some supporting evidence about the wildlife values of the green links.	CDC have not raised issues with policy ENV2 in previous consultation responses even though the policy remains the same and the HRA screening document issued last time was based on an identical policy and concluded that HRA was not required. Further explanation will be provided in the policy justification text in regard to the amenity, recreational and wildlife value of the land that this policy will apply.
Section 3.3, Housing	SEA & HRA: The objective <i>"to minimise the impact of new development on the surrounding countryside, landscape and ecosystems"</i> is problematic beyond the lifetime of the plan. As also referred to in the text in the first row of this section, beyond the	See above comments re LGS.

	timeframe of the plan, it is very much debatable whether this objective can be achieved, based on the extensive areas of local green spaces proposed.	
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APPENDIX 6 LIST OF STATUTORY BODIES AND PARISHES CONSULTED

Organisation
The Coal Authority
Environment Agency
Historic England
Natural England
Network Rail
Highways Agency, Network Strategy Division (North West)
Yorkshire Dales National Park
Yorkshire Dales National Park
Bradford Metropolitan District Council
Pendle District Council
Ribble Valley District Council
South Lakeland District Council
Harrogate District Council
Richmondshire District Council
Craven District Council
North Yorkshire County Council, Policy and Development Unit
North Yorkshire County Council, Heritage Unit
North Yorkshire County Council, Regional and Strategic Policy Team
Airedale, Wharfedale and Craven Clinical Commissioning Group
CE Electric UK
National Grid c/o AMEC Environment & Infrastructure UK Ltd
Npower Renewables Limited
United Utilities
United Utilities
Yorkshire Water Services Ltd, Land and Planning
Network Rail
Northern Rail Limited
Home and Communities Agency
Canal and River Trust
The Georgian Group
Sport England
Woodland Trust
Yorkshire Water Services Ltd
North Yorkshire Police
Vodafone and O2
EE
Three
Northern Powergrid
Northern Gas Networks
Skipton and Craven Action for Disability

Clerk of Austwick Parish Council
 Clerk of Bentham Town Council
 Clerk of Burton-in-Lonsdale Parish Council
 Clerk of Clapham-cum-Newby Parish Council
 Clerk of Coniston Cold Parish Council
 Clerk of Cononley Parish Council
 Clerk of Cowling Parish Council
 Clerk of Draughton Parish Council
 Clerk of Emsay-with-Eastby Parish Council
 Clerk of Farnhill Parish Council
 Gargrave Parish Council
 Clerk of Giggleswick Parish Council
 Clerk of Glusburn and Cross Hills Parish Council
 Clerk of Hellifield Parish Council
 Clerk of Ingleton Parish Council
 Clerk of Langcliffe Parish Council
 Long Preston Parish Council
 Clerk of Lothersdale Parish Council
 Clerk of Settle Town Council
 Chief Officer, Skipton Town Council
 Clerk of Sutton-in-Craven Parish Council
 Clerk of Thornton-in-Craven Parish Council
 Clerk of Thornton-in-Lonsdale Parish Council
 Parish Clerk: Lawkland Parish Meeting
 Chairman of Lawkland Parish Meeting
 Correspondent: Martons Both Parish Meeting
 Clerk: Ribble Banks Parish Council
 Chairman of Bradley Parish Council