



CORE STRATEGY



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FOREWORD



I am very pleased to preface this, the District's first truly spatial planning strategy, with a few words of thanks to all those involved in its preparation and an acknowledgement of its importance.

The Core Strategy provides for the management of change in development and conservation throughout the District over the next 15 years. It sets out the framework to achieve the difficult balance of facilitating the delivery of much needed homes for local people, new jobs, improved sports and recreation facilities and better opportunities for all, whilst minimising the impact on the high quality environment and distinctive character of the District, and avoiding harmful and inappropriate development.

The preparation of the strategy culminated in its adoption by Harrogate Borough Council on 11 February 2009. This makes the Council one of the country's leading authorities in planning for sustainable development. For instance, we now have exemplar policies to assist in the mitigation of climate change and increase the opportunities for affordable housing in rural areas.

The Core Strategy has taken about four years to complete and involved many communities throughout our very large District, as well as key public, private and voluntary sector stakeholders, in five major public consultations. Much of the strategy received a great deal of public support and other representations were heard by a government appointed inspector during a public examination in 2008.

On behalf of the Council, I thank all those who have contributed to the debate about the future planning of the District and look forward to working with you over the next few years as we complete the preparation of the other development plan documents that will make up the Harrogate District Local Development Framework.

Councillor D. J. J. Mackenzie, Cabinet Member Planning and Transport.

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1: Introduction



Planning for the Future

- 1.1 Planning shapes the places where people live and work and the country in which we live. It should make a positive difference to people's lives and help deliver homes, jobs and better opportunities for all, whilst protecting and enhancing the natural and historic environment, and conserving the countryside and open spaces which are vital resources for everyone.
- 1.2 The planning system seeks to ensure that the location, type and design of new development and changes to our environment meet the following aims:
 - social progress which recognises the needs of everyone;
 - effective protection of the environment ;
 - the prudent use of natural resources; and
 - the maintenance of high and stable levels of economic growth and employment.
- 1.3 Fulfilling these aims will result in what is termed 'sustainable development'. In the government's publication 'Securing the Future' (2005), the goal of sustainable development is defined as - *to enable all people to satisfy their basic needs and enjoy a better quality of life, without compromising the quality of life for future generations.*

The Local Development Framework

- 1.4 The Harrogate District Local Development Framework (LDF) comprises a range of documents, including Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs). These are prepared in consultation with local communities under the Council's banner: 'Plan the future with us'. DPDs set out the main policies for the location and type of development in the District whilst SPDs add more detail about matters such as the layout and design of new development. A glossary of terms used in this document is given in Appendix 1.

- 1.5 Over the next few years these will replace the 'old style' local plan and supplementary planning guidance. The LDF system was introduced through the Planning and Compulsory Purchase Act 2004. Its aim is to streamline the local planning process and promote a proactive, positive approach to managing development. It will allow the preparation of plans which respond to local development and conservation priorities.

The Core Strategy

- 1.6 The Core Strategy is a DPD and sets out the direction and strategy for development and conservation in the District up to the year 2021 and beyond. To enable the continuous delivery of housing for at least 15 years from the date of adoption, 2008, housing provision will cover the period to 2023. It provides a vision of what the District should be like by 2021, with objectives and policies formulated to achieve it. A key function of this Core Strategy is to determine the broad distribution of new homes and jobs throughout the District and to explain what this means in terms of settlement growth.
- 1.7 This Core Strategy DPD provides more than just a basis for determining planning applications. It sets out positive statements of what the Council, working with the local community and relevant partnership organisations, is seeking to achieve during the plan period. The content of other LDF plan documents will follow the Core Strategy's lead.

The Context for the Core Strategy

Other planning policies

- 1.8 National and regional planning policies for sustainable development provide the context for this Core Strategy. Variations from national or regional planning policy must be justified by the circumstances prevailing in a District. Where such variations occur in this Core Strategy, the reasons why are given in the explanation to the policy.

- 1.9 In line with government guidance the Core Strategy will be kept under review and its time horizon rolled forward in subsequent reviews of this document. In particular, the Core Strategy will be reviewed to allow it to look ahead to the longer term time horizon of 2026 in the adopted Regional Spatial Strategy for Yorkshire and the Humber.

Other plans and strategies

- 1.10 The Core Strategy must be prepared within the context of, and integrated with, other relevant plans and strategies. Much of what will happen 'on the ground' depends upon investment decisions guided by the business, development and conservation plans of many different public, private and voluntary sector organisations. The new Community Plans affecting this District have provided an important context for this Core Strategy. Appendix 2 gives details of the relationship between this Core Strategy and the Harrogate District Community Plan and the North Yorkshire Community Plan. Regard has also been given to the Local Transport Plan for North Yorkshire.

Community Involvement

- 1.11 The Core Strategy has been prepared with help from many different communities making up this large and diverse District. In July 2004, the District's residents and businesses were asked to comment upon the future of the District's settlements and the key issues to be addressed in the Core Strategy. The results of comments received and numerous discussions saw the publication of the 'Issues and Options' consultation report in September 2005. Taking account of the representations made at this stage, the Council sought public opinion on the best way forward in the 'Preferred Options' consultation, which was held in June and July 2006. (Details of the community involvement undertaken during the preparation of the Core Strategy are given in a separate document entitled 'A Pre-Submission Consultation Statement' available on the Council's website.

Sustainability Appraisal

- 1.12 At each stage of its preparation, the sustainability of the Core Strategy has been tested. This has involved an assessment of the likely social, environmental and economic effects of the various options put forward. The Council's Core Strategy Sustainability Appraisal accompanies this document and can be found on the Council's website.

Soundness

- 1.13 The preparation and contents of the Core Strategy must pass nine tests of 'soundness'. These tests ensure that the document can be trusted as the best way forward for development and conservation of the District, having taken into account other plans, other relevant alternatives, local characteristics and relevant and robust evidence. The tests of soundness are outlined in Appendix 3.

Harrogate District: Existing Profile

- 1.14 The main issues addressed in this Core Strategy have been derived from an overview - or 'spatial portrait' - of the District as outlined below.
- 1.15 Harrogate District covers a large and geographically diverse area:
- it is 1,305 sq. km (505 sq miles) in area;
 - it has a population of 155,300 (2005);
 - in the west, nearly half of the District comprises the relatively sparsely populated Nidderdale Area of Outstanding Natural Beauty (AONB) with its upland farming and internationally important wildlife;
 - in the east, nearly a third of the District is low lying flat arable farmland in the Vale of York;
 - the District's three main settlements are centrally located: the Victorian spa and modern conference town of Harrogate (73,000 pop. in 2005), the nearby medieval market town of Knaresborough (15,000 pop. in 2005) and the cathedral City of Ripon (16,300 pop. in 2005);
 - over 120 smaller settlements are scattered across the District, including the small market towns of Boroughbridge and Masham, and in the centre of the Nidderdale AONB, Pateley Bridge.
- 1.16 The District lies between the cities of Leeds/Bradford to the south, and the District of Richmondshire in the north; the City of York and Hambleton and Selby Districts in the east, and the Yorkshire Dales National Park in the west. The District is part of the County of North Yorkshire and local government service delivery is split between the Borough and County Council. The southern part of the District forms part of the Leeds City Region.

The People

- 1.17 The age profile of the District's population is similar to the national picture, but with fewer young people and more older residents. However, during the period 1991 to 2001 when a 5.4% growth in the District's population occurred, there was a 12% increase in children under 15 years old, and the number of people aged 60 or over only increased by 1%. Only 2% of the District's residents are non-white.
- 1.18 The District's high quality of life and environment attracts in-migrants. This pressure and the District's proximity to the thriving Leeds economy, has created a buoyant housing market based on very high land values. Many local people find it impossible to afford to buy or rent homes on the open market. This is a major problem for people throughout the District. Earnings of some residents in the District are high, with many of these incomes earned outside the District by people commuting to well paid jobs in Leeds and York. In contrast, workplace earnings in the District are lower than both the regional and national average, reflecting the reliance in the economy on low wage sector jobs related to services, tourism and agriculture. (see economy below). The average house price in September 2006 was £255,679 and this was 10.4 times the average gross income for people resident in the District. The average terraced house price in the District was £197,450: 17.3 times the average income for an unskilled manual worker in the Yorkshire and Humberside Region.
- 1.19 More generally, the Index of Multiple Deprivation (DETR, 2000) indicates a picture of good health and standard of living across the District. Almost half the District's wards are in the top 20% in the country. However, there are parts of Harrogate and Ripon where deprivation levels are in the lower half of the national figures. Also, some rural areas of the District have poor access to jobs, shops and services.
- 1.20 Incidence of serious crime in the District is low. However, nuisance, anti-social behaviour and petty crime are problems in some parts of the District.
- 1.21 There is a wide range of very active voluntary and community organisations across the District. These range from small self help groups and local residents associations to large branches of national charities and pressure groups.
- 1.22 Many households in the District have two or more cars, including those in urban areas, and car use is high. A significant amount of the

resident workforce travel to work by car, often making only short trips in the town of Harrogate. Significant numbers of people travel to work by car to West Yorkshire, particularly on the A61 to Leeds. Over the ten year period 1991 to 2001 commuting journeys in the Leeds City Region have lengthened by 25%.



The centre of Burton Leonard, one of 52 Conservation Areas in Harrogate District.

The Environment

- 1.23 The exceptionally high quality and the diversity of the District's environment is reflected in the size and number of area and site designations which protect the natural and built environment.
- 1.24 Harrogate District has a rich diversity of wildlife habitats. The Nidderdale AONB is internationally and nationally recognised for its geological and ornithological interest. The moorlands in the AONB contain some of the best examples of heather moor on the Pennine hills. Amongst others, the Rivers Nidd, Ure and Wharfe provide a range of habitats, with floodplains notable for their variety of wildlife. Woodlands are a key feature throughout many parts of the District.
- 1.25 Human settlement and endeavour have shaped the built environment of the District from before Roman occupation, leaving a rich heritage of buildings and earthworks. English settlement reached Ripon in about 500 AD, where about 670, St Wilfred established his church and monastery. Knaresborough developed predominantly around its castle (first mentioned in 1129 and receiving its charter in 1310). In 1132 the Cistercians established their great abbey at Fountains, the ruins of which 600 years later were to become the climax of the 18th century landscaped gardens at Studley Royal. Harrogate's development as a spa goes back to the discovery of the Tewit Well in 1571, but its growth was mainly attributable

to the coming of the railways from the 1840's. The importance of the history and character of the District's built heritage has resulted in many extensive areas of all the larger settlements and many villages being designated as conservation areas in recognition of their special architectural and historic character.

- 1.26 As well as the nationally important landscape of the Nidderdale AONB, much of the District's landscape has a strong character and high quality, worthy of protection. In particular, around the settlements of Harrogate, Knaresborough and Ripon, much of the landscape is both of high quality and makes an important contribution to the special character and setting of these settlements. Statutory Green Belt also protects the special character of the towns of Harrogate and Knaresborough by preventing their coalescence and extends over the southern part of the District. The town of Harrogate is characterised by its large areas of parks, gardens, open land, and the 200 acres of protected Stray around its town centre.
- 1.27 The District's high environmental quality is threatened in a number of ways. Development pressures, particularly in and around the District's main settlements are ongoing and could significantly and adversely affect landscape character and the setting of settlements. Agricultural practices have in the past resulted in the reduction in biodiversity and harm to landscape character.
- 1.28 The 'Action for the Environment Plan' for Harrogate identifies that residents and businesses in the District have relatively high levels of energy and water consumption, waste production and car use. These are all factors contributing to global climate change and damage to the local environment. The energy efficiency of private sector homes in the District is worse than the UK average.

The Economy

- 1.29 The 2001 Census reported 78,000 economically active individuals of working age in the District. This, as a proportion of the population, is significantly higher than the national average. The percentage of people in the District in full time employment and self employed is also higher than the national average. Claimant unemployment rates in the District are low and relatively stable. The picture is one of a very successful labour market, but one in which local employers have been experiencing difficulties recruiting, especially for lower paid jobs. The recent influx of eastern Europeans to Yorkshire following the enlargement of the European Union has eased these problems

to some extent. The District's economy forms an important part of the Leeds City Region economy.

- 1.30 The structure of employment is markedly different in Harrogate District to that of the country as a whole. Employment in manufacturing in the District is only half the national level. In contrast, employment in the distribution, hotels and restaurants sector makes up one third of the District's workforce (compared to only a quarter in the region). It is expected that the dominance of the service sector will continue throughout the plan period. The office market is concentrated in the town of Harrogate and this is also likely to grow during the plan period.
- 1.31 Employment in agriculture is higher than the national average and forms a key part of the local economy. Changes in agricultural production and practice could significantly affect employment levels in the District and the diversification of the traditional farming economy will continue to be needed.
- 1.32 Conference and exhibition tourism has been a prominent feature of the town of Harrogate since the end of World War II. Today this business attracts over 350,000 visitors per year, spending some £160 million and supporting about 5,000 jobs throughout the District. Holiday tourism is also an important component of the District's economy as is information technology and the food industry.
- 1.33 The resident workforce is predicted to grow due to higher female participation rates and an increasing number of people remaining economically active beyond normal retirement age.
- 1.34 Service sector industries are predominantly based in the District's town centres, with the focus of the District's retailing and service provision contained within or adjacent to Harrogate town centre. There is strong competition from the nearby larger retail centres of Leeds and York. Ripon, Knaresborough, Boroughbridge, Pateley Bridge and Masham are important shopping and service centres for their surrounding rural areas. Knaresborough's retailing strength is inhibited by its close proximity to Harrogate and the shortage of suitable sites for new development within its historic centre.

Travel

- 1.35 Within the District the main roads include the A61 linking Ripon in the north and Harrogate with Leeds in the south, and the A59 to Skipton in the west and York in the east. The A1/A1(M) runs north/south through the eastern part of the District and provides good road links with the rest of the national motorway network. The

Leeds/Harrogate/York rail line provides rail services within the District at Harrogate and Knaresborough, and some of the villages in the south of the District. Good rail connections to the rest of the country are provided from Leeds and York. Leeds Bradford International Airport provides a nearby opportunity for air travel.

- 1.36 Road traffic congestion in Harrogate and Knaresborough exists on town centre and major radial roads throughout the day, with the highest peaks usually relating to journeys to and from work. The A61 Harrogate to Leeds corridor has been identified as one of the two most congested routes in the Leeds City Region. The 'flagship' 36 bus service, using the A61, between Ripon/Harrogate and Leeds has been running with a new bus fleet and increased frequency for several years now. The Harrogate Leeds rail service has seen increased patronage and is now overcrowded for prolonged periods. Recent improvements are designed to increase capacity.
- 1.37 Outside Harrogate and Knaresborough, road congestion is less of a problem, but national road traffic forecasts predict an increase of 25% in traffic on rural roads by 2010. Parking provision is an important issue in the District's market towns. Public transport in the District's rural areas north of Harrogate is restricted to the bus and the extent and frequency of services provides limitations to accessibility to services by non-car modes of transport. There are a number of Community Transport Initiatives and these extend the more limited opportunities of scheduled bus services in the rural areas.

Issues addressed

- 1.38 The above profile, and the likely development needs of the District up to 2021, has been the subject of discussion with the many communities in Harrogate District. Through the workshops and meetings that took place throughout the District in 2004 and 2005, these discussions led to the formulation of strategic issues published at the Issues and Options Consultation in autumn 2005. These issues have been addressed in this Core Strategy and are set out below:

Settlement Growth

- How should the District's housing requirement up to 2021 be distributed between our towns, villages and rural areas?
- To meet the District's housing requirement up to 2021, will any large urban extensions be necessary to our three main settlements? If so, should the Core Strategy identify their general location?

- How should the release of new housing up to 2021 be managed?
- What type of development should be allowed in the countryside outside the main built up areas of the District's settlements?

Homes for Local People

- What approach should be taken to providing affordable housing and other housing for local needs?

Jobs & Business

- How much, and what kind of employment land needs to be provided for the District up to 2021 and where should it be located?
- What types of business, and which settlement economies need special attention in the Core Strategy?
- What will secure the vitality and viability of the District's shopping centres?

Travel

- In making decisions on where new development should be located, how can travel be reduced and good accessibility to services and jobs be provided for all?
- What infrastructure and management measures should be provided to ensure that the growth requirements of the District are met, and the need to travel is reduced and traffic congestion minimised?

Environment & Quality of Life

- What approach should be taken to climate change, resource management and flood risk to reduce the risks to the environment?
- What features of the District's natural and built environment, and countryside require special protection and enhancement?

Communities

- How can the Core Strategy contribute towards a high quality of life for all residents, giving particular attention to:
the younger generation;
elderly people;
the population with poor access to jobs shops and services;
gypsies and travellers; and
disabled people?
- How can the Core Strategy contribute to reducing the fear of crime and the incidence of anti-social behaviour?

2: Harrogate District in 2021



Introduction

- 2.1 This chapter sets out the Vision for the District in 2021. It describes briefly what the District should be like in 2021 and then sets out key changes and improvements envisaged in the different parts of the District. The vision is followed by a list of the Core Strategy Objectives which seek to achieve the vision.

Vision: Sustainable Living, Prosperity & Access for All

By 2021:

- the residents of Harrogate District will enjoy an exceptionally high quality and diverse environment, a prosperous urban and rural economy, and better access to affordable homes, community facilities, including public open space and sport, and public transport and other facilities to encourage walking, cycling and less travel by car;
- the special character of the District's natural and built assets will be protected and enhanced, particularly through increased wildlife, increased woodland, more locally distinctive and high quality designed buildings, fewer historic buildings at risk, and more resource efficient development which minimises energy consumption, waste production and maximises renewable energy;
- the urban and rural economies of the District, including town centres will be more buoyant, more diverse, more complementary with neighbouring economies and more 'environmentally friendly'.
- Harrogate and Knaresborough will benefit from a significant improvement to their bus and rail services, improving accessibility within the two towns and with other towns, particularly Leeds, York and Ripon. An integrated land use and transport plan will have implemented measures to minimise car usage and traffic congestion in the two towns;
- The City of Ripon will continue its successful regeneration and the redevelopment for housing of its underused and vacant land will minimise or possibly avoid the need to develop greenfield land. The completion of the city centre's revitalisation with retailing and residential development will herald a significant boost to its service centre role and tourism industry. The city will benefit from improvements to its local cycling and pedestrian environments and bus services to Harrogate and Leeds;

Within the District:

- The town of Harrogate will be the focus for new housing and commercial development in the District. Greenfield land extending the built up area of the town will be required to provide for some of this new housing. The town will expand its international conference facilities, its town centre retail, office and residential offer, as well as its digital and food industries. It will provide significantly improved sports and public open space for its residents and the District as a whole;
- The high level of need for affordable housing in the town of Knaresborough will be significantly reduced. Providing for this need will require new housing on greenfield land extending the town's built up area. This new housing and an increased population will support the town's renaissance through increased spending in the town centre, including the riverside area, and will complement the development of the St James Business Park and further employment land for the town;
- Boroughbridge will enhance its service centre role for the surrounding area and provide more affordable homes for local people. Better access to, and recreation facilities within, the nearby riverside and countryside and additional employment land will be provided;
- Pateley Bridge and Masham will continue to provide for their surrounding areas' service needs and make the most of underused land to enhance the character and appearance of the two towns and provide homes for local people and any necessary community facilities;
- The District's villages and countryside will accommodate more homes for local people at affordable prices, particularly in those settlements with the best range of services and access to jobs, shops, and community facilities by public transport, foot, and bicycle. A more diversified rural economy will provide local jobs and maintain the character of the countryside.

Strategic Objectives

- 2.2 The objectives of the Core Strategy are set out below under the six themes identified during community involvement on the preparation of the strategy.
- 2.3 The objectives have been the subject of public consultation and sustainability appraisal. All, apart from objective 1, were drafted at the earliest stage of plan preparation and were formulated to ensure integration with other relevant plans and strategies, particularly the Community Plan and Local Transport Plan. Objective 1 under Settlement Growth was introduced following the support expressed at the preferred options consultation on this approach to the distribution of housing.
- 2.4 Since the drafting of these objectives, revised national planning policy has been published and further progress has been made on the revised Regional Spatial Strategy. The objectives have been reassessed in the light of these changes and are considered an appropriate reflection of national and regional planning policy.



Harrogate's urban fringe.

1. Settlement Growth

- 1 To distribute the District's housing requirement broadly in proportion to each settlement's or area's need for affordable housing.
- 2 To seek the use of appropriate previously developed land within the District's six largest settlements in preference to developing greenfield land.
- 3 Subject to the provision of appropriate traffic management and new infrastructure to focus the District's growth in the town of Harrogate,
- 4 To ensure that Ripon, Knaresborough, Borough-bridge, Masham and Pateley Bridge are the main

focus for housing, developing local services and employment in the rest of the District,

- 5 To provide small scale housing growth in the District's smaller settlements, mainly to meet local needs and support local services whilst minimising travel to work by car.
- 6 To manage the release of land for housing to prioritise the use of previously developed land and control the pattern and speed of growth in general conformity with the Regional Spatial Strategy and integrated with the provision of infrastructure.
- 7 *(Note: This objective deleted in accordance with the report into the Examination of the Harrogate District Core Strategy.)*
- 8 To protect the countryside and Green Belt from inappropriate development.

2. Homes for Local People

- 9 To maximise the provision of homes for local people, with particular priority given to affordable housing.

3. Jobs & Business

- 10 To promote a robust and varied economy for the benefit of local people.
- 11 To significantly improve the prospects of the rural and market town economy, including the diversification of the agricultural industry.
- 12 To provide an adequate supply of readily available employment land to meet identified employment needs.
- 13 To protect and enhance the District's town centres, conference, business and holiday tourism, and the digital and food cluster industries.

4. Travel

- 14 To retain and improve access for all, particularly those disadvantaged groups, to key services of health, education, employment, food shopping, community facilities and recreation.
- 15 To integrate development and transport provision and locate development where it is accessible to key services and facilities by a range of transport modes.
- 16 To improve the provision of bus and rail services and facilities, pedestrian and cycle networks, community transport schemes, park and ride and traffic management measures to reduce traffic congestion, with priority given to Harrogate and Knaresborough.

5. Environment

- 17 To provide enhanced care for the environment, with particular emphasis on the reduction of waste and CO2 emissions, climate change and renewable energy.
- 18 To protect and enhance the built and natural environment, including biodiversity and landscape character, giving special protection towards those areas and buildings of recognised importance.
- 19 To encourage exemplar design quality which safeguards the distinctive character of the District's settlements and minimises impact on the environment, particularly in sensitive areas.

6. Communities

- 20 To reduce crime, anti social behaviour and the fear of crime.
- 21 To increase work, housing, cultural and leisure opportunities for young people.
- 22 To reduce social isolation for the elderly and those with long term health disadvantage
- 23 To improve accessibility to services and improvements in the quality of life in areas of the District and to those groups and individuals with greatest social disadvantage or need.

Key Diagram

- 2.5 The diagram on page 12 illustrates some of the main planning policy elements of the District's Core Strategy.

Core Strategy Policies

- 2.6 The Core Strategy policies which seek to deliver the above objectives are contained in the next six chapters under the themes of:
- **Settlement Growth;**
 - **Homes for Local People;**
 - **Jobs and Business;**
 - **Travel;**
 - **Environment; and**
 - **Communities.**
- 2.7 The last chapter of the Core Strategy, entitled 'Measuring Success', sets out how the Council intends to monitor the effectiveness of each policy. It identifies relevant indicators to measure the policy's effectiveness and sets out targets to reach during the plan period.

- 2.8 ***It is important to note that the policies of the Core Strategy should be read together as a whole and not in isolation from each other.*** Wherever appropriate within each policy specific cross references to other policies in the Core Strategy is given to assist the reader.
- 2.9 The Core Strategy policies provide the spatial planning framework to deliver the strategic vision. The table below indicates how the various aspects of the Core Strategy vision will be delivered through the implementation of the Core Strategy policies.

Strategic Vision	Core Policy
District wide	
Social	SG1, SG2, HLP3, HLP4, TRA1, TRA2, TRA3, C1, C2
Environmental	SG3, SG4, EQ1, EQ2
Economic	JB1-JB4, EQ1
Harrogate town	
Harrogate to be the focus for new housing and commercial development. Greenfield land extending the built up area of the town will be needed for some of this housing.	SG1, SG2, JB3, TRA1, TRA3
The town will expand its conference facilities, its town centre retail, office and residential offer, as well as its digital and food industries	JB1, JB2, JB4, TRA3
The town will provide significantly improved sports facilities and public open space	EQ2, C1
Knaresborough	
The high level of need for affordable housing will be significantly reduced through the building of many new homes for local people. Greenfield land extending the town's built up area will be needed	SG1, SG2, TRA1, TRA2
New housing and an increased population will support the town's renaissance, and complement the development of St James Business Park and further employment land for the town.	SG1, SG2, JB3

<p>Harrogate and Knaresborough Harrogate and Knaresborough will benefit from a significant improvement to their bus and rail services</p> <p>An integrated land use and transport plan will have implemented measures to minimise car usage and traffic congestion.</p>	TRA2, TRA3
<p>Ripon Continued regeneration and re-development for housing of underused/vacant land meaning that little or no greenfield land will be required</p> <p>Boost its service centre role and tourism industry through completion of the city centre revitalisation</p> <p>Improvements to cycling/pedestrian environment and bus services</p>	<p>SG1, SG2, JB1, JB3, TRA1</p> <p>JB1, JB4</p> <p>TRA2, TRA3</p>
<p>Boroughbridge Enhance its service centre role for surrounding area and provide more affordable homes for local people</p> <p>Better access to and recreation facilities within the nearby riverside and countryside</p> <p>Additional employment land provided</p>	<p>SG1, SG2, JB1, JB4</p> <p>C1, EQ2</p> <p>JB3</p>
<p>Pateley Bridge and Masham Provide for their surrounding areas' service needs, making the most of underused land</p> <p>Provide homes for local people and any necessary community facilities</p>	<p>JB4</p> <p>SG1, SG2, HLP3, C1</p>
<p>Villages and countryside Accommodate homes for local people at affordable prices, focussing on those settlements with the best range of services and facilities</p> <p>A more diversified rural economy and maintain the character of the countryside</p>	<p>SG1, SG2, SG3, HLP3, HLP4</p> <p>SG3, JB1, EQ2</p>

- 2.10 Appendix 9 sets out those policies of the Harrogate District Local Plan which have been replaced by the Core Strategy.

Core Strategy Linkages

The Yorkshire and Humberside Plan (The Regional Spatial Strategy – RSS)

- 2.11 The RSS uses a sub area approach as the basis for spatial planning across the region. This provides a framework for responding to the issues facing different parts of the region. Harrogate District forms part of four regional sub areas and these are shown on the Key Diagram. The key spatial policy elements relevant for the District for these sub-areas are summarised as follows:

Leeds City Region

- Develop enhanced and complementary roles for the Sub Regional Cities and Towns and focus most development in these settlements;
- Develop complementary conference roles for Harrogate and Leeds;
- Strengthen the service centre roles of the Principal Towns by promoting development where necessary for regeneration or to provide more affordable housing;
- Spread the benefits of the Leeds economy, particularly to the Sub Regional Cities and Towns and Principal Towns;
- Improve public transport in the Leeds-Harrogate-York Corridors;
- Implement stronger (transport) demand management in Leeds and Sub Regional Cities and Towns and in relation to the strategic road network;
- Manage growth across the north of the City Region with a greater emphasis on delivering affordable housing;
- Managing the release of land for housing in a manner which will support interventions to address both fragile and failing housing markets and affordability;
- Work with sub regional housing partnerships and the initiatives they are supporting including the Golden Triangle;
- Protect and enhance the Nidderdale AONB. Protect the integrity of internationally important biodiversity sites;
- Enhance the historic value of the City Region's historic towns.

York

- Spread the benefits of York's economic success to other parts of the sub area and ensure that all members of the community have access to employment opportunities;
- Improve public transport links between Local Service Centres and other rural communities and York and the sub area's Principal Towns;
- Outside York focus on meeting local housing needs and economic diversification.

Vale and Tees Link

- Develop the complementary roles of Northallerton, Thirsk, Ripon and Richmond as Principal Towns to ensure their effectiveness and sustainability;
- Diversify the sub area economy to lessen dependency on the agricultural sector and reduce out-commuting;
- Improve the public transport connections between Principal Towns, smaller settlements and rural areas;
- Protect and enhance the historic character of the sub area's Principal Towns, Local Service Centres and countryside;
- Reduce the risk of flooding in settlements adjacent to the sub areas rivers and control development in 'at risk' areas;
- Provide in Principal Towns and Local Service Centres an appropriate scale of housing and employment opportunities to meet local needs (focusing development in the principal towns);
- Ensure an appropriate level of housing provision within the sub area to support regeneration and growth in the Leeds and Tees Valley Regions and reduce long distance commuting.

Remoter Rural

- Retain local services and maintain the role of Local Service Centres with an appropriate level of market and affordable housing and job opportunities;
- Encourage creative, diverse and low impact enterprises which provide employment opportunities and contribute to meeting local needs;
- Encourage economic diversification, including tourist-related development whilst not compromising the environmental, landscape and heritage interests of the sub area;
- Protect and enhance the unique character, heritage and biodiversity of the sub area's natural and built environments;
- Retain and improve public transport;



Lofthouse, a remote rural settlement in Nidderdale.

- Encourage appropriate planting and management measures in the sub area to ameliorate downstream flood risk.

- 2.12 This Core Strategy is in general conformity with the RSS.
- 2.13 Taken together, the Yorkshire and Humber Plan (RSS) and the DPDs in the Harrogate District LDF will form the main transport and land use provisions of the Development Plan for the District of Harrogate. They should be read in conjunction with each other. Appropriate cross references are made in the Core Strategy to relevant policies of the RSS.
- 2.14 North Yorkshire County Council is responsible for the production of the Minerals and Waste Development Framework, which also forms part of the development plan for this District.

The Community Plans

- 2.15 (See Appendix 2)

Realising the Potential: A Strategic Plan for Harrogate Borough Council 2005 – 2008

- 2.16 In developing the Core Strategy account has been taken of the Council's Strategic Plan "Realising the Potential": A Strategic Plan for Harrogate Borough Council 2005-2008. The Strategic Plan identifies seven Corporate Priorities:
- Caring for the Environment - ensuring the enhancement and protection of the natural and built environment District-wide (Top corporate priority);
 - Affordable Housing - ensuring people have access to housing opportunities throughout the District;

- Traffic and Transport - ensuring the provision of a transport network that will provide access to public transport in all areas and provide integrated facilities including car parks;
- Keeping the District Safe - ensuring communities across the District are safe and secure and that they feel safer;
- Supporting our Local Economy - ensuring a robust and varied economy that benefits local people and creates employment opportunities in rural areas and the market towns across the District;
- First Class Public Services - ensuring that the services delivered throughout the District meet the needs of customers, are accessible and of a high quality;
- Organisational Improvement - a commitment to invest in improving the organisation by being a good employer and building its organisational capacity to deliver first-class services and increase its service performance.

2.17 The Strategic Plan identifies the preparation of the LDF (and the implementation of its policies and proposals) as a strategic priority action to deliver these Corporate Priorities.

Emerging Development Plan Documents (DPDs)

2.18 The Core Strategy, the Regional Spatial Strategy, and the Minerals and Waste Core Strategy will together form the strategic framework of the Development Plan for Harrogate District. A number of other DPDs are in the process of being prepared and their purpose will be to deliver the strategic framework through the implementation of appropriate planning policies and proposals.

2.19 The Site Allocations (Homes and Jobs) DPD will be prepared within the strategic framework provided by Policies SG1 to 5 of the Core Strategy which identifies broadly where and how much land should be allocated for new homes in those settlements in the District with the best access to jobs shops and services. The identification of specific sites within the Site Allocations (Homes and Jobs) DPD will be guided by Core Strategy Policies SG4, HLP3, TRA1, and EQ2; having regard to an assessment of their relative sustainability and other material considerations. The release and phasing of allocated housing land will also be determined in the Site Allocations (Homes and Jobs) DPD taking its lead from Policies SG1, SG4 and SG5. The framework for the provision of accommodation for gypsies and travellers through the allocation of land in this DPD is given in Policy C2.

2.20 Core Strategy Policies SG4 and JB3 provide the main LDF strategic framework for the Site Allocations (Homes and Jobs) DPD to identify appropriate new land for employment in the District.

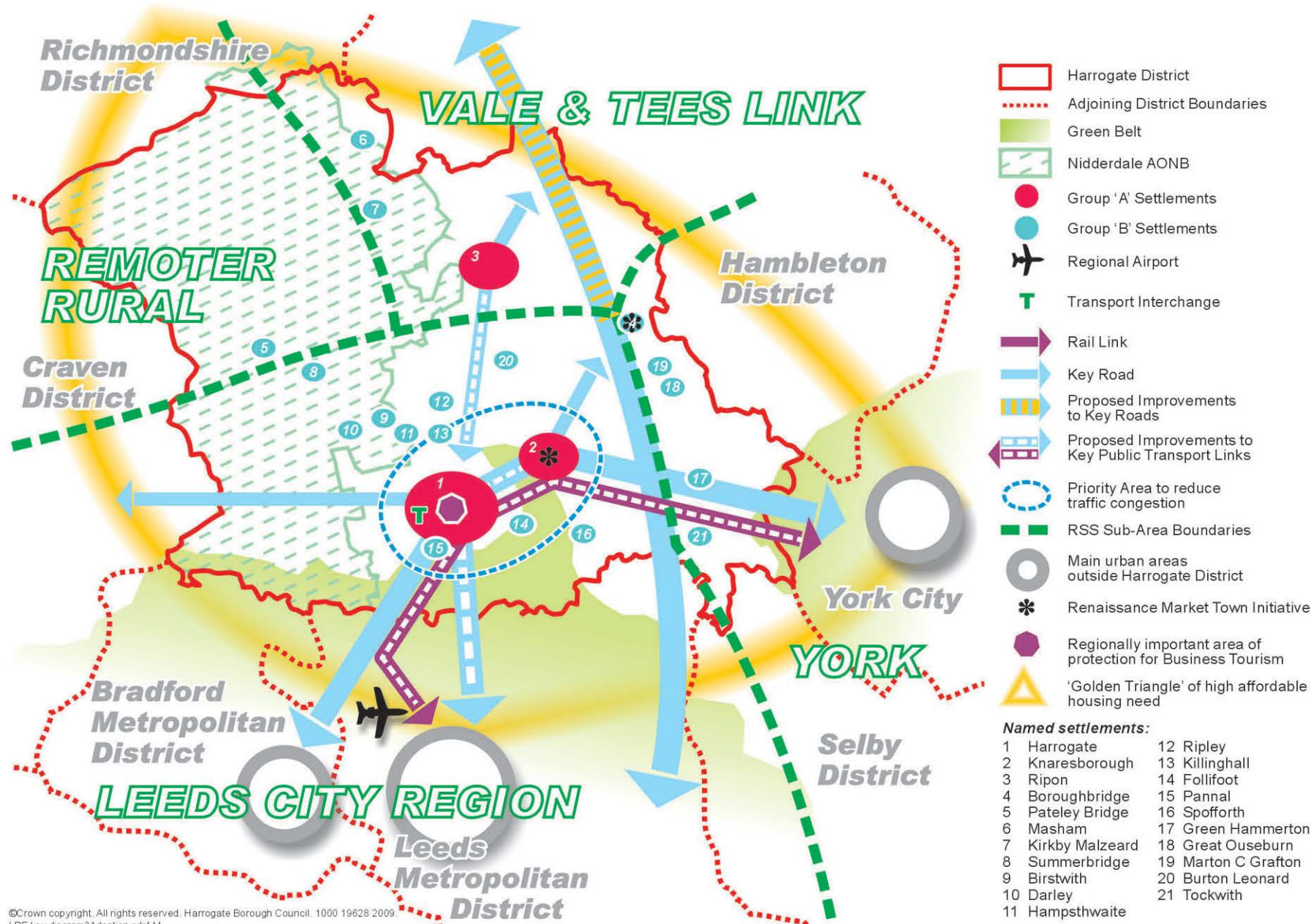
2.21 The Core Strategy framework provided in Policies SG2 to 4, HLP4, JB1 to JB4, TRA2, EQ2, and C1 will guide the preparation of the Development Control Policies DPD.

2.22 Core Strategy Policies SG4, JB1, JB2, JB4, TRA1 to TRA3, EQ1 and 2, and C1 provide the main LDF strategic framework for the preparation of the Harrogate and Knaresborough Area Plan DPD. This DPD will draw upon and develop these Core Strategy Policies and use the latest relevant evidence base available to:

- Ensure transport and other appropriate infrastructure, including public transport provision are integrated with the areas growth and development, with particular attention to any larger urban extensions requiring master planning.
- Allocate or safeguard land for:
 - New retail development;
 - Mixed use town centre developments;
 - Conference centre expansion;
 - A transport interchange at Station Parade, Harrogate;
 - Other transport infrastructure, including town centre and out of town centre requirements e.g. park and ride provision, pedestrian priority areas; and
 - Local land use requirements such as open space and community facilities.
- Make provision for environmental improvements throughout the two towns, but with particular emphasis on town and local shopping centres;
- Make provision for improvements transport modes particularly for walking, cycling and public transport;
- Ensure the above measures and allocations are integrated with the policies and proposals of the North Yorkshire Local Transport Plan, the proposed District wide parking strategy and the strategies of neighbouring planning and transport authorities.

2.23 All the above emerging DPDs are to be prepared by the Borough Council with its partners. In addition to the above, North Yorkshire County Council is preparing the Minerals and Waste Site Allocations DPDs.

Figure 1. Key Diagram



3: Settlement Growth



Introduction

- 3.1 Some of the key characteristics of the District's settlements are outlined in this introduction. These and other distinctive characteristics, national and regional planning policy and community involvement, have been particularly important in defining the Core Strategy's approach to settlement growth. The policies contained in this chapter concentrate on housing distribution and growth. Chapter 5 on Jobs and Business also includes information and policies about the economy and related growth.
- 3.2 Harrogate is by far the largest town of the District with a population of 73,000 (2005). It experienced a population increase of about 7% between 1991 and 2001. About 350 affordable homes per year up to 2011 would need to be provided to satisfy local needs within the town (Housing Needs Assessment 2006). Harrogate's shopping centre provides the largest selection of town centre retail outlets and evening entertainment in the District. This and the range of jobs, health services, and schools, make it the most visited town by residents of the District (District Panel 2004). Furthermore, the town's role as an international conference centre, along with its wide range of visitor attractions and events e.g. the Great Yorkshire Show, make it a very popular place to visit. These roles, combined with high car ownership and limited road capacity, bring with them problems of traffic congestion. Harrogate's extensive Edwardian/Victorian built form combined with large areas of attractive greenspace and a high quality landscape setting, are key features of the town's special character.
- 3.3 The much smaller town of Knaresborough (15,000 pop. in 2005) lies close to Harrogate, but separated from it by statutory Green Belt. Between 1991 and 2001, the town's population grew by about 6%. The town has one of the highest levels of affordable housing need (per head of population) in the District. The provision of about 125 affordable dwellings per annum (up to 2011) is required to satisfy this need (Housing Needs Assessment: 2006). Knaresborough's town centre retail floorspace provides a more local shopping and service centre than Harrogate (District Panel: 2004). The town's history dates back to the 12th century. The town centre's medieval street pattern, historic built form, and spectacular landscape setting are key features of its special character. This character, its weekly market, cultural events and leisure activities based on the riverside make the town a popular day visitor destination. Parts of the High Street, and pockets of surrounding land, would benefit from regeneration and the traffic flows along this street are a major issue.
- 3.4 The City of Ripon, some 16 kilometres due north of Harrogate, has a population of 16,300 (2005). Between 1991 and 2001, the City's population grew by 10%, and a relatively high house building rate since 2001 suggests a continued high rate of population increase. Ripon City centre forms the main service and employment centre for extensive rural areas in the northern part of the District. The City's Cathedral, its medieval street pattern and historic buildings make up the City centre with its heritage dating back to well before the Norman conquest. However, the built up area is degraded in parts with vacant and semi derelict land in need of regeneration. Significant areas of the City and the surrounding countryside are at risk from flooding. The gypsum rock underlying much of the City means that special consideration of the construction details of new development is often required. The landscape setting of the City is an important part of its character, particularly where this provides views of the cathedral. A weekly market, regular cultural events and tourist attractions, including the Cathedral itself, all contribute to the City's role as an important centre for tourism.
- 3.5 The parish of Boroughbridge, which includes the separate villages of Aldborough and Minskip, has a population of 3340 (2005). Between 1991 and 2001, the population grew by about 30%. Although located within the wider rural catchment area of Ripon, Boroughbridge offers an important local service centre function, with a reasonable range of jobs, shops and services, including one secondary school, incorporating a joint use leisure centre. The town is a centre for employment benefiting from proximity to the A1(M). A large employment area lies to the west of the A1(M) in close proximity to, and serving, the town. Boroughbridge is a historic market

town developed close to the River Ure. Flood alleviation measures reduce the risk of flooding in the town. Along with the surrounding area, it has strong historic links with the Roman era and was the site of the Battle of Boroughbridge in 1322.

- 3.6 Pateley Bridge with Bewerley has a population of around 2,500 and between 1991 and 2001 only saw a population increase of 1.5%. The town lies at the heart of the Nidderdale Area of Outstanding Natural Beauty (AONB) and provides local shops and services for its residents and the northern half of the AONB. It has a secondary school and joint use leisure centre and swimming pool. Recently built flood alleviation measures reduce the risk of flooding in the main built up area.
- 3.7 Masham's population stands at 1,250 and between 1991 and 2001 the population increased by 6%. It provides a very localised shopping and service centre to an area which is quite sparsely populated. It is a very important employment centre for the area, with two large breweries, and a number of agricultural related businesses. Its countryside setting, market square, historic buildings, weekly market and annual events attract visitors for day trips and overnight stays.
- 3.8 Together, the six settlements of Harrogate, Knaresborough, Ripon, Boroughbridge, Pateley Bridge, and Masham make up three quarters of the District's population of 155,300 (2005 estimates). This leaves a sizeable population of about 39,000 living in the many villages and hamlets spread throughout the District. There



Masham market place.

are about 120 villages and hamlets in the District, ranging from settlements of about 2,000 population with local services and facilities down to small clusters of housing.

- 3.9 No settlements in the District provide the opportunity for very large amounts of new housing through the use of vacant and underused previously developed land. The subsequent need to consider extensions to settlements where the landscape is often of very high quality and highly valued by local residents makes settlement growth a very sensitive issue in the District.
- 3.10 The Core Strategy objectives for settlement growth, and the policies in this chapter which help deliver these objectives, are set out in the schedule below. Policies JB1, JB3 and JB4 of Chapter 5, and Policy TRA3 of Chapter 6, also contribute to the delivery of objectives 3 & 4.

Core Strategy Objective		Policies
1	To distribute the District's housing requirement broadly in proportion to each settlement's or area's need for affordable housing.	SG1, SG2
2	To seek the use of appropriate previously developed land within the District's six largest settlements in preference to developing greenfield land.	SG1, SG4
3	Subject to the provision of appropriate traffic management and new infrastructure, to focus the District's growth in the town of Harrogate.	SG1 (JB3, TRA3)
4	To ensure that Ripon, Knaresborough, Boroughbridge, Masham and Pateley Bridge are the main focus for housing, developing local services and employment in the rest of the District.	SG1 (JB1, JB3, JB4)
5	To provide small scale housing growth in the District's smaller settlements, mainly to meet local needs and support local services whilst minimising travel to work by car.	SG1, SG2
6	To manage the release of land for housing to prioritise the use of previously developed land and control the pattern and speed of growth in general conformity with the Regional Spatial Strategy and integrated with the provision of infrastructure.	SG5
7	<i>(Note: this objective deleted in accordance with the report on the Examination into the Harrogate District Core Strategy.)</i>	
8	To protect the countryside and Green Belt from inappropriate development.	SG3, SG4

POLICY SG1: SETTLEMENT GROWTH: HOUSING DISTRIBUTION

The Borough Council will make provision for 390 new homes per annum (net annual average) in Harrogate District during the period 2004 to 2023. In doing so it will seek to ensure that (as an interim target) about 160 of this annual provision will be homes for local people at affordable prices and that 70% of these new homes are in new buildings or conversions on previously developed land.

Over this period as a whole, the provision of new homes will be broadly distributed as follows:

Harrogate (including Pannal)	48%
Knaresborough (including Scriven)	14%
Ripon	8%
Boroughbridge (including Langthorpe)	3.5%
Masham	2%
Pateley Bridge (including Bridgehousegate)	3%
Villages and countryside	21.5%

The majority of new housing built in villages and the countryside will be accommodated in those villages with the best access to jobs, shops and services.

In meeting the requirement, priority will be given to the re-use and re-development of previously-developed land and buildings, principally in the District's largest settlements of Harrogate, Knaresborough and Ripon. However, the scale of housing land release required by the Regional Spatial Strategy will necessitate the development of greenfield land involving:

For Harrogate and Knaresborough extensions to the existing built up areas in the broad locations of west Harrogate and east Knaresborough and within smaller scale land releases in sustainable locations elsewhere around the built up areas of the two towns;

Smaller scale land releases focused around other settlements with the best access to jobs, shops and services that are well related to the form, function and character of the settlement concerned.

Explanation

Introduction

- 3.11 The building of new housing will be the most obvious feature of settlement growth in the District over the coming years. In accordance with national planning policy, Planning Policy Statement 3: Housing (PPS3), Policy SG1 enables the continuous delivery of housing for at least 15 years from the date of adoption (2008 to 2023).
- 3.12 The District's housing requirement over this period is determined at the regional planning level through the Regional Spatial Strategy for Yorkshire and the Humber (RSS). The RSS is prepared by the Yorkshire and Humber Regional Assembly and approved by the Government. The District's housing requirement in the adopted RSS is 390 dwellings per annum (net). On this basis, the Council's annual target for the number of affordable homes to be built for local people will be 160. The building of homes for local people at affordable prices is one of the top priorities of both Community Plans for the area and the Council's Strategic Plan, 'Realising the Potential' (2005 - 2008). Policies H4 and LCR1 of the RSS emphasise the importance of the provision of affordable housing in the District.

This target represents 41% of the total housing provision in line with the provisional estimate for North Yorkshire Districts contained in RSS. The target is justified by the very high level of need and market conditions in the District. More details on this are given in Chapter 4, Homes for Local People. A partial review of the RSS is now underway. Should this lead to significant changes in the housing requirement for this District a review of the development strategy in policy SG1 may be required.

The distribution of housing growth

- 3.13 Community involvement on the Core Strategy identified general support for an approach to distributing the District's housing requirement proportionate to the level of affordable housing need in each part of the District. At the time of the preferred options consultation when this support was identified, the Council reflected the results of the 2000/03 Affordable Housing Needs Assessment. This indicated the following distribution:
- | | |
|----------------------|------|
| Harrogate | 48% |
| Knaresborough | 14% |
| Ripon | 8% |
| Boroughbridge | 2.2% |
| Masham | 0.3% |
| Pateley Bridge | 1.6% |
| Villages/Countryside | 26% |

- 3.14 The Council's 2006 Housing Needs Assessment, published in May 2007, now reveals the following distribution of housing need across the District:

Harrogate	45%
Knaresborough	15%
Ripon	6%
Boroughbridge	3.5%
Masham	2%
Pateley Bridge	3%
Villages/Countryside	25%

- 3.15 The proportions set out in Policy SG1 have taken account of both sets of housing needs assessment figures, and have addressed the concerns expressed by the Regional Assembly and Government Office at the Preferred Options consultation stage. These concerns were based on whether this approach, and the amount of housing proposed in the District's villages/countryside, was compatible with national and regional planning policy to achieve more sustainable patterns of development and focus growth in larger settlements with better access to jobs, shops and services.
- 3.16 The proportions of housing for Harrogate, Knaresborough and Ripon contained in Policy SG1 reflect exactly those figures that were the subject of two major public consultations during the preparation of the Core Strategy. The proportions for Boroughbridge, Masham and Pateley Bridge reflect the higher figures from the most recent housing needs assessment. This results in the proportion of housing to be accommodated in the villages/countryside being reduced to 21.5% of the District's total. The Council considers this to be a reasonable balance between that which has been generally supported through local community involvement and the need to take account of the updated housing needs assessment and national and regional planning policy on settlement growth.
- 3.17 It is important to note that the ability of each area of the District to accommodate exactly the above proportions could be affected by local environmental and other constraints, as well as the release of land unexpectedly coming forward. Hence the policy provides some flexibility to allow for small variations in housing land provision.

The housing trajectory and need for greenfield land

- 3.18 Appendix 4 sets out the Council's approach to the release of housing over the plan period. This is set out in the form of a housing trajectory which illustrates past performance of the District on housing supply and looks forward to how future supply should be met. In the absence of a local

development document which includes firm proposals for, and release of, site allocations for housing, the Council has produced a housing trajectory which sets out in broad terms the anticipated delivery of housing in the 15 years after adoption of the Core Strategy (2023).

- 3.19 This illustrative housing trajectory has been derived from the information contained in the Council's Draft Strategic Housing Land Availability Assessment (January 2008). It suggests that up to 2010 the delivery of housing will be about the level of the District's annualised housing requirement of 390 dwellings. If windfalls on small sites and conversions occur at historic rates, this will be more than counterbalanced with a higher rate of development up to 2016. In order to avoid a significant over-supply of housing by 2023 and dependent upon the exact level of windfalls this could be followed by a period of house building below the annualised housing requirement. However, even with windfalls, there will still be a need for some house building on greenfield land.
- 3.20 Most of the District's new housing will be directed to the two closely related settlements of Harrogate and Knaresborough. Larger amounts of greenfield land will need to be allocated for housing in these towns compared to other settlements in the District. Therefore, the Council has undertaken a study of the environmental and traffic constraints to extending the existing built up areas of these two towns. The study, entitled 'Harrogate and Knaresborough Urban Extension Study Volume 1 (August 2007) and Volume 2 (June 2008) concludes that land to the West of Harrogate and the East of Knaresborough offers the potential to accommodate new housing sustainably. The broad extent of these Areas of Search is as follows:
- West of Harrogate - from Spruisty Hill in the A61 corridor to the north of the town westwards as far as the Beckwith area to the south of the B6162;
 - East of Knaresborough - from the land to the east of the B6165 in the vicinity of Scriven eastwards to the land lying east of Birkham Wood to the south of the town.

This does not preclude smaller-scale sustainable land releases elsewhere around the built-up areas of the two towns.

- 3.21 Policy SG2 now explains the settlement hierarchy for the District and how the Council has identified those settlements with the best access to jobs, shops and services.

POLICY SG2: SETTLEMENT GROWTH: HIERARCHY AND LIMITS

Development or infill limits will be drawn around the settlements listed below to allow the sustainable growth and development of those settlements within the District that have the best access to jobs, shops and services.

Group A settlements

The towns of Harrogate and Knaresborough, (including Scriven), and the city of Ripon.

Group B settlements

The towns of Boroughbridge, (including Langthorpe), Masham and Pateley Bridge, (including Bridgehousegate) and the villages of Birstwith, Burton Leonard, Darley, Follifoot*, Great Ouseburn, Green Hammerton, Hampsthwaite, Killinghall, Kirkby Malzeard, Marton cum Grafton, Pannal, Ripley, Spofforth, Summerbridge and Tockwith.

Group C settlements

The villages of Aldborough, Askwith*, Beckwithshaw, Bishop Monkton, Bishop Thornton, Burnt Yates, Cundall, Dacre, Dacre Banks, Dishforth, Glasshouses, Goldsborough, Grantley, Grewelthorpe, Kirby Hill, Kirk Deighton, Kirk Hammerton, Kirkby Overblow*, Little Ouseburn, Lofthouse, Long Marston, Markington, Melmerby, Minskip, North Stainley, Rainton, Ramsgill, Roecliffe, Sawley, Scotton, Sharow, Sicklinghall*, Skelton on Ure, Staveley, Wath (nr Ripon) and Whixley.

Group A settlements will be retained as the District's main urban areas and be the focus of growth in the District in accordance with the Regional Spatial Strategy and Policy SG1 of this Core Strategy.

Group B settlements will maintain their roles as local rural centres providing the focus for new housing in the rural areas of the District. Apart from Boroughbridge, small scale 100% affordable housing schemes for local people (rural exception sites) will be allowed outside the development and infill limits of these settlements.

Group C settlements will accommodate only very limited growth mainly in the form of suitable development within their existing built up areas. Apart from very small scale 'rounding off' the only expansion of the built up areas of these settlements will be for small scale 100% affordable housing schemes for local people (rural exception sites).

**The settlements underlined lie entirely within the statutory Green Belt and will have 'infill' limits drawn around them in accordance with PPG2: Green Belts.*

Explanation

Introduction

- 3.22 The Regional Spatial Strategy for Yorkshire and the Humber (RSS) identifies the town of Harrogate as a Sub-Regional Town; and Knaresborough and Ripon as Principal Towns. Boroughbridge, Pateley Bridge and Masham are identified as examples of local service centres in RSS and local development frameworks are given the opportunity to identify other local service centres.
- 3.23 Policy SG2 taken together with Policies SG1, JB3 and JB4 of the Core Strategy reflect the requirements of Policy YH7 of the RSS in respect of location of development. Policy SG2 sets out a settlement hierarchy and approach to growth which is appropriate to the local circumstances of the District and which will form the basis for the preparation of other Development Plan Documents (DPDs).

Development and infill limits

- 3.24 The Council has for many years used development and infill limits around many of the District's settlements to distinguish existing built up areas and proposed areas for development, from those areas defined as countryside where development should be strictly controlled. This approach has worked well and provides a clear steer to the public and developers about where the



Countryside around Harrogate.

Council, as local planning authority, will protect land from development during the plan period. The pressure for development in the District emphasises the importance of such a policy tool.

- 3.25 This policy proposes that these limits are again defined around many of the District's settlements. This will be undertaken in the Development Control Policies DPD. Development and infill limits will be drawn around all settlements identified in Policy SG2. Development within these limits which is compliant with Policy SG4 of the Core Strategy and other relevant DPD policies will normally be permitted so that the loss of greenfield land is minimised. For a small number of villages within the Green Belt 'infill' limits will be applied in accordance with PPG2 'Green Belts'.

Classification of Group A, B, and C settlements

- 3.26 Group A settlements are clearly the main urban centres of the District with a reasonably wide range of jobs, shops and services and are appropriate settlements in which to focus growth. This is recognised in the RSS where the District's largest settlement of Harrogate is defined as a sub-regional town along with towns and cities such as Halifax, York and Bradford. The town of Knaresborough and City of Ripon are identified in RSS as Principal Towns along with other centres such as Thirsk, Wetherby and Northallerton.
- 3.27 Group B settlements comprise those Local Service Centres identified in the RSS (Boroughbridge, Masham and Pateley Bridge) and the District's villages that have the best access to jobs, shops and services by non car modes of transport. These settlements will be the focus of growth in the District's rural areas.
- 3.28 Group C settlements are smaller villages with more limited access to jobs, shops and services, but are suitable for limited open market housing within their existing built up areas or as very small schemes which 'round off' their existing built up area.
- 3.29 Those settlements (villages and hamlets) not listed in this policy have very few services and facilities and often no defined built up area. In accordance with national and regional planning policy regarding the promotion of more sustainable patterns of growth, these settlements should not accommodate new market housing apart from the suitable conversion of existing buildings.
- 3.30 Due to consistently high levels of need for affordable housing throughout the rural areas of



Affordable housing development at Sanctuary Court, Ripon

the District (Table 5, Appendix 6) and the limited opportunities for new housing in settlements below 3,000 population, it is appropriate to allow small scale 100% affordable housing schemes in many of the District's smaller settlements. Excluding Boroughbridge due to its population of over 3,000, all Group B and C settlements are suitable for these rural exception sites. Policy HLP3 also allows such exception sites within or adjacent to other small settlements.

- 3.31 Community involvement during the plan's preparation showed strong support for this type of approach to settlement classification, particularly in regard to the relatively high number of villages in which to allow limited growth.
- 3.32 Appendix 5 explains how the settlement hierarchy of this policy has been defined and includes reference to the Regional Settlement Study undertaken by the Regional Assembly in 2004.

Delivering a sustainable pattern of development

- 3.33 A sustainable pattern of development will be delivered by adopting the following approach to the allocation of land in the Site Allocations (Homes and Jobs) DPD:
- Sites providing a mix of open market and affordable housing will be allocated in Group A & B settlements. To focus housing growth in the District's most 'accessible' settlements this will involve land releases outside the existing built up areas of many of these settlements in accordance with Policy SG1;
 - In Group C settlements, only small scale rural exception sites (for 100% affordable housing) will be allocated in the Site Allocations (Homes and Jobs) DPD where appropriate;
 - Some small scale rural exception sites will also be allocated on the edge of Group B settlements where appropriate.

POLICY SG3: SETTLEMENT GROWTH: CONSERVATION OF THE COUNTRYSIDE, INCLUDING GREEN BELT

Outside the development and infill limits of the settlements listed in Policy SG2 of this Core Strategy, land will be classified as countryside and there will be strict control over new development in accordance with national and regional planning policy protecting the countryside and Green Belt.

In order to promote a sustainable pattern of rural development in those areas of the countryside outside Green Belt the following forms of development will be encouraged:

1. Affordable homes for local people in accordance with Policies HLP3 and HLP4 of this Core Strategy;
2. Rural building conversions where the building makes a positive contribution to the landscape character of the countryside preferably for economic development uses or affordable homes for local people rather than for market housing;
3. Small scale community facilities and small scale employment adjacent to a development limit where:
 - a. they cannot be located within a development limit nor be accommodated in a suitable available rural building; and
 - b. they are needed to maintain or enhance the sustainability of that community; and
 - c. they are appropriate to the service role of the settlement; and
 - d. any adverse impact on the environment and amenity is clearly outweighed by the needs of, and benefits to, that community;
4. Sustainable rural enterprises, including tourism, renewable energy and farm diversification.

Affordable homes referred to in clause 1 of this policy may be allowed within the Green Belt in accordance with Planning Policy Guidance Note 2: Green Belts or any subsequent revision of this national policy.

Explanation

Introduction

- 3.34 The importance of defining development and infill limits in this District has been explained in the text accompanying Policy SG2. The need to protect the countryside from inappropriate development is a key objective of national planning policy: PPS7: Sustainable Development in Rural Areas. PPG2: Green Belts sets out national planning policy to maintain the openness of countryside designated as green belt land. The southern and south-eastern parts of the District are designated as statutory Green Belt. This policy seeks to ensure that national and regional planning policy is applied in protecting areas of countryside in a way that reflects the circumstances of this District.
- 3.35 In defining development and infill limits in the Development Control Policies DPD the Council will illustrate on the Proposals Map the extent of the countryside in the District. National and regional planning policy will be used to protect the District's countryside and Green Belt marked on the Proposals Map. Local exceptions and/or clarifications of PPS7 and PPG2 are contained in Policy SG3.

- 3.36 Clauses 1 to 4 of Policy SG3 set out those types of schemes which community involvement on the Core Strategy has indicated should be permitted if rural communities and the rural economy are to remain sustainable.

1: Rural exception sites for 100% affordable housing for local people.

- 3.37 PPS3 and PPS7 allow the allocation and release of rural exception sites in or adjacent to rural settlements with a population of less than 3,000. PPG2: Green Belts states that the construction of new buildings inside the Green Belt is inappropriate unless it is associated with various types of development referred to in paragraph 3.4 of PPG2. Included in this list of types of development is 'limited affordable housing for local community needs under development plan policies according with PPG3' (now PPS3).

2: Rural Building Conversions

- 3.38 The Government's policy is to support the re-use of appropriately located and suitably constructed existing buildings in the countryside where this

would meet sustainable development objectives. PPS7 states that the re-use of such buildings for economic development purposes will usually be preferable, but residential conversions may be more appropriate in some locations, and for some types of buildings. Experience in this District suggests that the supply of rural buildings for conversion has been consistently high and far in excess of what is likely to be needed for economic development in the rural area. Often conversions schemes are not in suitable locations for employment development. Many rural building conversions have over the past 10 years been permitted for residential development and through more recent use of the Harrogate District Local Plan (Selective Alteration) Saved Policy H5, these residential conversions have started to assist the Council in meeting the District's affordable housing need. There has been general support for the re-use of rural buildings during the community involvement on this Core Strategy. The re-use of rural buildings that contribute to the character of the countryside and assist in the provision of affordable housing is considered to meet sustainable development objectives. As in the past, this approach should not prevent rural buildings being approved for conversion to economic development purposes in appropriate circumstances (see Table 1)

TABLE 1: Permissions for Employment & Residential Conversions within the District's Countryside

Year	Employment	Housing
1997 – 1998	2	62
1998 – 1999	8	83
1999 – 2000	15	73
2000 – 2001	8	96
2001 – 2002	6	62
2002 – 2003	7	65
2003 – 2004	7	77
2004 – 2005	3	52
2005 – 2006	4	119
2006 - 2007	8	87

3: Small scale community facilities & employment development, and

4: Sustainable rural enterprises

- 3.39 Subject to satisfying the criteria given in clause 3 of this policy, these types of development should be allowed to maintain sustainable rural communities. Clause 4 reflects those sustainable rural enterprises given support for during community involvement on the Core Strategy.

POLICY SG4: SETTLEMENT GROWTH: DESIGN & IMPACT

All development proposals in the District should comply with the following criteria:

1. The scale, density, layout and design should make the most efficient use of land; and
 - a. be well integrated with, and complementary to, neighbouring buildings and the spatial qualities of the local area;
 - b. be appropriate to the form and character of the settlement and/or landscape character.
2. Visual, residential and general amenity should be protected and where possible enhanced;
3. There should be no loss of greenfield land unless justified by national planning policy, the Regional Spatial Strategy, this Core Strategy or a policy or proposal within the Local Development Framework;
4. The environmental impact and design of development should conform with Policies EQ1 and EQ2 of this Core Strategy.

The travel impact of any scheme should not add significantly to any pre-existing problems of access, road safety or traffic flow and should have been fully addressed in accordance with Policies TRA1, TRA2 and TRA3 of this Core Strategy.

Explanation

Introduction

- 3.40 Policy SG4 establishes broad criteria against which all development proposals will be assessed. It reflects the importance of design and the need to minimise the environmental impact of development in a District with an exceptionally high quality of environment and level of amenity. The majority of new development will take place within or as extensions to Group A, B and C settlements (Policy SG2) and this policy will therefore mostly be used to assess proposals within the District's development and infill limits. However, the policy will also apply to development proposals in the countryside.

Efficient use of land

- 3.41 In accordance with national planning policy, Policy SG4 promotes an efficient use of land for all development. By making the best use of suitable land this will reduce the need to build on greenfield land on the edge of the District's settlements. In the light of the sensitivity of such land in Harrogate District, the efficient use of land is particularly important.

Layout and design

- 3.42 Equally important is the need to ensure that development proposals are well integrated with, and complementary to, neighbouring buildings and the spatial qualities of the local area. This does not mean that new proposals should replicate the design, density and character of the surrounding development. Indeed, in terms of new housing development, the Council will be encouraging higher densities than those of typical suburban housing. New development should be appropriate to the form and character of the settlement and/or the landscape. The Council will use the Manual for Streets Design Guide (DCLG/DT 2007) as its highway design guide. Further, design guidance will be given in the Development Control Policies DPD and/or Supplementary Planning Documents.

Visual, residential and general amenity

- 3.43 Development with a significant adverse effect on visual, residential and general amenity will be resisted. Development should at least maintain existing levels of amenity and will, through siting and land use, and good design, be expected to enhance local amenity where possible. For example, the amenity value of existing footpaths should be maintained and if possible enhanced when affected by new development.

Loss of greenfield land

- 3.44 Community involvement on the preparation of the Core Strategy identified that the loss of greenfield land is a very sensitive issue throughout the District. Whether it is open space valued for its amenity or recreation use, or farmland adjacent to a settlement's built up area, it should not be lost unless there are good planning reasons to justify the proposed development. This could include circumstances where national planning policy may allow the loss of open space because it is to be replaced in an equally accessible location and be part of a package which results in significant improvements to the quality and quantity of open space to serve the same local population.

Environmental impact and design

- 3.45 Policies EQ1 and EQ2 of the Core Strategy provide the Council's overall approach to the protection and enhancement of the District's built and natural heritage and set out the Council's strong emphasis on reducing the likely impacts on, and risks to, the environment. Policy EQ1 reflects national and regional planning policy to tackle locally, the global issues of climate change, the protection of natural resources and waste minimisation. All development should play its part in reducing risks to our fragile environment.

Travel impacts

- 3.46 Traffic congestion and the pollution of the environment with greenhouse gases are problems throughout the District and particularly within Harrogate and Knaresborough. The traffic impacts of new development should be carefully considered prior to the submission of planning applications and appropriate traffic assessments and plans should form an integral part of the design process. This will be expected at an appropriate level of detail in accordance with Policies TRA1, TRA2 and TRA3 of Chapter 6 of this Core Strategy.



Congestion in Harrogate.

POLICY SG5: SETTLEMENT GROWTH: MANAGED RELEASE OF HOUSING

Housing land will be allocated, released and phased to ensure that the delivery of new dwellings broadly matches the net annual average provision in Policy SG1.

If the housing trajectory in the Council's Annual Monitoring Report forecasts a 10% or greater under or over-provision of housing completions by 2023, consideration will be given to the need to alter the release of housing land through the preparation of a Supplementary Planning Document.

Explanation

3.47 National planning policy adopts a 'plan, monitor and manage' approach to the provision and release of housing land. Following the publication of PPS3: Housing in November 2006, the key features of this approach for the Local Development Framework are the:

- identification of broad locations and specific sites that will enable the continuous delivery of housing for at least 15 years from the date of adoption, taking into account the level of housing provision set out in the Regional Spatial Strategy;
- illustration of the expected rate of housing delivery through a housing trajectory for the plan period;
- annual monitoring of how well the actual release of housing land reflects that forecast in the housing trajectory;
- ability to quickly address any significant forecast shortfalls or surpluses of housing land supply by bringing forward or putting back the release of sites through a managed release of housing.

3.48 Policies SG1 and SG5 of this Core Strategy sets out the Council's overall approach to 'plan, monitor and manage' for Harrogate District. Policy SG1 indicates what the broad distribution of housing will be over the 15 year period up to 2023. Specific sites for housing will be identified in the Site Allocations (Homes and Jobs) DPD. The housing trajectory for the Core Strategy is set out in Appendix 4. In the absence of knowing which specific sites are proposed to come forward, this trajectory is by necessity only a broad illustration of the Council's approach to managing the release of housing during the plan period. A more detailed trajectory will be included in all future development plan documents dealing with site allocations for housing.

3.49 Policy SG5 sets out the circumstances when a review of the timing of release of site allocations should take place so that a flexible and continuous supply of housing can be maintained. In the past, the District has seen a significant oversupply of housing compared to policy requirements. This policy, along with accompanying supplementary planning documents, will allow the Council to consider putting back the release of site allocations in the event of a forecast oversupply above 10%. PPS3 requires local planning authorities to maintain a five year supply of deliverable sites at any given time.

Deliverable sites must:

- be available - the site is available now;
- be suitable - the site offers a suitable location for development now and would contribute to the creation of sustainable, mixed communities;
- be achievable - there is a reasonable prospect that housing will be delivered on the site within five years.



Recent infill development in Harrogate.

The five year supply of deliverable housing sites will be maintained through the publication of the Council's Annual Monitoring Report and any necessary action to bring forward the release of additional housing on allocated sites or brownfield land identified within the annual update of the Strategic Housing Land Availability Assessment.

- 3.50 In conclusion, the policies in this Chapter represent an appropriate housing implementation strategy for the District as required by PPS3. Other than the priority given to the release of previously developed land in Policy SG1, the District does not require a detailed strategy for the delivery of previously developed land. It does not contain large amounts of vacant or underused previously developed land which require special consideration in order to secure their development. The last 10 years of housing

completions show that previously developed sites have provided significant amounts of dwelling numbers. These have come forward through market demand, without the need for specific intervention from the Council.

Measuring the success of POLICIES FOR SETTLEMENT GROWTH

- 3.51 Chapter 9 of the Core Strategy sets out the Council's approach to monitoring the success of these policies. It sets out various indicators and targets considered appropriate for this purpose.

4: Homes for Local People



Introduction

4.1 The significant need for affordable housing in the Harrogate District is reflected in a number of key local policy documents and initiatives. The Harrogate District Community Plan not only sets an objective to maximise the stock of affordable housing in the District, but also identifies from consultation that housing affordability and availability is the District's highest priority. Also at the local level, the North Yorkshire Strategic Partnership's Community Plan 2005-2008, the Draft Corporate Rural Community Investment Plan and the Harrogate District Housing Strategy 2006-2007 recognise the provision of affordable housing as a priority for action. Harrogate Borough Council is a founding member of the 'Golden Triangle Partnership'¹, which has obtained regional and national funding to help increase the availability of affordable housing within sustainable communities in the Golden Triangle area. The provision of homes for local people at affordable prices has been identified by the community, throughout the Core Strategy preparation process, as one of the most important development needs in the District.

4.2 Annex B of Planning Policy Statement 3: Housing (PPS3) defines affordable housing as including 'social rented and intermediate housing'², provided to specified eligible households whose needs are not met by the market.' Harrogate Borough Council's definition of a household in 'affordable housing need' is one that is unable to afford to rent or buy a house generally available on the open market and lacks its own housing or lives in unsuitable housing. The Council considers that a household is unable to afford market housing and is deemed to be in need of affordable housing if: a) the household does not have a deposit equivalent to at least 5% of the price of a suitable home and its mortgage requirement is more than 3.5 times its single or 2.9 times its dual gross income; or b) to rent privately would take up more than a quarter of its gross household income³.

4.3 The 2006 Housing Needs Assessment (HNA) of Harrogate District identifies the housing needs of local people throughout the authority area for the period 2006 to 2011. Amongst other things, the HNA has found that:

- There is a District-wide annual shortfall of 830 affordable homes per year, primarily for small households;
- There is an approximately 35:65 split between the need for intermediate (referred to henceforth as *low cost home ownership*) and social-rented (referred to henceforth as *subsidised-rented*) housing;
- There is very little need for additional affordable housing amongst older people; and
- A variety of affordable accommodation is required, but mainly houses.

4.4 The 2006 HNA breaks the District into 16 'housing needs' sub-areas⁴ comprising a number of parishes (apart from the three main towns, which make up a single sub-area each). The HNA identifies affordable housing needs in each sub-area for the period 2006 to 2011 and is available in full on the Council's website. Summary tables showing the extent of affordable housing need in each sub-area and parish of the District are provided in Annex 4 and 5 of the Supplementary Planning Document on Homes for Local People (Draft SPD - at time of submission). Annex 3 of the Draft SPD contains a plan showing the individual housing needs sub-areas (see also Appendix 6, Figure 3 of the Core Strategy).

4.5 The shortfall of 830 new affordable homes across the District per year to 2011 must be placed in the context of the District's annual average housing requirement of 390 new dwellings net (market and affordable) each year to 2023 and beyond. Whilst the level of affordable housing need will be kept under review throughout the Plan period and may change, the difference between the shortfall and the RSS target clearly demonstrates that the affordable housing requirements of local people

1. The Golden Triangle Partnership was established in 2003 and comprises Harrogate Borough Council, Leeds City Council, City of York Council and three Registered Social Landlords. The Housing Corporation and the Government Office for Yorkshire and the Humber act in an advisory capacity.

2. Intermediate housing includes housing at prices or rents that are above those of social rented housing, but that are below market prices or rents.

3. Definition is taken from the 2006 Housing Needs Assessment of Harrogate District.

4. The 16 sub-areas equate to the Council's longstanding lettings areas for its own housing.

will not be met even if all new houses in the District are affordable. Of the 390 annual average requirement, it is therefore important that the Core Strategy realises all reasonable and justifiable opportunities to deliver affordable homes to meet the needs of local people.

4.6 The overall target for the provision of affordable housing is contained in policy SG1. It is consistent with the provisional target for North Yorkshire districts in RSS policy H4, which is supported by a regional housing market assessment. However, in line with the RSS it is an interim, indicative target pending completion of the Strategic Housing Market Assessment (SHMA) and an economic viability assessment of affordable housing targets and thresholds. Until these assessments are completed the delivery of affordable housing to achieve the overall provisional target will be through the operation of saved Local Plan policy H5 and Core Strategy policies HLP3 and HLP4. The Draft Homes for Local People SPD provides further guidance to landowners, developers, applicants, agents and decision takers on how these policies should be applied to proposals for new residential development. The Development Control Policies DPD will set out detailed policies to guide and control development through the submission of planning applications.

4.7 National policy in PPS3 requires Local Development Documents to plan for a mix of housing, based on the different types of households likely to require housing (both market and affordable) over the plan period. This should be undertaken in light of a Strategic Housing Market Assessment (SHMA). The 2006 HNA includes some useful information about the demand for market housing in the District, but

not the degree of analysis that would be contained in a SHMA. Therefore, rather than include a policy to deliver a mix of market housing in the Core Strategy, the Council considers it appropriate to include this in the Development Control Policies DPD, following completion of a SHMA.

4.8 In addition, the Development Control Policies DPD and the Site Allocations (Homes and Jobs) DPD will benefit from the information provided by the SHMA. Where appropriate and based on the evidence provided in the SHMA, when allocating land for new homes this DPD will include details of the preferred mix and type of housing of housing in accordance with paragraphs 20 to 26 of PPS3. As well as planning for affordable housing, these DPDs will plan for the full range of market housing. This will include the provision of low cost market housing as appropriate following the results of the SHMA.

4.9 The policies in this chapter seek to deliver Core Strategy Objective 9:



Homes for local people.

Core Strategy Objective	Policies
9 To maximise the provision of homes for local people, with particular priority given to affordable housing.	HLP3, HLP4,

POLICY HLP1: (This Policy deleted)*

POLICY HLP2: (This Policy deleted)*

*(Policy deleted in accordance with the report on the Examination into the Harrogate District Core Strategy.)

POLICY HLP3: AFFORDABLE HOUSING PROVISION: RURAL EXCEPTION SITES

The Site Allocations (Homes and Jobs) DPD will allocate small rural exception sites within or on the edge of Group B⁵ and C settlements listed in Policy SG2. These sites will be solely for the provision of affordable housing to meet the needs of local people from within the housing needs sub-area.

Planning permission will also be granted for the release of small rural exception sites for 100% affordable housing where all of the following criteria are met:

- the site is within or on the edge of Group B settlement⁶, Group C settlement or the main built up form of another rural settlement not listed in Policy SG2;
- a need has been identified in the parish, or in one of more neighbouring parishes, for the type and scale of development proposed and shows that the scheme will meet the need that has been identified;
- the proposed development is sympathetic to the form, character and landscape setting of the village and is in accordance with normal policy requirements relating to design, scale, access, parking, landscaping and highway safety;
- the site is not protected for recreation, amenity, nature conservation, landscape or heritage value.

Suitable arrangements will be made to ensure that the affordable homes provided under this policy are available in perpetuity to local people in affordable housing need. This will normally include a legal agreement between the Developer, the Landowner and the Council.

Explanation

- 4.10 PPS3 identifies the importance of providing affordable housing in rural areas, where opportunities for residential development tend to be more limited, in order to help create and maintain sustainable rural communities. It advises that local authorities should take a positive and pro-active approach to the delivery of affordable homes in these areas, including the allocation and release of 'rural exception sites'.
- 4.11 National and regional planning policy requires rural exception sites to be small in scale. They must also be developed solely for affordable housing, located on land that would not normally be released for housing, and the homes must be retained as affordable in perpetuity.
- 4.12 The 2006 HNA identifies a need for 294 new affordable homes per year to 2011 in the District's 'rural area' (which for the purposes of the HNA comprises all sub-areas apart from Harrogate, Knaresborough/Scriven, and Ripon. However, only approximately 90 houses (market and affordable) per year are expected to come forward in the rural area outside these settlements (Policy SG1)⁷. It is, therefore, important that opportunities to provide affordable housing in this area are maximised, in order to help meet the needs of local people. Rural exception sites make an important contribution to meeting these

needs (see Table 9 of Appendix 6 for details of Rural Exception Sites delivered in recent years in the District).

- 4.13 For this reason, as well as negotiating affordable housing from sites that come forward under Saved Policy H5 (of the adopted Harrogate District Local Plan), Policy HLP3 sets out the Council's intention to allocate rural exception sites within or on the edge of Group B⁸ and C Settlements, where this is justified by the level of affordable housing need within the sub-area as evidenced by the 2006 HNA (or any future updates) or other parish surveys. The rural exception sites will be allocated in the Site Allocations (Homes and Jobs) DPD, which is proposed for adoption in January 2010.
- 4.14 The Council identified those sites it would prefer to see allocated as rural exception sites in January 2008, when the Site Allocations (Homes and Jobs) DPD was published for Preferred Options consultation. From this time onwards, the Council's Rural Housing Enabler will seek to negotiate with the owner of each preferred rural exception site, to encourage its development. If no progress in negotiating has been made by the time the Site Allocations (Homes and Jobs) DPD is adopted, then the site may be compulsorily purchased by the Council in order that it can be developed as a rural exception site.

⁵ Excluding Boroughbridge (which includes Langthorpe)

⁶ Excluding Boroughbridge (which includes Langthorpe)

⁷ Based on a District housing allocation of 390 dwellings per annum.

⁸ Policy HLP3 does not apply to Boroughbridge (which includes Langthorpe). Although Pannal/Burn Bridge/Spacey Houses falls within the 'urban' sub-area of Harrogate, windfall rural exception sites can be permitted within or adjacent to this B Village, subject to the level of affordable housing need in the Village.

4.15 Given the extent of affordable housing need in the District's rural area, it is important that rural exception sites are not restricted to those allocated in the Site Allocations (Homes and Jobs) DPD. This is particularly the case in the Upper Wharfedale and South Harrogate Villages sub-areas, which have identified affordable housing needs, but do not contain any Group B or C settlements and therefore will not have any housing (including rural exception site) allocations made in the Site Allocations (Homes and Jobs) DPD. Policy HLP3 therefore allows for the development of 'windfall' rural exception sites within/adjacent not only Group B⁹ and C settlements, but also, where appropriate, the built-up form of smaller settlements in the District's rural area.

- 4.16 For both allocated and windfall rural exception sites, development should satisfy all other relevant policies and proposals of the LDF.
- 4.17 The Council's preferred approach to controlling the occupancy of affordable homes provided through Policy HLP3 is set out in the Draft SPD.



A rural exception site in Rainton.

POLICY HLP4: AFFORDABLE HOUSING PROVISION: NEW BUILD ASSOCIATED WITH RURAL CONVERSION SCHEMES

Outside the development limits of Group A, B and C Settlements listed in Policy SG2, new-build affordable housing may be permitted as part of schemes to convert existing rural buildings, provided that it complies with the criteria set out in Policy SG4.

Suitable arrangements will be made to ensure that the affordable homes provided under this policy are available initially and successively to local people in affordable housing need, unless these restrictions are lifted, in which case any subsidy will be recycled for alternative affordable housing provision. This will normally include a legal agreement between the developer, the landowner and the Council.

Explanation

4.18 PPS3 encourages local planning authorities to adopt a positive and proactive approach towards the delivery of affordable housing in rural areas. Core Strategy Policy SG2 does not generally allow for new-build housing to be provided outside the development limits of the District's Group A, B and C settlements. However, reflecting PPS3's advice and given the extent of affordable housing need in the District's rural areas, it may be appropriate to allow a small number of new-build affordable homes to be provided as part of a scheme to convert existing rural buildings (for example, in a sub-area which has an identified local need for affordable housing, but where opportunities to deliver these homes are greatly

restricted). The affordable homes provided under Policy HLP4 will be in addition to the affordable housing required under Saved Policy H5 (of the adopted Harrogate District Local Plan).

- 4.19 New-build affordable housing development under Policy HLP4 should comply with the requirements set out in Policy SG4.
- 4.20 The Council's preferred approach to controlling the occupancy and determining the size and tenure of affordable homes provided through Policy HLP4 is set out in the Draft SPD. The Council will require the affordable homes to be provided in accordance with set transfer prices, details of which are also given in the Draft SPD.

9 Excluding Boroughbridge (which includes Langthorpe)

POLICY HLP5: (This Policy deleted)*

*(Policy deleted in accordance with the report on the Examination into the Harrogate District Core Strategy.)

Measuring the success of POLICIES ON HOMES FOR LOCAL PEOPLE

- 4.21 Chapter 9 of the Core Strategy sets out the Council's approach to monitoring the success of these policies. It sets out various indicators and targets considered appropriate for this purpose.



Homes for local people in the centre of Harrogate.

5: Jobs & Business



Introduction

- 5.1 The overall vision of the Core Strategy seeks to support more buoyant and diverse urban and rural economies and to build on the complementary role Harrogate enjoys within the Leeds City Region. This also reflects one of the Council's corporate priorities which is to support the District's growing local economy. Similarly the Community Plan looks to help all parts of the District and all sections of the community share in the District's economic success.
- 5.2 This chapter covers the three main sectors of the local economy: business development, tourism (both conference & business and holiday) and retail and town centre development. This reflects the issues identified in developing the LDF:
- What is the appropriate amount and type of employment land to be provided for the District up to 2021 and where should it be located?
 - What types of business, and which settlement's economies need special attention in the Core Strategy?
 - What will secure the vitality and viability of the District's shopping centres?

- 5.3 The focus for economic growth in the District is essentially one of meeting the expansion and re-location needs of local businesses and providing support for small business start ups to ensure sufficient jobs for the resident population. The approach does not place significant emphasis on the need to secure large amounts of inward investment. The policies in this chapter look to support innovation and enterprise which deliver high levels of business start up and growth. Policies which provide strong support for the tourism sector, and in particular conference and business tourism are also set out reflecting the significance of this sector to the local economy. Consistent with the approach set out in RSS, a settlement hierarchy has been applied to retail and town centre development. This looks to strengthen the role of existing town centres relative to their position in the hierarchy.
- 5.4 The Core Strategy Objectives for Jobs and Business, and policies in this chapter which help deliver these, are set out below.

Core Strategy Objective	Policies
10 To promote a robust and varied economy for the benefit of local people	JB1, JB3
11 To significantly improve the prospects of the rural and market town economy, including the diversification of agricultural industry	JB1
12 To provide an adequate supply of readily available employment land to meet identified employment needs	JB3
13 To protect and enhance the District's town centres, conference, business and holiday tourism, and the digital and food cluster industries	JB1, JB2, JB4

POLICY JB1: SUPPORTING THE HARROGATE DISTRICT ECONOMY

The Borough Council will work with its partners and communities to maintain and enhance the economic role of the District and support innovation and enterprise with particular importance placed on:

- a) Maintaining and enhancing the competitiveness of Harrogate's conference and business tourism sector
- b) Developing sustainable holiday tourism throughout the District and enhance it as a year round activity
- c) Market town renaissance in Knaresborough, Ripon, Boroughbridge, Masham and Pateley Bridge
- d) Supporting the development of digital and food clusters within the District
- e) Supporting the rural and agricultural economy and its diversification
- f) Developing mutually beneficial cross-boundary links within the Leeds City Region

Explanation

Conference and business tourism

5.5 Harrogate is a leading European destination for conferences and exhibitions and the combined conference and exhibition facility at the Harrogate International Centre is amongst the largest in the UK. Harrogate is also home to the Yorkshire Showground which provides additional exhibition space at the Yorkshire Events Centre. Whilst Harrogate International Centre and the Yorkshire Events Centre are the two largest venues there are a number of hotels within the town that also accommodate conferences and exhibitions of a smaller scale.

5.6 The conference and exhibition business in Harrogate enables the development of businesses in the town centre that represent a wider range of facilities (e.g. restaurants, bars and specialist boutiques and delicatessens) than would otherwise be the case in a town of this size and therefore adds to the quality of life for local residents. The maintenance and enhancement of this sector is important for the vitality and viability of the town centre. Policy JB2 provides further strategic guidance on this important local economic sector.



Harrogate International Centre.

Sustainable holiday tourism

5.7 Harrogate District contains a number of significant tourist attractions. These include the attractive natural landscape of the Nidderdale AONB; traditional, unspoilt villages and market towns and the appealing built environment of Harrogate Town. Other attractions include Fountains Abbey (a World Heritage Site), Ripon Cathedral, RHS Garden Harlow Carr in Harrogate and Mother Shipton's Cave at Knaresborough.

5.8 Sustainable tourism growth needs to respect the high quality built and natural environment. Tourism should be based upon, and support, the local distinctiveness of the District. This sense of place creates a unique environment that attracts visitors. It is recognised that there is a need to increase the quality of the tourism offer through improvements to visitor accommodation, infrastructure and attractions. Visitor access is an important consideration. Large numbers of visitors arriving in the area can have a significant impact on rural roads and small villages and add to congestion in the District's main settlements. Efforts to manage this effectively and promote alternative modes including cycling and public transport are encouraged. Tourism provides an opportunity to support rural diversification, and is an important source of income for rural parts of the District. Active recreation such as cycling, walking and horse riding are important leisure activities and the District is well placed to benefit from this. Where proposals are submitted for sustainable holiday tourism with, or close to, Natura 2000 sites, any likely significant effect will be assessed in accordance with paragraph 7.37 of Policy EQ2.

Market town renaissance

5.9 The market towns including the City of Ripon have, over recent years, been the subject of various regeneration initiatives to improve their economic position. Improving the prospects of the market town economy is a key priority in the

Council's Community Plan. The Core Strategy seeks to ensure that market towns provide a focus for their rural hinterland providing locally based employment opportunities and services. Initiatives to improve the vitality and viability of market towns will be supported, where they facilitate physical renaissance whilst protecting the essential character and local distinctiveness of the individual settlements. Two of the District's market towns, Knaresborough and Boroughbridge have been part of Yorkshire Forward's Renaissance Market Towns programme and now have in place Town Team Delivery Plans. Where appropriate support will be provided for measures set out in these plans.



A local shop on Pateley Bridge High Street.

Digital and food industries

- 5.10 Yorkshire Forward has identified seven priority employment clusters in the region. Digital and food and drink clusters are particularly important in Harrogate District. The digital industry is particularly strong in Harrogate town. A key priority is to extend the development of this cluster in the town and to other parts of the District. Yorkshire Forward has worked with a wide range of companies in the district including food production businesses, farm diversification projects and breweries and also provided funding towards the development of units that meet food grade standards at Barker Business Park in Melmerby. Support will be provided for these key sectors by ensuring that an appropriate range of sites and premises is available through the implementation of policy JB3.

Rural and agricultural economy

- 5.11 The over-dependency of a large part of the District upon traditional rural industries that has in the past suffered due to foot and mouth, BSE and declining incomes etc. is identified as an issue facing the District in the Community Plan. It recognises that jobs lost in these sectors have not been replaced in a meaningful way. Reforms to the Common Agricultural Policy with the emphasis moving from productivity subsidies to single farm payments and the new Rural Development Programme bring fresh challenges for the rural economy. There is a need to provide support for the agricultural sector and also to provide alternative employment opportunities to revive the rural economy. This has to be balanced with the need to retain the essential rural character and environment of the area.

The Leeds-City Region

- 5.12 The Sub-Regional Investment Plan emphasises the importance of developing cross-boundary links between North and West Yorkshire. The exploitation of links to Higher Educational establishments in West Yorkshire is seen as a particular opportunity for Harrogate. Leeds Met Harrogate has indicated its intention to expand educational provision through the development of a new purpose built facility on one of the three sites it currently occupies at Hornbeam Park. This will be addressed in the preparation of the Site Allocations (Homes & Jobs) DPD.
- 5.13 A recent study for the Leeds City Region authorities by the European Regional Business and Economic Development Unit at Leeds Metropolitan University has highlighted the potential for growth of employment in the Financial and Business Services sector. Whilst the general focus is towards Leeds given its proximity, opportunities to exploit links between Science City York and Harrogate cluster businesses is also encouraged. Harrogate offers some niche activities relative to mainstream Financial and Business Services. Many of these occupy new premises on key sites at Hornbeam Park, Cardale Park, in Harrogate and St James Park, Knaresborough. The study recommends that in considering future development particular attention should be paid to railway station based office park development. Hornbeam Park is cited as an example of just such a development. Whilst the importance of railway linked developments will be taken into account in the Site Allocations (Homes & Jobs) DPD, this will be set within the broad policy context of focusing office development, where possible, within the town centre, in line with policy JB4.

POLICY JB2 : CONFERENCE & BUSINESS TOURISM

The Borough Council will support the conference and business tourism industry by:

- a) Resisting proposals which undermine conference and business tourism to the detriment of the vitality and viability of Harrogate town centre;
- b) Protecting hotel room space and increasing hotel provision in Harrogate town centre;
- c) Supporting the expansion and re-development of the Harrogate International Centre;
- d) Securing significant improvements to accessibility between the Yorkshire Showground and Harrogate town centre.

Explanation

Vitality and viability

- 5.14 The importance of the conference and business tourism sector to the District's economy has been highlighted under policy JB1. It is not the role of the planning system to restrict competition, however the effect of future development on the conference and business tourism sector such that it undermines the vitality and viability of Harrogate Town centre as a whole is a legitimate concern. Visitor and organiser expenditure enable the successful operation of many hotels, restaurants and other related businesses. These businesses are frequently located in either listed buildings or buildings in the Conservation Area. These buildings, which can be expensive to maintain, are generally in good condition because there is the business confidence to invest in maintenance and improvement. Where appropriate, applicants will be required to provide evidence that new proposals for conference and exhibition related development will not have an adverse impact on the town centre.

Hotel accommodation

- 5.15 Harrogate town's hotels provide accommodation for overnight visitors to conferences and exhibitions and therefore represent an important support service to the business tourism sector. A detailed criteria based policy will be set out in the Development Control Policies DPD to protect such uses. It is becoming increasingly difficult to accommodate all business visitors within the town centre. It is important to support appropriate increases in hotel provision within the town centre to match the growth in conference and business tourism and maintain the ability to accommodate visitors within easy walking distance of the Harrogate International Centre.

Harrogate International Centre

- 5.16 To ensure that Harrogate International Centre remains competitive and provides a regional



Hotel on West Park, Harrogate.

focus for the conference trade there is a need to enhance existing provision. Currently a feasibility study is being progressed to establish how best to improve the exhibition halls to sustain HIC business and economic impact in the longer term. The scheme is a priority in the Council's Strategic Plan, "Realising the Potential". Land will be identified in the Development Control Policies DPD as a conference tourism priority area to facilitate the delivery of the necessary improvements.

Accessibility and the Yorkshire Showground

- 5.17 The importance of the conference and business tourism sector to the vitality of Harrogate Town centre has already been noted. The Yorkshire Events Centre located at the Yorkshire Showground is the town's second largest events facility. It is located on the edge of town, approximately 2 miles from the town centre and is not readily accessible by sustainable modes of transport. Opportunities to secure significant improvements to accessibility between the site and the town centre will be explored to maximise the scope for increased level of trade enjoyed by complementary town centre uses. This will be considered in the forthcoming land use and transport plan for the Harrogate and Knaresborough Area Plan.

POLICY JB3: LAND FOR JOBS & BUSINESS

From 2005-2021, a good range and mix of employment sites will be maintained and enhanced, and provision made for some 45 hectares of land for employment land.* This will be achieved through:

- a) The development of land already committed for employment use in the following employment sub-areas:

Boroughbridge	0.86ha
Harrogate Town	4.36ha
Knaresborough	8.95ha
Ripon	15.3ha
Rural East	5.02ha
Rural West	2.36ha ;
- b) The provision of new employment land in the following locations:

Harrogate Town/Knaresborough	5ha
Boroughbridge	3ha ;
- c) The protection and improvement of best and good quality sites for employment use;
- d) Maintaining an appropriate mix of sites and premises to ensure adequate provision for small and medium sized enterprises.

* For the purposes of this policy, employment land is defined as land for industrial/business development and covers use classes B1a (offices), B1b (research & development), B1c (light industry), B2 (general industry) and B8 (storage & distribution)

Explanation

Committed and new employment land

5.18 Policy E3 of the RSS advises that the pattern and scale of provision of allocated employment land should be determined by local employment land reviews informed by the regional picture. The Council has undertaken a District Employment Land Review (ELR), 2006 (read this on our web-site at: www.harrogate.gov.uk/harrogate-3161) to inform the employment land requirement. The ELR divides the District into sub-areas based on the identification of discrete property market areas. (Whilst the ELR disaggregates information on supply and demand to the level of individual towns in practice, however, Harrogate and Knaresborough operate as a single labour market.) The ELR identified that whilst in overall terms there was sufficient quantity of employment land to meet forecast requirements particular consideration needed to be given to increasing currently available land supply in Harrogate Town and future longer term supply in Boroughbridge.

5.19 Supply in Harrogate town itself in terms of available land is limited for a town of this size and the role it plays in the Borough's economy. The ELR does not make a recommendation as to the scale of the requirement, however it does suggest that any new sites for Harrogate Town should be "suitable to accommodate a range of user requirements (and to) deliver opportunities for SMEs given the lack of currently available employment allocations which cater for smaller requirement". The Council's Economic Development Unit enquiry figures for sites and

premises tends to support this conclusion which shows demand being strongest for units of up to 10,000 sq ft. Business growth is likely to be spread across large numbers of relatively small businesses rather than an expansion of a few very large concerns. Consequently demand for accommodation will need to be met on multi-occupancy business parks rather than single occupier sites.

5.20 The Council's Economic Development Unit has estimated that an additional 5ha of land will be required to serve Harrogate. This will meet the short term need identified in the ELR and equates to around 5 years supply. This will be provided on appropriate sites in both Harrogate and Knaresborough, reflecting the way the labour market operates. This will include provision for small start up enterprises and managed workspace with on-site advice and technical support. The longer term supply of land will need to be kept under review. Opportunities to redevelop existing employment sites to meet the needs of modern businesses will also be encouraged. The approach to making provision for land and premises for office development is to focus this, where possible, within the town centre as set out in policy JB4 and in line with policies E2 and E3 of the RSS. There is not an immediate need for further employment allocations in Boroughbridge. However, the ELR identified that there will be a need to enhance medium to longer term supply to capitalise on the location of Boroughbridge in relation to the strategic road network. In making provision for land and premises for employment use, preference will be

given to the use of brownfield land in line with policy SG4 and the sequential approach set out in policy YH8 of RSS.

- 5.21 The base date for committed land is 2005. Since this date some of this land has been developed. This is particularly the case in respect of land at Knaresborough. New allocations of land at Harrogate, Knaresborough and Boroughbridge, together with land committed for employment use will be identified in the Site Allocations (Homes & Jobs) DPD and shown on the Proposals Map.

Maintaining a Mix of Sites and Premises

- 5.22 It is important for the local economy that a range of different sites and premises is provided to accommodate the full spectrum of user requirements. This includes ensuring that sites are available to meet the needs of small to medium sized enterprises.

- 5.23 The approach to employment land protection will be based on the employment hierarchy as set out in the ELR. The ELR classified sites according to their importance and function in the employment hierarchy. The following categories were identified:

- Best Urban - Good quality sites suitable for local or incoming clients with a national/ regional choice of locations
- Good Urban - Good quality sites mainly suitable for locally based clients
- Other Urban - Sites which (could) perform a role for local clients
- Other Local - Moderate to poor quality site which may have potential for release to other forms of development subject to monitoring

- 5.24 Best Urban and Good Urban sites represent the District's key employment sites and gradual erosion through encroachment of alternative uses will be resisted.

- 5.25 Other Urban and Other Local sites also perform important functions in the local economy. The loss of Other Urban sites will generally be resisted. Other Local sites generally perform poorly under a qualitative assessment but can provide an important supply of lower grade employment land for the cheaper end of the market.

- 5.26 Sites will be classified through the Development Control Policies DPD, together with criteria based policies for their protection.

POLICY JB4: RETAIL & TOWN CENTRE DEVELOPMENT

The role of Harrogate town as a Sub Regional Town will be reinforced through:

- expansion of its main shopping area;
- additional food and particularly non-food shopping floorspace;
- construction of a modern transport interchange;
- enhanced office and hotel provision and increased town centre residential development;
- pedestrian and environmental improvements;
- management of on and off street parking.

The vitality and viability of the District Centres in the town of Harrogate will be maintained and enhanced mainly through environmental improvements

The role of Ripon as a Principal Town with the second largest shopping centre in the District will be protected mainly through:

- the expansion of retailing adjacent to the City's shopping area;
- improvements to car parking and the environment.

The role of Knaresborough as a Principal Town with the third largest shopping centre in the District will be protected mainly through:

- improvements to its food retailing and off street parking facilities adjacent to the town's shopping area;
- improvements to the accessibility of the town centre, particularly by public transport and through improvements to the pedestrian environment.

The role of Boroughbridge, Masham and Pateley Bridge as local service centres will be maintained mainly through environmental improvements.

The loss of retailing to other uses will generally be resisted in all the District's shopping centres.

Proposals for retail and town centre development will also be assessed against national planning policy PPS6 and Policy E2 of the Regional Spatial Strategy.

Explanation

- 5.26 In accordance with PPS6 and consistent with the Regional Spatial Strategy which looks to strengthen the role of existing town centres, development will be of a scale appropriate to the position of the town in the hierarchy as set out in policy JB4.
- 5.27 The Harrogate District Retail Study 2004 and the Retail Study Review 2007 estimates how much shopping floorspace is needed in the District up to 2015.
- 5.28 Harrogate Town as the sub-regional town provides a range of facilities serving the whole of the District. The town centre is very attractive and presents a high quality image. It is also the main focus for retailing activity in the District. The Retail Capacity Study emphasises the importance of bringing forward additional retail development to ensure its market share does not diminish in light of continued competition from higher order centres of York and Leeds. This will be undertaken, firstly by maximising the use of brownfield sites within the town centre, and then following the sequential test provided in PPS6. Land around the existing railway and



The bustle of Knaresborough's market day.

bus stations, on Station Parade, offers a good brownfield location on which to provide additional retail development, particularly non food retailing. However, opportunities for increases in retail floorspace are limited and a significant expansion of the town's existing shopping area will also be needed. This expansion is most likely to

take place in both West Park and Dragon Road/ Bower Road areas of the town. Expansion of the retail offer will be set out in the Development Control Policies DPD through a review of the town's shopping area, and primary and secondary shopping streets and these will be shown on the Proposals Map.

- 5.29 The Harrogate District Retail Study 2004 and its review in 2007 identified that there is capacity for additional food retail in the Harrogate/ Knaresborough area in the period up to 2015. This suggests that provision could be made for another main food store in Harrogate plus small scale food stores in either a town or local centre. It is unlikely that a new main food store could be accommodated within or adjacent to the shopping centre of Harrogate Town. Locating a store of this kind in the north of the town offers the potential to reduce cross town traffic and would provide a food superstore in a part of town where provision is lacking.
- 5.30 Harrogate town centre is also the main focus of business tourism and office development. Additional hotel provision within the town centre to support the business and holiday tourism sector will be supported. To optimise the residential accommodation in the town centre a Strategic Housing Land Availability Assessment is being undertaken.
- 5.31 Ripon and Knaresborough act as principal service centres. Ripon is a larger shopping centre than Knaresborough serving a wide rural area, having national multiples and two large supermarkets. Additional retail development provided for at the West of the Market Place will meet retail capacity requirements identified in the Retail Capacity study for Ripon up to 2012. However, this assumes a constant market share which may well increase once this scheme has been developed out. In qualitative terms there is some opportunity for further development East of Market Place including car parking and environmental improvements. Knaresborough has a compact shopping centre and serves a more limited catchment area. If possible, some of the food retailing capacity identified for Harrogate and Knaresborough should be provided for adjacent to the town centre of Knaresborough. A more limited

capacity for comparison shopping has also been identified. In Knaresborough initiatives identified by the community in the Town Team Delivery Plan will be supported where appropriate.

- 5.32 Boroughbridge, Pateley Bridge and Masham serve as centres for the surrounding local area and have limited or no additional retail capacity. Environmental improvements will be sought to maintain their role. In Boroughbridge this will reflect initiatives identified by the community in the Town Team Delivery Plan where appropriate.

- 5.33 Policy JB4 is a strategic policy which sets out the broad approach to retail and town centre development. More detailed expression of this strategic approach will be implemented through policies set out in other DPDs such as the Site Allocations (Homes and Jobs) DPD, Development Control Policies DPD and the Harrogate and Knaresborough Area Plan DPD.

- 5.34 JB4 has a close link with Policy C1. Policy C1 sets out the Council's strategic policy on developer contributions for necessary infrastructure. These policies and Policy TRA3 seek to secure the implementation of environmental and transport initiatives to be coordinated with retail and town centre developments in the District.

Measuring the success of POLICIES ON JOBS & BUSINESS

- 5.35 Chapter 9 of the Core Strategy sets out the Council's approach to monitoring the success of these policies. It sets out various indicators and targets considered appropriate for this purpose.

6: Travel



Introduction

- 6.1 Tackling congestion and improving accessibility are important factors to be addressed in order to achieve the plan's vision, and improving accessibility for all is a key objective of the Community Plan. Whilst the Core Strategy in relation to travel will be heavily influenced by other plans and studies in order to achieve this it does nevertheless have a key role to play.
- 6.2 A large proportion of the journeys we make are by car, and whilst increased mobility and car ownership benefits many it also leads to congestion on our roads, affects the performance of the economy and has social and environmental impacts, in particular the contribution road traffic makes to CO2 emissions. The government has set long term targets to cut carbon emissions and the planning system has a key role to play in achieving such a reduction, in particular in the way it can influence the need to travel and improve accessibility to jobs, shops and services by walking, cycling and public transport when planning for future development. This is reflected in the travel issues identified in developing the LDF:
- In making decisions on where new development should be located, how can travel be reduced and good accessibility to services and jobs be provided for all?

- What infrastructure and management measures should be provided to ensure that the growth requirements of the District are met?

- 6.3 This chapter emphasizes the importance of integration between transport and spatial planning and also the integration between the LDF and other policy documents, in particular, the Local Transport Plan 2006-2011 (LTP) prepared by North Yorkshire County Council as Highway Authority. This plan sets out the County Council's policy to deliver safe, integrated, efficient and economic transport within North Yorkshire in accordance with government policy. The Core Strategy has an important role to play in supporting, assisting and influencing the delivery of projects included within the LTP to reduce traffic congestion and address accessibility issues, including the safeguarding of potential routes and sites required to achieve such projects. In addition, it is necessary to identify travel criteria to be used to help inform the choice of preferred options for future development. Development sites should be in locations where it is possible to achieve good accessibility to jobs, shops, services and community facilities by walking, cycling and public transport.
- 6.4 The Core Strategy Objectives and the policies in the travel chapter which deliver these are set out below:

Core Strategy Objective	Policies
14 To retain and improve access for all, particularly those disadvantaged groups, to key services of health, education, employment, food shopping, community facilities and recreation.	TRA1, TRA3
15 To integrate development and transport provision and locate development where it is accessible to key services and facilities and a range of transport modes.	TRA1, TRA2
16 To improve the provision of bus and rail services and facilities, pedestrian and cycle networks, community transport schemes, park and ride and traffic management measures to reduce traffic congestion, with priority given to Harrogate and Knaresborough.	TRA2, TRA3

POLICY TRA1: ACCESSIBILITY

Reducing the need to travel and improving accessibility to jobs, shops, services and community facilities will be achieved through:

- a) ensuring that the majority of all future development is well related to the existing or extended Key Bus & Rail Network as included in Appendix 7;
- b) applying the accessibility criteria set out in Appendix 8 in considering new housing development and applying RSS Policy T3 for non-residential development;
- c) requiring all developments which are likely to have significant transport implications to include a Transport Assessment.

Explanation

Introduction

- 6.5 PPS 12: Local Development Frameworks identifies planning as having a key role to play in improving accessibility. The location of jobs and services is seen as having as significant an impact on accessibility as transport provision.
- 6.6 Reducing the need to travel and the number and length of journeys made, particularly those made by private car, is a requirement of PPG 13 Transport and a priority of the Regional Transport Strategy as outlined in Policy T1. The Core Strategy therefore has a key role to play in reducing the need to travel and improving accessibility to key services and facilities by ensuring that sites identified for future development are located in areas accessible by public transport, walking and cycling and have good links to key services and facilities. In particular, pedestrian and cycle networks should be identified linking housing and public transport, schools, employment sites, doctors' surgeries, local shopping centres and community facilities. Where this is not possible but other factors suggest the site is suitable for development it will be necessary to identify the means by which the need to travel will be reduced and accessibility to key services and facilities achieved. The following measures seek to achieve this.

a) Key Bus & Rail Network

- 6.7 The Key Bus & Rail Network is shown on the map in Appendix 7 which also includes the criteria used in its definition. The Network has been drawn up in consultation with North Yorkshire County Council as the Highway Authority. The Key Bus & Rail Network seeks to define a network of public transport routes which provide a realistic option to the car for accessing a range of jobs, shops, services and facilities. The bus routes included within the network are not marginal services under threat, however it is recognised that services may change in the future and this will be kept under review. Location of

a potential development site in relation to the Key Bus and Rail Network will be a factor taken into consideration when assessing the suitability of sites for new homes and businesses in the Site Allocations (Homes and Jobs) DPD and in determining future proposals for housing development. The Settlement Growth Strategy outlined in Chapter 3 seeks to direct future development to settlements which have key services and facilities including access to the Key Bus or Rail Network.

b) Accessibility Score

- 6.8 A simple method of assessing accessibility has been developed to assist in the choice of preferred site options for housing development, based upon accessibility criteria included within the Regional Transport Strategy and interpreted for Harrogate District through community involvement (See Appendix 8). In relation to non-residential development it will be appropriate to undertake an assessment of accessibility in line with the requirements of the Regional Spatial Strategy as outlined in Policy T3.
- 6.9 The accessibility criteria will be used, together with many other factors to inform the Sustainability Appraisal of the Site Allocations (Homes and Jobs) DPD. The criteria included in Appendix 8 are used to obtain an accessibility score. Each criterion is given either a positive



A 'walking bus' cuts Carbon emissions and gives youngsters exercise.

Image courtesy of BTCV/AONB

Adopted Feb 2009

or negative score depending upon whether or not it meets the walking distance specified to a particular facility e.g. nearest primary school. Where sites have 3 or more positive scores (always including a positive score for proximity to the Key Bus and Rail Network) it is concluded that future residents would be able to easily access services and commute to work by non car modes of transport.

c) Requirements for Transport Assessments, Transport Statements & Travel Plans

- 6.10 Proposals for developments which are likely to have a significant transport impact will be required to include a Transport Assessment. This provides the opportunity to assess traffic generation, identify measures to reduce traffic congestion and improve accessibility, including the production of a travel plan. In addition the Transport Assessment/ Travel Plan will identify developer contributions towards the provision of transportation infrastructure required in association with the development including provision for public

transport, footpaths, cycling and highways works as outlined in Policy C1 Inclusive Communities, and the supporting explanation in paragraphs 8.21-8.23 based upon the size or scale of the land use proposed and other factors such as the number of vehicle movements or the level of car parking proposed as part of the development. PPG13 and PPS1 emphasise the value of early discussions in relation to the preparation of such documents. In determining when such information will be required the Council takes into account the advice included within 'Guidance on Transport Assessment' (2007) issued jointly by the Department for Communities and Local Government and the Department for Transport. Appendix B of this document gives indicative thresholds for transport assessments/transport statements and travel plans for a range of land uses, including residential development. In addition the development of an Area Travel Plan and the means by which travel plans covering adjacent developments in Harrogate and Knaresborough can be coordinated will be considered as part of the Harrogate & Knaresborough Area Plan DPD.

POLICY TRA2: TRANSPORT INFRASTRUCTURE

Existing and new routes and sites of importance for transport infrastructure will be safeguarded from development that would prejudice their transportation use within the Development Control Policies DPD and the Harrogate and Knaresborough Area Plan DPD and will be marked on the Proposals Map.

Sites and routes with the potential to contribute towards the provision of an efficient and sustainable transport network will be safeguarded where there is a reasonable prospect of them accommodating new transport infrastructure before 2021. This will apply when the route or site is:

- a) included within the Local Transport Plan Five Year Programme or the Leeds City Region Development Programme and for which there is a preferred route or site;
- b) a strategic road link, or improvements to a strategic road link for which there is a preferred route;
- c) adjacent to the Key Bus and Rail Network;
- d) along a former railway line;
- e) a cycle or pedestrian route identified in a Highway Authority plan or strategy.

Where development or redevelopment is proposed on sites adjacent to public transport nodes it will be necessary to investigate the potential for enhanced public transport facilities. Where the provision of public transport facilities is not required development of the site should maximise the opportunity to improve accessibility to key services and facilities.

The existing bus and rail stations on Station Parade, Harrogate are identified as a strategic site for the provision of a transport interchange.

Explanation

Introduction

- 6.11 This policy seeks to protect both existing transport infrastructure and those routes and sites which may be proposed during the plan period. In addition, where development or redevelopment

is proposed on sites adjacent to public transport nodes it is necessary to investigate whether or not the site is required to enhance public transport facilities. Where this is not the case the site's accessible location and potential to improve access to jobs, services and facilities should be maximised.

a) Schemes included within the Local Transport Plan

- 6.12 Policy T3 of the Regional Spatial Strategy identifies the need for development plans to identify and where appropriate protect sites and routes which could be critical in developing infrastructure which widens choices for passenger travel. The Council works closely with the County Council in order to integrate development proposals with transport provision and a key role of the Core Strategy is to ensure integration with the Local Transport Plan and to set the policy approach for safeguarding transport routes and sites required for transport infrastructure.
- 6.13 The Borough Council urge North Yorkshire County Council to continue to protect routes for the construction of the Harrogate and Knaresborough Northern Relief Road and the Killinghall Bypass.

b) Improvements to the strategic road network

- 6.14 In addition it will also be appropriate to protect sites for transport routes/infrastructure identified at a regional level in the future. An example of this is the Highway Agency's proposed improvements to the A1 which are currently being considered.

c) Site adjacent to Key Bus & Rail Network

- 6.15 The purpose of the Key Bus & Rail Network is outlined in Policy TRA1 above.

d) Routes along former railway lines

- 6.16 These routes should be protected for their strategic importance as potential transport corridors in the future, where they have a reasonable prospect of providing improved transport within the relevant plan period.

e) Cycle & pedestrian routes

- 6.17 Cycle Networks are being implemented in Harrogate and Knaresborough and in Ripon in accordance with government targets to increase the number of cycle trips as part of a package of measures to reduce traffic congestion. The provision of a network of routes together with signposting, the provision of cycle lanes and quiet routes together with priority measures at traffic signals seek to encourage more cycling trips. The Core Strategy has a role to play in the protection of these networks of routes that have been drawn up in partnership with user groups and the public. Pedestrian strategies are being prepared for the main towns. A cycle network is also being



Harrogate Bus Station.

developed in Nidderdale and consultation is being undertaken on the creation of a route for cyclists, pedestrians and horses between Bilton to the north east of Harrogate and Ripley. The definition of further networks, particularly in areas where development is proposed such as in Boroughbridge, needs to be considered as does a link to the National Cycle Network. Pedestrian and cycle strategies should complement each other and be linked to the retention, provision and improvement of green spaces.

Site for Transport Interchange

- 6.18 The provision of a Transport Interchange at Station Parade, Harrogate is an important strategic objective which is reflected in the Leeds City Development Programme. This is a key site in Harrogate town centre and an important gateway to the town, especially when travelling by bus or train or for those travelling by car and using the Victoria multi-storey car park. There is also scope to improve taxi provision and access for community transport. As part of a comprehensive development, improvements to the current transport infrastructure are envisaged and it is expected that any new development will bring the various transport modes closer together, linked by a new transport interchange. The provision of this interchange reflects Policy T3 of the Regional Spatial Strategy which recognises the importance of enhancing the provision of public transport facilities and the importance of providing transport interchanges at a regional and sub regional level. The provision of an interchange will also reinforce the role of Harrogate as a sub regional town as outlined in Policy JB4. The development of an Interchange in Harrogate is also one of the measures proposed by the Harrogate and Knaresborough Integrated Transport Strategy (HAKITS) to address traffic congestion. A Development Brief for this site was adopted by the Council as Supplementary Planning Guidance in May 2005.

POLICY TRA3: TRAVEL MANAGEMENT

In partnership with North Yorkshire County Council and other transport providers the Council will:

- a) implement appropriate travel improvements as identified in the North Yorkshire Local Transport Plan and other transportation studies;
- b) give priority to the reduction of traffic congestion in the Harrogate and Knaresborough Priority Area for the Reduction of Traffic Congestion;
- c) improve public transport and associated infrastructure, with priority given to improving:
 - the capacity, quality and convenience of routes between Harrogate and Knaresborough to Leeds and York;
 - sustainable means of access in rural areas in order to access services through Service Centre Transportation Strategies; and
 - the Key Bus & Rail Network;
- d) develop a District-wide parking strategy;
- e) prepare a Harrogate and Knaresborough Area Plan DPD to address, amongst other matters, key transport issues including:
 - the integration of transport infrastructure provision and areas for future growth and development, including public transport provision;
 - provision of a transport interchange at Station Parade, Harrogate;
 - other transport infrastructure, including town centre and out of town centre requirements e.g. park and ride provision, pedestrian priority measures;
 - improvements for walking, cycling and travel by public transport, including safety issues.

Explanation

Introduction

6.19 This policy identifies areas where the Council will work with the County Council and other transport providers to implement measures to reduce traffic congestion and improve accessibility to jobs, shops, services and facilities. Proposals include improvements to services and infrastructure to improve public transport provision, walking and cycling, preparation of a District-wide parking strategy and a Harrogate and Knaresborough Area Plan DPD .

a) Implement improvements identified in the LTP and other transportation studies

6.20 The Core Strategy must be fully integrated with the Local Transport Plan as required by PPS 12: Local Development Frameworks. Through the Local Transport Plan and other transportation studies traffic management measures are identified for implementation. The Council will work in partnership with the County Council and other service providers, including public transport operators and community transport groups, to

develop Service Centre Transportation Strategies, as outlined in the LTP. Initiatives to improve access for all to key services and facilities and reduce the need to travel in accordance with PPG13 Transport will be investigated. The Strategies are being prepared for the main towns and their rural hinterlands. Strategies for Ripon and Boroughbridge are underway and further strategies will be prepared within the current LTP period for Pateley Bridge and Masham. A Service Centre Transportation Strategy will also be prepared for Harrogate and Knaresborough in 2009/2010 and will involve a review of the Harrogate and Knaresborough Integrated Transport Study (HAKITS).

b) Priority area to reduce traffic congestion

6.21 In the case of Harrogate and Knaresborough a specific package of measures has been developed which seeks to address traffic congestion and the Council has an important role to play in assisting in its implementation. In order to highlight the importance of tackling congestion in this area it is included on the Core Strategy Key Diagram.

c) Improve public transport and associated infrastructure

6.22 Policy T9 of the Regional Spatial Strategy identifies the need to improve the capacity and quality of public transport links between the main urban areas in the Leeds City Region, and strategic and rural links to key market towns to improve accessibility and sustainable means of access to rural areas. The Leeds City Region Development Programme identifies poor transport connectivity as the biggest constraint on the present and future economic growth of the region and identifies the need to develop a clearer understanding of future congestion problems and the means to address them. The above policy identifies the priority routes for improvement in Harrogate District and also identifies the Key Bus and Rail Network. This network, as broadly defined in Appendix 7, is where investment in public transport service and infrastructure improvements should be directed in order to support the Core Strategy.

6.23 A number of studies are ongoing which look at ways of improving capacity and quality of public transport links in the District, in particular rail links to Leeds and York. The provision of new and additional carriages on the line together with associated station improvements have been undertaken. Longer term infrastructure improvements, particularly between Harrogate and York are expensive and will require funding to be identified. The Council is also currently pressing for the extension of the West Yorkshire Metrocard Boundary to cover the whole District. This will reduce the cost of public transport, both bus and rail, making it a more attractive option and encouraging a reduction in car use. Further work to assess the scope for the introduction of a tram-train on the Leeds-Harrogate-Knaresborough-York Railway Line, including proposals for a new alignment from Horsforth to Leeds Bradford International Airport, is also currently under discussion. This would lead to a significant improvement in the quality of rail services and enhanced links to the intercity rail network in both Leeds and York and the airport.

d) District-Wide Parking Strategy

6.24 The Regional Transport Strategy (RTS) identifies that parking strategies are an important element in any package of measures to encourage a reduction in car use. The availability of parking is a major influence on how people choose to travel. RTS identifies the importance of adopting

a consistent approach throughout the Region to avoid undermining neighbouring authorities policies. A District wide parking strategy will therefore be developed in partnership with North Yorkshire County Council.

6.25 An important measure to address traffic congestion in the two towns as identified by HAKITS was the provision of park and ride. An assessment of the need for park and ride provision in Harrogate is currently being undertaken.

e) Harrogate and Knaresborough Area Plan DPD

6.26 In order to support and enhance Harrogate's role as a sub regional town as identified by RSS Policy YH5 and support developments which play to the strengths of the Principal Town of Knaresborough (Policy LCR1 of RSS), a comprehensive and in depth integrated land use and transport study of the Harrogate and Knaresborough Area is required. This will form part of the evidence base for the Harrogate and Knaresborough Area DPD the content of which has already been outlined under Emerging Development Plan Documents at the end of Chapter 2.



Traffic on Knaresborough High Street.

Measuring the success of POLICIES ON TRAVEL

6.27 Chapter 9 of the Core Strategy sets out the Council's approach to monitoring the success of these policies. It sets out various indicators and targets considered appropriate for this purpose.

7: Environment & Quality of Life



Introduction

7.1 The overall vision of the Core Strategy seeks to protect and enhance the District's built and natural environment and build more resource efficient development which minimises energy consumption, waste production and maximises renewable energy. Caring for the environment is a key priority in the Council's Strategic Plan "Realising the Potential" (2005 - 2008), and the District's Community Plan. The Stern Review (The Economics of Climate Change, October 2006) makes clear that human activity is changing the world's climate and that these changes will significantly affect conditions and quality of life of our planet. The first policy of this chapter addresses how human activity related to land use and development in this District should be encouraged to take more account of its impact on the environment.

7.2 The second policy in this chapter sets out the Council's approach to caring for the District's exceptionally high quality and diversity of natural and built environment. The environmental features of the District are highly valued by local residents and the many visitors to the District. Furthermore, these features and qualities make an important contribution to the health of the local economy.

7.3 The Core Strategy Objectives and the policies in this chapter which deliver these are set out in the table below. Policies TRA2 and TRA3 in Chapter 6, and Policy SG4 in Chapter 3 also make important contributions to the delivery of objectives 17 and 19.

Core Strategy Objective		Policies
17	To provide enhanced care for the environment, with particular emphasis on the reduction of waste and CO ² emissions, climate change and renewable energy	EQ1, (TRA2, TRA3)
18	To protect and enhance the built and natural environment, including biodiversity, landscape character, giving special protection towards those areas and buildings of recognised importance	EQ2
19	To encourage exemplar design quality which safeguards the distinctive character of its settlements and minimises impact on the environment, particularly in sensitive areas	EQ1, EQ2, (SG4)

POLICY EQ1: REDUCING RISKS TO THE ENVIRONMENT

In partnership with the community, the development industry and other organisations, the level of energy and water consumption, waste production and car use within the District, and the consequential risks for climate change and environmental damage will be reduced through the following:

- a) The planning, design, construction and subsequent operation of all new development should seek to minimise:
 - energy and water consumption;
 - the use of natural non-renewable resources;
 - travel by car;
 - flood risk;
 - waste;
- b) Until a higher national standard is required, all new development requiring planning permission should:
 - for residential development (excluding extensions)**
 - attain the following levels of the Code for Sustainable Homes (Department of Communities and Local Government (DCLG), 2006):
 - up to 2010: Code level 3
 - 2011 to 2015: Code level 4
 - 2016 onwards: Code level 6
 - for other types of development**
 - attain 'very good' standards as set out in the Building Research Establishment Environmental Assessment Method (BREEAM);
- c) Proposals for renewable energy projects will be encouraged, providing any harm caused to the local environment and amenity is minimised and clearly outweighed by the need for and benefits of the development.

Explanation

Introduction

7.4 The importance of this issue from a local perspective is summarised under the following headings:

- The acknowledged high levels of energy and water consumption, waste production, car ownership and usage ("Action for the Environment": The Harrogate District Local Agenda 21 Plan, February 2003)
- The priority given to caring for the environment in the District's Community Plan and the Council's Strategic Plan "Realising the Potential"
- The need to contribute to meeting national and regional targets and guidance for reducing greenhouse gas emissions and producing energy from renewable sources
- The need to take account of the recommendations of the Renewable Energy Study of North Yorkshire (October 2005)

7.5 Clearly, the planning system alone has limited powers to influence people's behaviour and attitudes towards everyday energy consumption and care for the environment. However, by

working in partnership with the District's Action for the Environment Group and raising the profile of energy consumption and environmental care the planning authority can assist in getting the message across.

7.6 The Council will be preparing a Supplementary Planning Document (SPD) to assist the integration of Sustainable Drainage Systems (SUDS) in all future development.

a) Preparing to make and making changes to homes, buildings and land use

7.7 By having regard to the criteria listed in the first part of Policy EQ1, all new development can help to minimise its impact on the environment.

7.8 All responses to enquiries to the planning department and to building control will receive advice setting out the ways in which all types of development can make a positive contribution to reducing energy and water consumption and minimising waste production and car use. This advice will form part of the pre-application process and will also be provided to those developments that do not require planning permission in order

to raise awareness of good practice. A leaflet will also be made available on the Council's website, which will provide links to other useful sources of information on external websites such as the Department of Communities and Local Government (DCLG).

- 7.9 Through close working with the District's Action for the Environment Group the local planning authority (LPA) can more effectively raise awareness and educate the public and local businesses on this issue.
- 7.10 The issue of accessibility and reducing journeys made by car is addressed in Chapter 6.
- 7.11 Waste reduction and recycling is a priority objective of the Harrogate District Community Plan which recognises the high waste production within the District. Significant improvement to the District's performance on waste is needed.
- 7.12 North Yorkshire County Council is responsible for minerals and waste planning. In seeking to minimise waste the Council will work closely with North Yorkshire County Council, with particular reference to its Waste Management Strategy, Minerals and Waste Development Framework and Local Transport Plan. However in addition, this Council will encourage the minimisation of waste through its control over general development within the District e.g. housing and employment.
- 7.13 In respect of flood risk, any site allocations for development put forward by the Council and other development proposals will need to take account of the findings of the North West Yorkshire Strategic Flood Risk Assessment (SFRA) (October 2006) as well as national planning guidance.
- 7.14 With regard to the use of energy efficient heating systems for larger new development proposals, the Council encourages the use of community heating systems and combined heat and power systems, particularly in the rural parts of the District not served by mains gas.



Installation of photo-voltaic roofing tiles to a rural property.

b) Achievement of high standards of construction and design

- 7.15 The District's existing high energy consumption has been highlighted as a major issue and unless the energy consumption of new development is reduced, these high levels are likely to continue. Furthermore there are challenging national and regional targets to be achieved within the plan period and the ability of the District to accommodate 'stand alone' renewable energy proposals is uncertain and restricted by international and nationally important designations. Hence there is a strong local justification to require the measures set out in this criterion in addition to national minimum standards.
- 7.16 As national minimum standards increase over the plan period, it is possible that the measures set out in criterion b will be replaced and possibly exceeded by other national guidance/regulations. Up to date information on current guidance and regulations will be set out on the Council's website and within the planning application pack.

Residential buildings: Best practice

- 7.17 The Government has produced the "Code for Sustainable Homes" (DCLG, 2006), which sets a single national standard to enable a step change in sustainable building practice for new homes. There are six levels within the Code that can be attained through a scoring system which allocates a score for each of the suggested measures that are incorporated into new homes. An explanation of these code levels are set out in the Code, the highest level being to attain zero carbon development.
- 7.18 This Code is currently setting the standards for best practice. However, the Government have made it clear that they wish to continue to raise minimum standards of design and construction of homes in line with the Code through changes to Building Regulations. During the plan period the Government may require all new development to reach level six of the Code. Policy EQ1 reflects these national aspirations and is appropriate to the local circumstances in Harrogate.
- 7.19 In addition to complying with Building Regulations, development should attain the appropriate level of the Government's "Code for Sustainable Homes" as set out in criterion b).
- 7.20 There may be exceptional circumstances where other planning requirements or characteristics mean that the appropriate level of the Code cannot be met. However, unless such circumstances exist and are clearly demon-

strated then planning permission will not be granted for proposals which fail to meet with criterion b).

- 7.21 The Council will expect all applications (residential and commercial) to be supported by a validation certificate provided by a qualified surveyor. This certificate will demonstrate that the appropriate standard of sustainable design has been achieved, or provide clear and financially robust reasons why they cannot be achieved. Applications failing to provide such a certificate will not be registered by the Council as valid planning applications. Further details are provided in the Council's planning application pack.

Other types of buildings: Best practice

- 7.22 In the case of non-residential buildings (e.g. office, industrial, retail, schools) development should at least meet with the BREEAM (Building Research Establishment Environmental Assessment Method) 'very good' accreditation. This attainment of the 'very good' standard received support during the Preferred Options Consultation on the Core Strategy. It is also an approach recommended by "Delivering Sustainable Energy in North Yorkshire" (October 2005).
- 7.23 The Government has indicated that following the publication of the code for building new homes (referred to above), similar guidance will be produced for other types of development. If the BREs Environmental Assessment Method is superseded by other national standards within the plan period, development should then comply with the most recent national guidance (see paragraph 7.21 on the Council's approach to registration of planning applications).

Cost

- 7.24 The Government is likely to raise minimum standards of sustainable design and construction for all types of buildings within the plan period through the review of Building Regulations.
- 7.25 It is anticipated that increasing demand for more sustainable technologies required to meet these standards will result in those technologies becoming more cost effective over the plan period.
- 7.26 As these standards increase, additional costs may be absorbed in a number of ways and not necessary solely by the developer. For example, with regard to domestic buildings, it is anticipated that some of the additional costs may be

absorbed through the following:

- New build generally sells at a premium over existing stock housing;
 - Home buyers may be willing to pay an additional premium equivalent to the net present value of savings they might expect from lower fuel bills;
 - The Government is proposing "no stamp duty" for most zero carbon homes;
 - As public perception changes, low carbon buildings should become more desirable and therefore people may be willing to pay a premium;
 - The housing market in Harrogate should be strong enough to absorb the additional costs without making development unviable;
 - As more sustainable technologies are used e.g. low carbon heating systems the technologies are likely to become cheaper;
 - Grants are available for microgeneration technologies to householders, community organisations, schools etc as part of the Governments Low Carbon Buildings Programme.
- 7.27 The Stern Review also makes clear that the cost of acting now to prevent the worst effects of climate change will be less than the cost of doing nothing.

On site renewable energy

- 7.28 During preparation of the Core Strategy there was general public support for requiring a % of energy to be used in major new development to come from renewable sources of energy. In advance of a local target being set in the LDF, new developments of more than 10 dwelling or 1000m² of non residential floor space should secure at least 10% of their energy from decentralised and renewable or low-carbon sources, unless, having regard to the type of development involved and its design, this is not feasible or viable, in accordance with RSS Policy ENV5.



A local biofuels business uses part of the crop to heat all its buildings.

7.29 Technologies for meeting the 10% renewable/ low-carbon energy target include combined heat and power (CHP), wind, biomass and biofuel, photovoltaic (PV) panels, solar thermal hot water collectors, energy from waste, ground source heat pumps (GSHP), micro-/small scale hydroelectric and fuel cells. The use of these and other technologies that reduce carbon emissions will depend on the scale, location and type of development proposed and appropriateness of the chosen technology e.g. in terms of impact on the built and natural environment.

c) Renewable energy projects

7.30 Stand alone renewable energy projects have an important role in addressing the issues identified in Paragraph 7.4 and in particular, achieving national and regional targets for renewable energy.

7.31 The Council encourages and supports stand alone renewable energy projects providing that they comply with this policy and Policy EQ2. For example, in conformity with the recommendations set out in the Appropriate Assessment of the Yorkshire and Humber Regional Spatial Strategy, proposals for wind energy development can, and should, be achieved without requiring development within Natura 2000 sites.

7.32 The Renewable Energy Study of North Yorkshire (October 2005) assesses landscape sensitivity areas and the potential impact of renewable energy proposals on landscape character rather than identifying specific locations for renewable energy projects. The Council will take account of the findings of this report and consider proposals for stand alone renewable energy projects on a case by case basis.

POLICY EQ2: THE NATURAL AND BUILT ENVIRONMENT AND GREEN BELT

The District's exceptionally high quality natural and built environment will be given a level of protection appropriate to its international, national and local importance. In addition, more detailed protection and where appropriate enhancement measures will be applied through the Development Control Policies DPD, relevant management plans and by working in partnership with landowners and interested parties.

Subject to the District's need to plan for new greenfield development, the landscape character of the whole District will be protected and where appropriate enhanced.

The extent and detailed boundaries of the West Yorkshire and York Green Belts in the District will not be changed.

Where criteria based planning policies cannot provide the necessary protection, local landscape designations will be identified:

- to protect the high quality of the landscape which is important to the setting of the towns of Harrogate, Knaresborough and Ripon;
- to protect those 'green wedges' in Harrogate town which are an important part of its character and distinctiveness;
- to protect appropriate green space within the main built up areas of Group A, B, and C settlements listed in Policy SG2 of this Core Strategy.

Priority measures to protect and enhance the District's natural and built environment are to:

- increase wildlife habitats and species in accordance with the District's Biodiversity Action Plan;
- review and update the Council's local Sites of Importance for Nature Conservation;
- improve the conditions of the District's Sites of Special Scientific Interest;
- carry out appraisals of the District's Conservation Areas incorporating measures for the protection and enhancement of their special interest;
- reduce the number of 'Buildings at Risk'; and
- ensure that new development incorporates high quality locally distinctive design.

Explanation

Introduction

- 7.33 The local importance of the environment in Harrogate District is clearly established through a range of international, national and local designations. Residents have expressed high satisfaction with the quality of the local environment through the following:
- District Panel Questionnaire (March 2004) (response to questions 1 and 2);
 - Harrogate District Housing Needs Assessment (2006) (table 4.2, 4.3).
- 7.34 In order to deliver elements of this policy it will be necessary to work with many local partners such as:
- Local Environmental Groups;
 - Local Strategic Partnership;
 - Landowners and businesses;
 - Voluntary and community groups.

Natural & Built Environment

- 7.35 Harrogate District contains international, national and locally designated sites and buildings that are recognised for their high quality landscape, biodiversity, architectural and historical features. These designations are protected through legislation and guidance and/or local development plan policies. These include:
- Amenity Open Space;
 - Biodiversity Action Plan (BAP) habitats;
 - Conservation Areas;
 - Green Belt;
 - Green Wedges;
 - Historic Battlefields;
 - Historic Parks and Gardens;
 - Listed Buildings;



Fountains Abbey and Studley Royal World Heritage Site

- Local Biodiversity Action Plan species (BAP);
- Local Nature Reserves (LNRs);
- Nidderdale Area of Outstanding Natural Beauty (AONB);
- Spa waters;
- Special Areas of Conservation (SACs) identified through the EC Habitats Directive;
- Scheduled Ancient Monuments (SAMs);
- Sites of Importance for Nature Conservation (SINCs);
- Sites of Special Scientific Interest (SSSIs);
- Special Landscape Areas (SLAs);
- Special Protection Areas (SPAs) identified through the EC Birds Directive;
- World Heritage Site.

- 7.36 Policy EQ2 recognises the importance of those sites/areas of international and national importance for the protection and enhancement of the Districts character, biodiversity, landscape and heritage.
- 7.37 Appropriate Assessment (as required by the European Habitats Directive) will be necessary for any development that may have a negative impact on the integrity of SPA and SAC designations within and adjoining the District. The local planning authority in consultation with Natural England will advise as to whether it is necessary for Appropriate Assessment to be carried out.
- 7.38 The recognised importance of the landscape character of the District justifies its general protection. The Council already uses the Harrogate District Landscape Character Assessment SPG (2004) for development control purposes and will continue to use this assessment to ensure the continued protection and enhancement of the Districts landscape character. This SPG will be reviewed in the future in the form of an SPD.
- 7.39 In addition, the Nidderdale AONB Management Plan (2004) sets out policies to maintain landscape character, biodiversity and the historic environment within the AONB whilst promoting peoples enjoyment of the area, promoting tourism and improving accessibility.

Green Belt

- 7.40 Green Belts are areas of land near to and around major cities which planning policies seek to keep permanently open. Harrogate District incorporates parts of the West Yorkshire and York Green Belts. The main purpose of the West

Yorkshire Green Belt as it affects the District are to check the further growth of the West Yorkshire conurbation and to protect the special character of the towns of Harrogate and Knaresborough and prevent them from merging. The main purpose of the York Green Belt is to protect the special character of the City of York.

- 7.41 Policy YH9 of RSS indicates that the general extent of the region's Green Belt should not be changed. It does, however, allow more localised review of Green Belt boundaries if justified by exceptional local circumstances. These localised reviews could mean modest reductions or increases in the size of the Green Belt. The Council does not consider that there are any exceptional local circumstances to merit changes to the Green Belt in this District. More sustainable development can be located elsewhere in the District and this will avoid the need to make reductions in the Green Belt. Nevertheless, the opportunities for sustainable development particularly around the town of Harrogate are limited and therefore there should be no increases in the Green Belt. RSS policy YH9 also states that a strategic review of the West Yorkshire Green Belt may be required to deliver longer term housing growth in West Yorkshire.

Identification of Local Landscape Designations

- 7.42 National planning guidance (PPS7) accepts that there are areas of landscape outside nationally designated areas that are particularly highly valued locally. RSS Policy YH8 sets out the importance of green infrastructure in maintaining the regions biodiversity, environmental quality and people's well-being. Harrogate District has for many years identified/designated a number of local landscape designations in the form of Special Landscape Areas (SLA) Green Wedges and Amenity Open Space to protect the landscape, setting and character of the District's main settlements.
- 7.43 National guidance also makes clear that local landscape designations should only be maintained where it can be clearly shown that criteria based planning policies cannot provide the necessary protection. The justification for retaining existing local landscape designations should be rigorously considered and any designations based on a formal and robust assessment of the qualities of the landscape concerned for example using tools such as a landscape character approach. This work will be taken forward in the Development Control Policies DPD.

- 7.44 Important open space within Group A, B and C settlements such as that for recreation and amenity will be identified and protected within the Development Control Policies DPD and marked on the Proposals Map. With regard to green space within the Districts towns, Harrogate District's SPD on Open Space in Connection with New Housing Development provides guidance on developer contributions for the provision of open space associated with housing development. Through developer contributions, this SPD will assist in the provision of new and enhancement of existing high quality open spaces such as parks and gardens, natural and semi natural greenspace, outdoor sports facilities, amenity greenspace, allotments and community gardens etc.

Priorities for the protection and enhancement of the District's natural and built environment

- 7.45 This part of Policy EQ2 identifies those features of the District's environment where priority should be given to their enhancement.

Increase in wildlife habitats and species contained in the District's Biodiversity Action Plan

- 7.46 The Local BAP identifies locally important species and habitats. More detailed policies and guidance on this will be set out in the Development Control Policies DPD and the Biodiversity Action Plan. The Council will work closely with Harrogate District Biodiversity Partnership to try to protect and where possible enhance the nationally and locally identified species.

Sites of Importance for Nature Conservation - review

- 7.47 The standards for designating Sites of Importance for Nature Conservation (SINCs) are set out by the North Yorkshire SINC Panel based on guidance from DEFRA. The Council will work closely with the North Yorkshire SINC panel to ensure that these sites are protected and, where possible, improved.

Sites of Special Scientific Interest and Sites of Importance for Nature Conservation

- 7.48 English Nature has designated 25 sites across the District as Sites of Special Scientific Interest (SSSIs). Currently some of these sites are

in unfavourable condition and in need of improvement. The Council will work with Natural England, landowners and local interest groups to improve the condition of these areas.

Review of Conservation Areas

- 7.49 The District's Conservation Areas will continue to be protected and where possible enhanced. The Council's Planning Division will work with local communities to review these areas through a series of Conservation Area Character Appraisals which aim to define and analyse the special interest which constitutes the character and appearance of a place. This work will form an up to date evidence base for the LDF and will be a material consideration when determining planning applications for development or proposing works for the preservation or enhancement of the area.

Incorporation of high quality locally distinctive design as part of all development

- 7.50 By incorporating high quality design principles and ensuring local distinctiveness the natural and built environment within Harrogate can be further enhanced. The following are examples of good design practice:

- Taking account of and, where necessary, protecting the character and local distinctiveness of the surrounding area;
- Minimising the risk of crime and fear of crime;
- Protecting and enhancing the on and, where relevant, off-site natural and historic built environment;
- Providing appropriate facilities for disabled people;

- Protecting and where possible enhancing local amenity;
- Avoiding an adverse impact on road safety and traffic congestion.

- 7.51 The Council has published a number of Design Guides which promote high quality design and will be updating these to form part of the LDF as SPDs.



Measuring the success of POLICIES ON ENVIRONMENT & QUALITY OF LIFE

- 7.54 Chapter 9 of the Core Strategy sets out the Council's approach to monitoring the success of these policies. It sets out various indicators and targets considered appropriate for this purpose.

8: Communities



Introduction

8.1 The overall vision of this Core Strategy seeks to provide better access for all residents of the District to services and facilities such as affordable housing and community facilities, including public open space and sport. More specifically, it seeks to provide improved sports facilities and new open space in Harrogate. This approach reflects both the Harrogate District Community Plan and the Council's Strategic Plan 'Realising the Potential' (2005 - 2008). These plans place emphasis on the need to improve access to jobs, services, transport and facilities for rural residents and disadvantaged groups throughout the District, and consider the needs of young people.

8.2 This chapter is about providing equal opportunities and a good quality of life for all regardless of geography or personal circumstances, ensuring that actions benefit all sections of the community. The policies contained within the chapter reflect the issues identified so far in developing the LDF:

- How can the Core Strategy contribute towards a high quality of life for all residents, giving particular attention to:
 - the younger generation
 - elderly people
 - the population with poor access to jobs shops and services
 - gypsies and travellers
 - disabled people?

8.3 The Core Strategy objectives and the policies in this chapter which deliver these are set out in the box below.

Core Strategy Objective		Policies
20	To reduce crime, anti-social behaviour and the fear of crime.	C1
21	To increase work, housing, cultural and leisure opportunities for young people.	C1
22	To reduce social isolation for the elderly and those with long term health disadvantage	C1
23	To improve accessibility to services and improvements in the quality of life in areas of the District and to those groups and individuals with greatest social disadvantage or need.	C1, C2

POLICY C1: INCLUSIVE COMMUNITIES

Proposals for the use and development of land will be assessed having regard to community needs within the District, with particular importance placed on the following specific needs identified through the Harrogate District Community Plan and other relevant strategies and plans:

- a. elderly people, especially in terms of open market housing, health, sport and recreation;
- b. young people, especially in terms of affordable housing, higher education/training and sport, leisure, cultural and entertainment facilities;
- c. the rural population especially in terms of affordable housing and access to services;
- d. disabled people, especially in terms of access to services and mobility.

Wherever possible and viable, proposals for new development will be expected to contribute to achieving:

- A reduction in the fear of crime and incidence of anti-social behaviour;
- A reduction in social inequalities and disadvantage;
- The protection and enhancement of the supply of community facilities and local services.

The Borough Council will expect developers to provide for and/or contribute towards the provision of community and other infrastructure needs generated directly by their development where this is necessary to make a scheme acceptable in planning terms.

Explanation

Introduction

8.4 This policy establishes the basis for delivering social improvements to secure sustainable development within the context of local circumstances and national and regional planning policy and guidance. It seeks to ensure that new development contributes to the creation of safe, sustainable, liveable, healthy and mixed communities with good access to jobs, key services and facilities for everyone regardless of personal circumstances. PPS1 : Delivering Sustainable Development stresses the importance of taking into account the needs of the community, including specific requirements of groups who have special needs. The RSS also recognises the need to enhance and protect rural areas as vibrant places and communities through supporting innovative means of accessing and delivering services and retaining and improving existing local services and facilities. The RSS, through Policy YH1, seeks to better connect excluded communities with the benefits and opportunities arising from growth and to improve people's accessibility to housing, employment, shopping, cultural, health, education and leisure facilities and services.

8.5 This policy is also in line with the national shared priorities for local government, which were agreed between the Government and the Local Government Association in 2002, providing a set of aims for public service delivery. Amongst others, the aims of: improving the quality of life

for children, young people and older people; promoting healthier communities; and creating safer and stronger communities, are reflected in this policy.

8.6 In accordance with PPS1, criteria a) - d) of this policy identifies those groups within the District which have particular land use and design needs as highlighted in the Harrogate District Community Plan and other plans and strategies. Local evidence on the need for more affordable housing and more sports pitches has already been provided for this Core Strategy. Further local evidence on open market housing (e.g. for the elderly) will be forthcoming in the Council's Strategic Housing Market Assessment and this will inform the allocation of land for new homes in the Site Allocations (Homes and Jobs) DPD and the Development Control Policies DPD.

8.7 The Council seeks to provide for these needs through relevant Core Strategy policies e.g. Policies HLP3, HLP4 and C2; in other development plan documents and supplementary planning documents on planning obligations; in conjunction with other plans and strategies.

8.8 The rest of the policy sets out the key expectations of the Council when planning applications are submitted in order to ensure the development of sustainable communities in the District. Design and Access Statements accompanying planning applications should seek to address the first two bullet points in this part of the policy. Other local development documents will provide operational details on how community



facilities, including sport and recreation and local services will be protected and enhanced, and the necessary infrastructure secured when determining planning applications.

Elderly people

- 8.9 Harrogate District has a greater proportion of elderly people in the District than the national average and is an area chosen by increasing numbers of people as a desirable location to retire. This highlights the need to provide for this rapidly growing section of the community in sectors such as housing and health.
- 8.10 The Housing Needs Survey has not highlighted a specific need for affordable housing for the elderly, however there is a high demand for open market housing by the elderly in the Harrogate District. The need for specialist accommodation for the frail elderly is likely to increase as the numbers of frail older people in the population increase and there is likely to be higher demand for other forms of accommodation such as housing with on site support, care staff and extra care facilities due to the greater expectations of older people that they will be able to remain independent at home (North Yorkshire Supporting People Strategy).
- 8.11 The LDF Issues & Options and District Panel Consultations have indicated a broad agreement that there is a need for more housing for the elderly across the District and that the provision of appropriate housing plays a particularly important role in the quality of life of elderly people. The approach to secure more open market housing for the elderly is in line with Government advice contained within the Supporting People Programme and work and projects carried out by North Yorkshire County Council as part of their Supporting People Strategy which provides help for the elderly to live independently. The Development Control Policies DPD will assess in more detail the overall housing demand in the District. The Site Allocations (Homes and Jobs)

DPD will provide guidelines for the development of the allocated housing sites to ensure the provision of homes for a range of size, type and tenure of household that reflects the needs of the area as identified by RSS Policy H4.

- 8.12 The main agency with responsibility for health provision is the North Yorkshire and York Primary Care Trust who have identified through their Strategic Service Development Plan a preferred model for Harrogate District. This is based on a 'locality focused network' that requires GPs to provide a comprehensive range of services and proposes the development of services in the community in a way that will ensure that services are accessible to the neediest areas. Although this approach is important for all ages of the population, the availability of health facilities is vital to the lives of the elderly who are likely to access them more frequently. As part of this programme there is potential to develop the Jennyfields and Knaresborough Road Health Centres as 'healthy living' centres providing a wider range of services and co-location of related services such as voluntary and social services. The preferred model for Ripon and the rural parts of the district is to have health service provision as close to home as possible and an element of this would be the development of services at Ripon Community Hospital.

Young people

- 8.13 Both the County and District Community Plans place emphasis on considering the needs of young people. Of particular importance is the need to increase the range and quality of opportunities for post-18 education in the District in order to reduce the loss of skills and talent from the District. Since the closure of the Ripon campus of the College of Ripon and York St John there has been no residential higher education establishment within the District. Harrogate College, which provides adult learning and education up to age 18, has merged with Leeds Metropolitan University to become Leeds Met Harrogate and has indicated a commitment to redevelop and extend the facilities at the existing site.
- 8.14 The District's Community Plan identified through statistics and research, and reaffirmed through consultation work with local organisations at the Community Conference, the major issue of the increasing gap between the cost of market housing and the financial resources of young people. This further highlights the need to provide affordable housing across the District as covered by Chapter 4, Homes for Local People.

- 8.15 The need for more cultural, sport, leisure and entertainment facilities has also been identified as a key issue for the young (LDF Issues and District Panel Consultation). The provision of these is consistent with the RSS approach and supports the Government's objectives for increasing participation in sport and reducing the incidence of anti-social behaviour. These objectives are laid down in: PPG17: Planning for Open Space, Sport and Recreation; Game Plan: A Strategy for delivering the Government's Sport and Physical Activity Objectives; at a regional level in the Yorkshire Plan for Sport and the Regional Cultural Strategy; and locally by the Harrogate District Cultural Strategy.



Hampsthwaite Primary School.

Rural Population/Disabled people

- 8.16 Geographical access to services such as a post office, GP surgery, food shop and a primary school is a significant issue in the rural areas of Harrogate District. Across the District, 17 (53%) wards are ranked in the 25% of wards in England with the poorest access to services with 8 (25%) wards in the poorest 10% of wards (CHRD Health Profile). The ability to participate in social, cultural and leisure activities is important to people's quality of life and can play a major part in improving health, reducing crime and building cohesive communities. The need to improve access to services and facilities for disadvantaged groups, including rural residents and those with poor mobility throughout the District, is also identified as an important objective of the District's Community Plan and Corporate Strategy.
- 8.17 The approach being taken in relation to the settlement growth of villages (policies SG2, SG3 & SG4) will help to concentrate growth close to services and good public transport routes in rural areas helping to secure better access to essential services for rural residents. It is also important to ensure that those living in the urban areas and particularly those with poor mobility and the disabled will also have good access to

services and facilities. Policy C1 therefore aims to increase and protect a supply of accessible community facilities and other local services for all residents. The details of this approach will be set out in the Development Control Policies DPD. Community facilities cover a wide range of services and facilities which are used by the community for health, sport and recreation, leisure, education, and religious purposes. Examples of local services include village shops and post offices.

- 8.18 There is a high level of need for affordable housing in the rural areas of the District. The provision of affordable housing is addressed through Saved Policy H5 of the adopted Harrogate District Local Plan and Policies HLP3 & 4.
- 8.19 The needs of the rural population and the disabled have also been identified by public, private and voluntary agencies in their own strategies and plans, the delivery of which will be undertaken by various agencies. Partnership working will be very important in providing for these needs. Policy C1 assists in meeting these needs by encouraging proposals to take account particularly of the groups mentioned; by seeking to reduce crime and anti-social behaviour; and protecting the supply of community facilities and local services.

Community Infrastructure/ Planning Obligations

- 8.20 A key vehicle for providing community services and facilities is the use of planning obligations which are typically legal agreements negotiated between local authorities and developers as part of a planning consent. They provide a means to ensure that a proposed development contributes to the creation of sustainable communities through the provision of necessary infrastructure and facilities either on-site or through financial contributions to provision off-site.
- 8.21 Policy C1 is consistent with the principles laid down in Circular 05/2005: Planning Obligations in that it seeks planning obligations for infrastructure needs generated directly by the development, where this is necessary to make the scheme acceptable in planning terms, and the provision or contributions will be directly related to the proposed development.
- 8.22 The nature and scale of any provision or developer contributions sought for this purpose will be directly related to the form of development, its potential impact upon the surrounding area and the need for contributions towards affordable housing, sport and recreation, primary

education, village hall requirements and transport infrastructure including footpaths, cycling, highways and public transport. For sometime the Council has required the provision of open space and affordable housing in association with new housing development and has sought to negotiate reasonable and appropriate financial contributions towards open space, primary educational facilities, transport infrastructure and, more recently, village halls where they are required as a direct consequence of the development.

- 8.23 As well as the existing infrastructure requirements the Council will seek appropriate

requirements in relation to the following:

- secondary education;
- health and social care;
- major transport infrastructure as identified in the NYCC Local Transport Plan or through other relevant studies;
- other community facilities (including meeting halls, youth activities, library services, cultural facilities and places of worship);
- environmental mitigation and improvements;
- drainage/flood prevention;
- waste recycling facilities.

POLICY C2: GYPSIES & TRAVELLERS

Where a need for additional gypsy and traveller sites is established, the Council will make appropriate provision through the identification of sites in the Site Allocations (Homes and Jobs) DPD in accordance with the following approach:

1. to examine the opportunities that may exist for the extension of existing sites, and if this is not possible or appropriate;
2. to identify additional sites that are well related to Category A and B settlements identified in Policy SG2. Proposals for sites elsewhere will not normally be acceptable.

Proposals for new sites or extensions to existing sites, whether land allocations in a DPD or planning applications responding to unexpected need, should:

- not be located where there would be a detrimental impact on highway safety or the flow of traffic;
- be of an appropriate size to be able to provide acceptable living conditions and provide for the number of pitches required, access roads, amenity blocks, children's play areas and space for commercial vehicles;
- Not materially harm the natural, archaeological and historic environment including landscape character;
- not materially harm residential amenity.

Planning applications for new sites (not involving the extension of existing sites) will need to include a statement to justify why an existing site cannot be extended and a new site is needed.

Explanation

- 8.24 Circular 01/06 : Planning for Gypsy and Traveller Caravan Sites establishes the process for making appropriate provision for gypsy and traveller sites within each District after the number of pitches required has been assessed for the Region and each local authority. The RSS recognises the need to make additional provision and highlights the need to undertake an assessment to fully understand patterns of need and the adequacy of current provision. North Yorkshire is identified as an area where it may be appropriate to promote rural exception sites to deliver additional provision. A study by the RSS Housing Board identifying the accommodation needs of gypsies and travellers has been completed to inform the development of

RSS policy. This found a need for 257 additional pitches in the period to 2010 across the Region including a requirement for 57 for North Yorkshire. An individual local authority requirement is to be produced once the joint outcome of further research to examine needs across North Yorkshire has been completed (expected at the end of 2007).

- 8.25 It is unlikely that there will be a significant need for new pitches within the Harrogate District, and therefore the approach is to meet any requirement through the extension of existing sites. If a need for additional sites is established, it is proposed that they should be well related to the Category A and B settlements referred to in Policy SG2, as these are the settlements that have a reasonable range of services and facilities and are served by

public transport. It is important that gypsies and travellers are given the same opportunities to access local services and facilities as the resident community.

- 8.26 As well as Policy C2, all proposals involving new sites and extensions to existing sites will also have to be assessed against Policy EQ2: The natural and built environment and Green Belt, Policy TRA1 regarding accessibility and Policy C1: Inclusive Communities.

- 8.28 The identification of any additional sites will be through the Site Allocations (Homes and Jobs) DPD in consultation with the gypsy and traveller communities, the Borough Council, Town and Parish Councils, the County Council, the Regional Assembly as well as the community as a whole.

POLICY C3: (This policy deleted)

*(Policy deleted in accordance with the report on the Examination into the Harrogate District Core Strategy.)

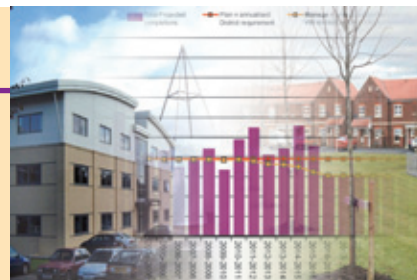
Measuring the success of POLICIES ON COMMUNITIES

- 8.27 Chapter 9 of the Core Strategy sets out the Council's approach to monitoring the success of these policies. It sets out various indicators and targets considered appropriate for this purpose.



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9: Measuring Success



Introduction

- 9.1 Monitoring is a key aspect of the Government's 'plan, monitor and manage' approach to the planning system. It is crucial to the successful delivery of the spatial vision and objectives of the Local Development Framework.

Core Strategy

- 9.2 In order to measure the success of the Core Strategy in achieving its vision and objectives for Harrogate District in 2021, and to 2023 for housing policies, a structured approach is necessary.
- 9.3 Monitoring is based on policies, indicators and targets. To measure the performance of a policy requires identification of relevant indicators and setting of appropriate targets.
- 9.4 The indicators used are Core Output Indicators set by the Government, supplemented by local indicators where required to address issues of particular local importance.
- 9.5 Table 2 (overleaf) sets out these indicators in relation to each Core Strategy policy. The table shows to which Core Strategy objective each policy is related and the agency/organisations responsible for delivering each policy and who will be involved in the collection and measuring of information in relation to the policy. Targets are also identified wherever possible.
- 9.6 The Council is preparing other DPDs that will deal with site specific or other detailed matters. The monitoring of these documents will take place separately but in many cases will be closely linked to the overall spatial principles established in the Core Strategy. The monitoring of DPDs will draw information from other stakeholders and feed information into other monitoring documents such as the RSS Annual Monitoring Report. The Monitoring Framework and choice of indicators and targets has been developed with these links in mind.
- 9.7 The result of all the monitoring undertaken in connection with individual documents will be drawn together and reviewed in the Council's Annual Monitoring Report. This will enable the Monitoring Framework to be developed over time as the preparation of the LDF evolves.
- 9.8 The AMR will also assess the extent of non-implementation of policies in the Core Strategy. Where a Core Strategy policy is found not to be meeting its objective the AMR will explain the reason for this and set out what action should be taken to remedy the situation. This may include action to ensure that the policy can be implemented, amendments to the policy to achieve the desired objective or deletion or replacement of the policy due to changed circumstances.

TABLE 2: Core Strategy Performance Indicators

Core Strategy Policy	Core Strategy Objective	Indicator (& type)	Target	Responsible Agencies
SG1 & 5	6	Net additional dwellings pa (core output 2a(i) to (v))	390 pa, monitored through housing trajectory	HBC, developers
SG2	1,2,3 & 4	Net additional dwellings completed per annum in group A, B & C settlements (local output)	Harrogate 48% Knaresborough 14% Ripon 8% Boroughbridge 3.5% Masham 2% Pateley Bridge 3% Villages & countryside 21.5%	HBC, developers
SG1 & 4	6	% of new and converted dwellings completed on previously developed land (pdl) (core output 2b)	70% completions on previously developed land	HBC, developers
		% of new dwellings completed at <30dph; 30-50dph; >50dph. (core output 2c)	30 dph minimum (from PPS3)	HBC, developers
SG1, HLP3 & 4	9	Affordable housing completed through RSS Policy H4, Saved Local Plan Policy H5 and CS policies SG1, HLP3 & 4 (core output 2d)	Annual average of 160 affordable dwellings across the District (indicative, interim target in RSS)	HBC, RSLs, developers
SG1, HLP3 & 4	9	% of new subsidised rented dwellings completed pa (local output)	65% of total number of affordable homes completed pa (derived from 2006 Housing Needs Assessment and to be updated when the HNA is reviewed)	HBC, RSLs, developers
		% of new low cost home ownership dwellings properties completed pa (local output)	35% of total number of affordable homes completed pa (derived from 2006 Housing Needs Assessment and to be updated when the HNA is reviewed)	HBC, RSLs, developers
HLP3	9	No. of rural exception sites completed (local output)	Target to be set upon adoption of the Site Allocations (Homes & Jobs) DPD	HBC, RSLs, developers
JB1	10/11	1. Total and type of tourist visitors to the District and spend (local output)	Increase the value of visitor spend by 2% pa	HIC, Yorkshire Dales & Harrogate Tourism Partnership
	11	2. RMT project completions (local output)	No. of projects completed pa	Yorkshire Forward, Market Town Teams
JB2	13	No. and type of hotel bed spaces (local output)	Net increase in the no. and type of bed spaces pa	Development Control Policies DPD, DC Process

Core Strategy Policy	Core Strategy Objective	Indicator (& type)	Target	Responsible Agencies
JB3	12	1. Amount of land developed by type (core output 1a)	Avge of 3ha pa across the District achieved over last 10 years (no specific target to be set)	Site Allocations (Homes & Jobs) DPD
		2. %age of employment type on previously developed land (core output 1c)	Target to be set in other Local Development Documents	DC process
		3. Loss of employment land to other uses (core output 1f)	Issue to be addressed in Development Control Policies DPD but no target to be set	Development Control Policies DPD, DC process
JB4	13	1. %age of completed retail, office and leisure development in town and local shopping centres compared to total completed developments in the District (core output 4b)	Target to be set in other LDDs	Harrogate Town AAP, DC process
		2. Shop vacancy rates and non-retail use in town and local shopping centres (local output)	Vacancy rate to be no higher than 7.0%	HBC Economic Development Unit
TRA1 & 3	14/16	1. %age of sites granted permission which have a positive accessibility score in Appendix 8 (local output)	Target to be set in the Site Allocations (Homes & Jobs) DPD	HBC, NYCC, developers & bus & rail operators
	15	2. %age of sites granted permission which include a Transport Assessment and/or Travel Plan when provision is advised by highway authority/local planning authority (local output)	Target to be set in the Site Allocations (Homes & Jobs) DPD	HBC, developers
TRA2	16	No. of bus & rail journeys pa and no. of cycling trips pa (local output)	Continuing %age increase year on year	NYCC (LTP)/ HBC/transport providers
TRA3	16	Preparation of the Harrogate & Knaresborough Area Plan	Adoption by 2013	HBC, NYCC, LCC, WYPTE TO
EQ1	17	1. Renewable energy capacity installed by type (core output 9)	RSS total of 17mW installed grid-connected renewable energy capacity by 2010 & 70mW by 2021	HBC, developers
	19	2. No. of planning applications that attain the highest standards of sustainable construction design (local output)	100% of all new development (except extensions) to have a certificate meeting appropriate levels in part b (or higher national standard) of the policy	HBC

Core Strategy Policy	Core Strategy Objective	Indicator (& type)	Target	Responsible Agencies
	17	3. No. of planning permissions granted within the District contrary to EA advice on grounds of flood defence (core output 7)	0% without EA support	HBC & Environment Agency
		4. Amount of household waste recycled (local output)	HBC Performance Plan 2007/08 target of 24.36%	HBC
EQ2	19	No. of planning applications meeting the criteria for consideration in local design awards (local output)	Eligibility standards to be set in local design awards	HBC
	18	2. Favourable changes in the condition status of natural sites (local output)	95% of sites to be in a favourable condition as set by Natural England by 2010	HBC/ Natural England
	18	3. Change in areas and populations of biodiversity importance (core output 8)	Target to be set in BAP	HBC/ Natural England
	18	4. Changes to international, national and locally designated sites and buildings recognised for their high quality landscape, biodiversity, architectural and historical features (local output)	No net loss of sites or damage of sites of international, national or local significance	HBC
C1	20/22	1. Geographic access to services by wards	Avoid loss of services in all wards, with special attention given to those wards with the poorest access to services	PCT, Gov't, HBC/ DC Process
	21	2. No. of sports pitches available for public use, amount of open space per 1000 population and no. and location of sports, recreation, leisure and cultural facilities (local output)	No reduction in no. of facilities	HBC/ DC process
C2	23	No. of planning permissions granted for gypsy and caravan sites and no. of pitches provided for permanent gypsy or traveller accommodation (local output)	Target to be set within the Site Allocations (Homes & Jobs) DPD	HBC/ DC process

HBC = Harrogate Borough Council, HIC = Harrogate International Centre, DC = Development Control, RSL = Registered Social Landlord, NYCC = North Yorkshire County Council, (LTP) Local Transport Plan, LCC = Leeds City Council, PCT = Primary Care Trust, TO = Transport Operators, WYPTE = West Yorkshire Passenger Transport Executive

Appendix 1

A Glossary of Terms

A

Accessibility: Being able to access key services and facilities which are essential to social inclusion such as jobs, shops, education, healthcare. Improving transport services, particularly alternatives to the car, is an essential element of improving accessibility.

Amenity Open Space: An area that is primarily of visual importance but may also be used for recreation, either formally or informally.

Annual Monitoring Report: This forms part of the local development framework and will assess the implementation of the local development scheme and the extent to which policies in local development documents are being successfully implemented.

Appropriate Assessment: Assessment of any plan, strategy or development proposal that is likely to have a significant adverse effect on the integrity of a Natura 2000 site (e.g. an SPA or SAC).

B

Biodiversity: A general term for the extent of variety of life on Earth or any given part of it. The variety is considered in terms of species of plants, animals and microorganisms, and the ecosystems of which they are part.

Biodiversity Action Plan (BAP): UK's initiative to maintain and enhance Biodiversity generally prepared by local authorities.

Brownfield land: Previously developed land. This can include both land and premises and refers to a site that has previously been used or developed and is not currently fully in use, although it may be partially occupied or utilised. It may also be vacant, derelict or contaminated. Brownfield land excludes open spaces and land where the remains of previous use have blended into the landscape, or have been overtaken by nature conservation value or amenity use and cannot be regarded as requiring development.

Buildings at Risk: The Buildings At Risk register is a list compiled by English Heritage of listed buildings and scheduled ancient monuments believed to be at risk due to neglect or decay. It covers buildings that are grade I or grade II* listed.

Building Regulations: Designed to uphold the standards of public safety, health, and construction, these regulations are in place and have been formulated to control the quality of buildings.

Building Research Establishment (BRE): BRE provide a range of consultancy, commissioned research, certification and testing services covering all aspects of the built environment, and associated industries. For example the Environmental Assessment Method which is used as a means of reviewing and improving the environmental performance of buildings.

C

Carbon Dioxide (CO₂): Carbon Dioxide is a naturally occurring gas comprising 0.04 per cent of the atmosphere. The burning of fossil fuels releases carbon dioxide fixed by plants over millions of years ago, and this has increased its concentration in the atmosphere by some 12% over the last century. It contributes about 60% of the potential global warming effect of man-made emissions of greenhouse gases.

Climate Change: The UK Programme DEFRA 2000. Terminology to describe the rise of average global temperature arising from worldwide industrialisation.

Clusters: Geographic concentrations of organisations in related industries that are linked together because they share a common element. They are organisations that compete but also co-operate.

Cohesive Communities: A cohesive community is one where:

- there is a common vision and a sense of belonging for all communities;
- the diversity of people's different backgrounds and circumstances is appreciated and positively valued;
- those from different backgrounds have similar life opportunities;
- strong and positive relationships are being developed between people from different backgrounds and circumstances in the workplace, in schools and within neighbourhoods.

Combined Heat and Power: Combined power of electricity and usable heat is known as Combined Heat and Power (CHP). Steam or hot water, which would otherwise be rejected when electricity alone is produced, is used for space or process heating.

Community Heating Systems: A community heating system is one that supplies heat to a number of building from a common heat source. It may comprise, for example, a system heating a block of flats or a larger scale system heating many buildings.

Conservation Area: An area designated by a local planning authority under Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990. The Act defines conservation areas as areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. To this end, conservation policies within the Plan impose tighter controls over development that would be appropriate elsewhere.

D

Development Plan Document: Spatial planning documents that are subject to independent examination and, together with the Regional Spatial Strategy, will form the development plan for a local authority area for the purposes of the Act. They can include a Core Strategy, Site Specific Allocations of land, and Area Action Plans.

District Panel: The District Panel is made from 1,500 residents who represent the community of the Harrogate District with regard to age, gender and address. The Panel were invited to respond to questionnaires/surveys regarding Council services.

Draft Corporate Rural Community Investment Plan: Produced by Harrogate Borough Council's Economic Development Unit, this identifies the services that the Council provides in the District's rural areas and considers emerging needs and opportunities.

E

Employment Land: Land allocated for business, industrial and storage and distribution uses. B1, B2 and B8 uses as defined by the General Development Order

Employment Land Review (ELR): Study commissioned by the Council to inform the Core Strategy and subsequent Land Allocations DPD. The main stages of the study provide: a review of Harrogate Borough's employment site portfolio; a picture of future requirements; and recommendations to ensure an appropriate portfolio of sites.

F

Financial Appraisal: A formal procedure required by Harrogate Borough Council to demonstrate how much affordable housing can/cannot be provided as part of a residential development, further details of which are given in the Draft SPD on Affordable Housing.

G

Golden Triangle Area: An area covering Harrogate

District, City of York and the northern part of Leeds City Council.

Green Belt: A designated area of largely open land, which surrounds or separates large urban areas. It is the aim of planning policy to keep such land open in character, through strict and longstanding controls over development, in order to prevent urban sprawl.

Greenfield Land: Land which is undeveloped and has never been built upon. It is generally located outside the existing built up area and usually in agricultural use.

Greenhouse Gas: A gas which 'traps' energy radiated by the Earth within the atmosphere. Carbon dioxide (CO²) is the most important greenhouse gas being emitted by humans.

Green Wedges: Areas of largely open and undeveloped land, extending into an urban area and serving to physically separate development on either side, thereby contributing to the character and appearance of the urban area.

H

Harrogate District Housing Strategy 2006-2007: Harrogate Borough Council's strategy for providing housing opportunities for all households in the District.

Highways Agency: Executive Agency of Department for Transport who manage and maintain the motorway and trunk road network in England.

Historic Battlefields: The Register of Historic Battlefields in England is compiled and maintained by English Heritage.

Historic Parks and Gardens: Parks and Gardens of national importance are listed in the Register of Parks and Gardens of Special Historic Interest in England which is compiled by English Heritage. Other parks and gardens that are considered to provide a significant contribution to the landscape of the District have been identified by Harrogate Borough Council.

Housing Cake: the distribution of the District's housing requirement proportionate to the level of affordable housing need in each part of the District

Housing Corporation: The non-departmental public body that funds and regulates Registered Social Landlords in Britain.

Housing Needs Assessment: A study which assesses the future housing needs of the District, in terms of size, type and affordability of dwellings. The Harrogate District 2006 Housing Needs Assessment was published in May 2007.

Housing Needs Sub-Areas: Areas which equate with the Council's longstanding Council house letting areas.

Each sub-area is made up of a number of parishes. The Harrogate District 2006 Housing Needs Assessment identifies the level of need for affordable housing in each sub-area.

Housing Requirement: The number of dwellings required to be built in the District per annum throughout the plan period.

Housing Trajectory: This is a means of showing past and future housing performance by identifying the predicted provision of housing over the lifespan of the local development framework.

I

Indicators: These are used to measure the performance of policies within LDFs. Two types of indicator are used in the Core Strategy:

- Core Output Indicators - these have been identified by the Government to measure key national and regional criteria and must be collected in order to provide a comprehensive regional and national data set;
- Local Output Indicators - these address the outputs of policies not covered by the LDF core output indicators and have been developed to address and measure matters of particular local importance.

J, K, L

Landscape Character Assessment: This study provides a detailed breakdown of the District into 106 smaller Character Areas, each with their own distinct character and sense of place. These areas are described in detail with regard to geology, landform, drainage, land use, vegetation, wildlife, built form and communications.

Leeds City Region: The Leeds City Region comprises the districts of Bradford, Calderdale, Kirklees, Leeds and Wakefield in West Yorkshire, the whole of Barnsley in South Yorkshire, the unitary authority of York and in North Yorkshire, Selby and the southern parts of Craven and Harrogate Districts. The cities and towns form a functional City Region with strong links between places. The Leeds City Region is likely to remain the most significant economic driver of the Yorkshire and Humber economy.

Listed Buildings: A building included in a statutory list compiled by the Department for Culture, Media and Sport as a consequence of its architectural or historic interest, group value or historical association with nationally important people or events. These are placed in one of three grades to give an indication of their relative importance (Grades I, II* and II, in descending order) - with almost 95% of listed buildings falling within the lowest grade. Most works to, or affecting, a listed building require listed building consent.

Local Agenda 21: An international action programme for

the 21st century, seeking to achieve global sustainability. It was adopted by the United Nations Conference on Environment and Development (The Earth Summit), held in Rio in 1992.

Local Development Document (LDD): The collective terms in the Act for Development Plan Documents, Supplementary Planning Documents and the Statement of Community Involvement.

Local Development Framework (LDF): The name for the portfolio of Local Development Documents. The LDF includes Development Plan Documents, Supplementary Planning Documents, Statement of Community Involvement, the Local Development Scheme and Annual Monitoring Reports. Together these documents will provide the framework for delivering the spatial planning strategy for a local authority area.

Local Development Scheme (LDS): Sets out the programme for preparing Local Development Documents. All authorities were required to submit a scheme to the Secretary of State within six months of commencement of the Act and review the LDS on an annual basis.

Local Landscape Designation: Areas designated by local authorities to protect landscape outside of nationally designated areas that is particularly highly valued locally.

Local Nature Reserves (LNRs): Habitat of local significance which make important contributions both to nature conservation and to the promotion of opportunities for the public to see, learn about and enjoy wildlife. They are statutorily designated under section 21 of the National Parks and Access to the Countryside Act 1949, usually by a local planning authority following consultation with English Nature.

Local Strategic Partnership: An overall partnership of people that brings together organisations from the public, private, community and voluntary sector within a local authority area, with the objective of improving people's quality of life.

Local Transport Plan (LTP): A statutory requirement of local highway authorities, under the Transport Act 2000, to produce plans which aim to deliver more sustainable transport. Produced every 5 years.

Low Carbon Building Programme: The BERR's Low Carbon buildings programme provides grants for microgeneration technologies for householders, community organisations, schools, the public sector and businesses.

Low Cost Home ownership: A form of affordable housing, which encompasses shared ownership and discounted home ownership housing, further details of which are given in the Draft SPD on Affordable Housing

M

Microgeneration: Microgeneration is the production of heat or power on a very small scale, when compared to the outputs of a typical fossil-fuelled power station. Microgeneration technologies are environmentally friendly. They do not deplete the earth's natural resources and in most instances do not release carbon into the atmosphere.

Minerals and Waste Development Framework: The Minerals and Waste Development Framework provides planning policies for minerals and waste development within North Yorkshire and is produced by North Yorkshire County Council.

N

Natural and Semi Natural Green Space: A well managed, easily accessible, semi natural and native environment designated and protected for wildlife and managed to encourage nature conservation and enhancement. Includes water areas, information boards, bins, picnic areas, paths, appropriate car parking and is clean with no litter, fly-tipped rubbish or dog fouling etc.

Natura 2000 Sites: The network of areas designated to conserve natural habitats and species of wildlife which are rare, endangered or vulnerable in the European Community. The term Natura 2000 comes from the 1992 EC Habitats Directive, it symbolises the conservation of precious natural resources for the year 2000 and beyond.

Natural England: Natural England works for people, places and nature to conserve and enhance biodiversity, landscapes and wildlife in rural, urban, coastal and marine areas. Natural England brings together English Nature, the Countryside Agency and the Rural Development Service.

Nidderdale Area of Outstanding Natural Beauty (AONB): A statutorily designated area of attractive and distinctive character. The primary purpose of AONB designation is to conserve and enhance the natural beauty of the landscape

Nidderdale AONB Management Plan: This Management Plan provides a guide to landscape change within the Nidderdale AONB. The Plan shows what needs to be done, by whom, in which order of priority and with what resources.

O, P

Package of measures to tackle traffic congestion: A number of complementary measures to encourage more journeys by public transport, walking and cycling and encourage developments in locations well served by public transport.

Planning Obligations: Agreements between LPAs and developers secured in the context of a planning consent to ensure the provision of specific items such as open space, infrastructure, affordable housing etc. Also referred to as section 106 agreement after the relevant part of the Town and Country Planning Act.

Planning Policy Guidance: Government statements of national planning policy (being superseded by PPSs).

Planning Policy Statement: Government statements of national planning policy (being phased in to supersede PPGs).

Previously Developed Land: Brownfield land (see brownfield land).

Q, R

Regional Cultural Strategy: Strategy prepared by Yorkshire Culture, a partnership of regional cultural interests, with backing from Dept of Media Culture and Sport.

Regional Economic Strategy (RES): Yorkshire Forward's 10 year strategy for sustainable economic growth in the Yorkshire & Humber Region.

Regional Spatial Strategy (RSS): Sets out the region's policies in relation to the development and use of land and forms part of the development plan for local planning authorities. Planning Policy Statement 11 'Regional Spatial Strategies' provides detailed guidance on the function and preparation of Regional Spatial Strategies.

Regional Transport Strategy (RTS): Included within the Regional Spatial Strategy. RTS supports the RSS but also provides a strategic steer on transport investment and management.

Registered Social Landlord (RSL): A housing association or a not for profit company registered with and regulated by the Housing Corporation to provide affordable housing.

Renaissance Market Towns programme: A Yorkshire Forward initiative to create and deliver a vision for renaissance of a town over the next 25 years translated into action plans for implementation

Renewable Energy: Energy derived from a source which is continually replenished, such as wind and wave power.

Rural Diversification: Diversification of the rural economy to provide wide and varied employment opportunities for rural people.

Rural Exception Sites: Small sites that are developed solely for affordable housing, with the involvement of a Registered Social Landlord.

S

Scheduled Ancient Monument (SAM): A Scheduled Ancient Monument is defined in the Ancient Monuments and Archaeological Areas Act 1979 and the National Heritage Act 1983. It is a protected archaeological site or historic building considered to be of national importance.

Settlement Hierarchy: The concentrated pattern of development dependent on the role of the settlement.

Sites of Importance for Nature Conservation (SINC): A non-statutory designation adopted by local authorities for areas of significant local nature conservation value, such as semi-natural habitats of importance for their flora and/or fauna.

Sites of Special Scientific Interest (SSSI): SSSIs are notified under the Wildlife and Countryside Act 1981 as areas of land or water which are of special interest by reason of their biological, geological or physiographical interest.

Site Viability: Whether or not it is financially viable to deliver affordable housing as part of a residential development

Small and Medium Size Enterprises (SME): An independent business managed by its owner or part owners and having a small market share either by number of employees or turnover.

Social Housing Grant: Government subsidy to help with the cost of providing new affordable homes.

Social Inequalities: Describes the different experiences of social groups in the UK today in six key areas: education, work, income, living standards, health, and participation. It looks at the 'advantaged' as well as the 'disadvantaged' and explores the relative differences between them.

Spatial: Spatial planning refers to the methods used largely by the public sector to influence the future distribution of activities in space.

Special Landscape Areas: A type of Local Landscape Designation identified in the development plan by local authorities.

Special Areas of Conservation (SACs): Area protected under the EC Habitats Directive enacted by the UK Parliament in 1994 for its importance to biodiversity. This designation gives protection to the habitat. SACs form part of a network of protected wildlife sites across the European Union called Natura 2000.

Special Protection Areas (SPAs): Site with statutory protection of international importance to biodiversity. Classified under EC Directive on the Conservation of Wild Birds. SPAs form part of a network of protected wildlife sites across the European Union called Natura 2000.

Stand Alone Renewable Energy: Development solely for renewable energy technologies, not projects that form part of existing or proposed uses such as housing or employment e.g. wind farms.

Stern Review: This review was carried out to provide a report to the Prime Minister and Chancellor detailed information regarding the economics of moving towards a low-carbon global economy, the potential of different approaches for adaptation to changes in the climate, and specific lessons for the UK, in the context of its existing climate change goals.

Strategic Housing Market Assessment: An assessment, undertaken by local or regional authorities, of how local housing markets function.

Strategic Flood Risk Assessment (SFRA): Assessment of risk of flooding within a defined area (in this case North West Yorkshire) for forward planning or development control purposes.

Sub-Regional Investment Plan: Delivers the Regional Economic Strategy at the sub-regional level.

Subsidised Rented Housing: A form of affordable housing, further details of which are given in the Draft SPD on Affordable Housing.

Supplementary Planning Document (SPD): Elaborates on policies or proposals in DPDs and gives additional planning guidance.

Supporting People Programme: The Government's Supporting People Programme aims to redirect current funding for services to help people live independently, so that local authorities and their partners can plan and deliver support services in a more consistent and accountable way.

Sustainability Appraisal: Tool for appraising policies to ensure they reflect sustainable development objectives (i.e. social, environmental and economic factors) and required in the Act to be undertaken for Development Plan Documents and Supplementary Planning Documents.

Sustainable Development: Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

Sustainable Drainage Systems: Sustainable Drainage is an environmentally friendly way of dealing with surface water runoff which avoids the problems associated with conventional drainage practice.

T

Targets: Thresholds which identify the scale of change to be derived from policies over a specific time period.

Town Team Delivery Plan: An output of the Renaissance Market Towns programme which sets out a portfolio of prioritised projects with delivery mechanisms.

Traffic congestion: The NYCC Local Transport Plan defines 3 main types of congestion:

- Urban Congestion - sections of the highway network in towns which experience traffic congestion as a result of the volume of traffic and/or a specific network capacity constraint;
- Rural Congestion - lengths of road or villages which experience traffic congestion usually arising from summertime tourist traffic;
- Inter-Urban Congestion - lengths of road into or between urban centres which experience traffic congestion usually at peak commuter times. In most cases these are associated with travel to urban areas outside North Yorkshire.

Transport Assessment: This is prepared and submitted alongside planning applications for developments likely to have significant transport implications. Guidance for their preparation can be found in 'Guidance on Transport Assessment' Department for Transport 2007. This also refers to Travel Plans.

Travellers' Sites: These are sites either for settled occupation, temporary stopping places, or transit sites for people of nomadic habit of life, such as travellers and gypsies.

U

Urban Extension: A large new development on the edge of an existing settlement.

V, W

Waste Management Strategy: This document has been produced by North Yorkshire County Council in response to European and UK legislation and provides the framework for how waste in the North Yorkshire is to be managed over the next 20 years.

Windfalls: Sites that come forward for development that could not be identified previously as they were then in active use.

World Heritage Site: A natural or cultural site listed by the inter-governmental World Heritage Committee as being of international importance. Individual governments are responsible for ensuring the protection of site on the World Heritage List.

X,Y

Yorkshire Forward: Regional development agency for Yorkshire and the Humber.

Z

Zero Carbon: A zero carbon building is defined as a property with no net emissions of Carbon dioxide from all energy use.

Appendix 2

The Community Plans & The Core Strategy

The Harrogate District Community Plan, February 2004

Operational Objectives	How will the Core Strategy deliver the Objectives?	How will other Local Development Documents (LDDs) deliver the Objectives?
1) To maximise the stock of appropriate affordable housing throughout the District	<p>Chapter 4: Homes for Local People</p> <p>The Core Strategy recognises the need for and the benefits of providing affordable housing for local people and sets out the Councils approach to securing affordable housing through, for example:</p> <ul style="list-style-type: none"> ● Securing on-site affordable housing provision to meet local needs; ● Working closely with Parish Council's, local residents and landowners to allocate small rural exceptions within or on the edge of market towns and villages (group B and C settlements as set out in the Site Allocations (Homes & Jobs) DPD). 	<p>Site Allocations (Homes & Jobs) Development Plan Document (DPD) & Proposals Map</p> <p>This document will identify suitable sites for homes within Harrogate District to allow for growth up to 2021. This will include allocations for small scale 100% affordable housing in some of the Districts villages.</p> <p>Homes for Local People Supplementary Planning Document (SPD)</p> <p>This guidance will provide more details of how the Core Policies for "Homes for Local People" will operate over the plan period.</p> <p>Development Control Policies DPD and Proposals Map</p> <p>This document will set out policies to seek an appropriate type and mix of affordable and market housing on windfall housing sites throughout the District.</p>
2) To improve access to jobs, services, transport and facilities for disadvantaged groups throughout the District	<p>Chapter 3: Settlement Growth</p> <p>This section of the Core Strategy looks at how the District can accommodate growth up to 2021 and aims to concentrate growth and services close to good public transport routes in the rural areas.</p> <p>Chapter 6: Travel</p> <p>As well as looking at the transport infrastructure/traffic management measures that should be provided to ensure the growth requirements of the District are met, this part of the Core Strategy looks at how travel can be reduced and good accessibility to services and jobs be provided for all. The following are examples of the Councils strategy for accessibility:</p> <ul style="list-style-type: none"> ● Ensuring travel plans are prepared and implemented; ● Locating most new rural housing in settlements served by a good bus or rail service and where pedestrian access to jobs and services is available; ● Locating new housing in the District's towns and villages based on the level of access to a good bus or rail service, primary schools, arrange of employment, doctors surgeries, a food supermarket/local shopping centre and cycle networks. 	<p>Site Allocations (Homes & Jobs) Development Plan Document (DPD) & Proposals Map</p> <p>This document will identify suitable sites for homes and business throughout the District, and in doing so will consider how accessible each site is in terms of access to public transport and other key services.</p> <p>Harrogate & Knaresborough Area Plan DPD</p> <p>This DPD will provide an integrated and comprehensive land use and transport plan to provide a strategy and land allocations for the longer term sustainable development of the towns of Harrogate and Knaresborough and their surrounding area. It will look at planning and transport issues within the town centres.</p>

(continued overleaf)

Operational Objectives	How will the Core Strategy deliver the Objectives?	How will other Local Development Documents (LDDs) deliver the Objectives?
	<p>Chapter 8: Communities</p> <p>This chapter addresses issues such as how the LDF can contribute towards improved access to services, and in particular, the District's rural population and those people with poor mobility.</p> <p>The Core Strategy will set out an approach that concentrates growth and service provision close to good public transport routes and that gives protection to community facilities and services. Policy C2 also makes specific reference to the needs of gypsies and travellers.</p>	
<p>3) To significantly improve the prospects of the rural market town economy by introducing new economic drivers and replacing jobs lost in traditional industries</p>	<p>Chapter 5: Jobs & Business</p> <p>The Core Strategy seeks to develop the District's market towns (Knaresborough, Ripon, Boroughbridge, Masham and Pateley Bridge) as rural capitals and create a range of employment opportunities.</p> <p>More generally across the District the Core Strategy seeks to:</p> <ul style="list-style-type: none"> ● Maintain and enhance the competitiveness of Harrogate's business tourism sector and to support holiday tourism to enhance the year round vitality of the industry; ● Support the development of the digital and food clusters, and rural diversification within the District; ● Harness the dynamism of the Leeds/Bradford economy; ● Maintain the vitality and viability of all town and local shopping centres in the District; ● Protect employment sites from loss to other uses/other business uses; ● Highlight the need for additional land for employment use adjacent to the built up areas of Knaresborough and Boroughbridge. 	<p>Site Allocations (Homes & Jobs) Development Plan Document (DPD) and Proposals Map</p> <p>This document will identify suitable sites for employment use for the duration of the plan period. This will include ensuring there is sufficient land allocated within the District's market towns to enable a sustainable pattern of growth.</p> <p>Development Control Policies DPD and Proposals Map</p> <p>This DPD will assist in guiding and controlling development through the submission of planning applications. It will include more detailed policies regarding the protection and extension of existing business land.</p>
<p>4) To increase opportunities for young people within the District</p>	<p>Chapter 8: Communities</p> <p>This chapter addressed how the Council can contribute towards improving the quality of life for the younger generation of the District. Earlier consultation has identified a lack of facilities and affordable housing for young people. Consultation responses also showed majority support for a new multi-purpose sports facility.</p> <p>Chapter 4: Homes for Local People</p> <p>This section of the Core Strategy accepts that the Council needs to plan for the provision of homes to meet local need,</p>	<p>Community Sports Regeneration Area Action Plan (AAP)</p> <p>This AAP will look at the inner Bilton Triangle, off Claro Road and Kingsley Drive, Harrogate and its potential to meet some of the District's sporting requirements. The improvement of existing sports facilities will provide younger people with the opportunity to improve their health and enjoyment of sport, and help to nurture the District sporting talent.</p> <p>Site Allocations (Homes & Jobs) Development Plan Document (DPD) and Proposals Map</p> <p>This document will identify suitable sites for employment use for the duration of the plan period. This will include ensuring there is sufficient land allocated within the District's market towns to enable a sustainable pattern of growth.</p> <p>Provision for Open Space SPD (June 2006)</p> <p>This adopted SPD sets out detailed guidance</p>

Operational Objectives	How will the Core Strategy deliver the Objectives?	How will other Local Development Documents (LDDs) deliver the Objectives?
	which includes ensuring a suitable mix of housing to enable young people to remain within the community.	regarding the provision of open space as part of new development. The provision of adequate open space is beneficial to the quality of life for residents and communities.
5) To reduce the incidence of antisocial behaviour across the District	<p>Chapter 8: Communities</p> <p>This section addresses the issue of community safety including how the Council can contribute to reducing the fear of crime and the incidence of anti-social behaviour.</p> <p>Chapter 7: Environment & Quality of Life</p> <p>The environment chapter includes a strategic approach to the design of new development. This includes a positive approach to design that reduces the risk of crime.</p>	<p>House Extensions & Garages Design Guide SPD (Oct 2005)</p> <p>This guidance includes reference to “designing out crime” as part of new housing development.</p> <p>Development Control Policies DPD & Proposals Map</p> <p>This DPD will assist in guiding and controlling development through the submission of planning applications. It will include more guidance regarding the importance of design that minimises the incidence of crime.</p> <p>Provision for Open Space SPD (June 2006)</p> <p>This adopted SPD sets out detailed guidance regarding the provision of open space as part of new development. The provision of adequate open space is beneficial to the quality of life for residents and communities.</p>
6) To provide enhanced care for the environment by improving waste recycling and reducing energy consumption	<p>Chapter 7: Environment & Quality of Life</p> <p>The environment section aims to improve waste recycling and reduce energy consumption by:</p> <ul style="list-style-type: none"> ● Promoting measures for contributing to a reduction in greenhouse gas emissions such as encouraging compact design, dwelling orientation, reducing the need to travel, locating development near to jobs and services and encouraging walking and cycling, car sharing. ● Requiring all new residential and commercial development to meet high national standards of design and construction e.g. by reduce energy consumption and incorporating facilities for recycling. 	<p>Development Control Policies DPD & Proposals Map</p> <p>This DPD will assist in guiding and controlling development through the submission of planning applications. It will include general policies to protect the character and heritage of the District and ensure development is of an appropriate scale, type and design.</p> <p>Equine Development in the Nidderdale AONB SPD</p> <p>The adopted SPD has been produced in response to the growing number of applications for equine development and the detrimental impact this type of development can have on landscape character.</p>

North Yorkshire Strategic Partnership: Community Strategy 2005 – 2008

Operational Objectives	How will the Core Strategy deliver the Objectives?	How will other Local Development Documents (LDDs) deliver the Objectives?
<p>1) Health inequalities – providing everyone with the opportunity to develop to their full potential and helping people in need.</p>	<p>Chapter 8: Communities</p> <p>This chapter addressed amongst how the LDF can contribute towards improving the quality of life for the younger generation of the District. Earlier consultation has identified a lack of facilities for young people. Consultation responses also showed majority support for a new multi-purpose sports facility.</p>	<p>Community Sports Regeneration Area Action Plan (AAP)</p> <p>This AAP will look at the inner Bilton Triangle, off Claro Road and Kingsley Drive, Harrogate and its potential to meet some of the District's sporting requirements. The improvement of existing sports facilities will provide younger people with the opportunity to improve their health and enjoyment of sport, and help to nurture the District sporting talent.</p> <p>As well as providing facilities for young people, it is proposed that this facility will serve the whole community and may also provide an opportunity to open up the area for public access and recreation such as walking.</p> <p>Provision for Open Space SPD (June 2006)</p> <p>This adopted SPD sets out detailed guidance regarding the provision of open space as part of new development. The provision of adequate open space is beneficial to the quality of life for residents and communities.</p> <p>Provision of Village Halls SPD (June 2006)</p> <p>This document provides detailed guidance which recognises that village halls have an important role in promoting social inclusion and contribute to securing a healthy rural community, and seeks to ensure that this facility is provided though developer contributions.</p>
<p>2) Affordable housing – promoting socially inclusive communities.</p>	<p>Chapter 5: Homes for Local People</p> <p>The Core Strategy recognises the need for and the benefits of providing affordable housing for local people and sets out the Councils approach to securing affordable housing through, for example:</p> <ul style="list-style-type: none"> ● Securing on-site affordable housing provision to meet local needs; ● Working closely with Parish Council's, local residents and landowners to allocate small rural exceptions sites within or on the edge of market towns and villages (group B and C settlements as set out in the Land Allocations DPD). 	<p>Site Allocations (Homes and Jobs) Development Plan Document (DPD) & Proposals Map</p> <p>This document will identify suitable sites for homes within Harrogate District to allow for growth up to 2021. This will include allocations for small scale 100% affordable housing in some of the District's villages.</p> <p>Homes for Local People Supplementary Planning Document (SPD)</p> <p>This guidance will provide details of how the Core Policies for "Homes for Local People" will operate over the plan period.</p> <p>Development Control Policies DPD and Proposals Map</p> <p>This document will set out policies to seek an appropriate type and mix of affordable and market housing on windfall housing sites throughout the District.</p>
<p>3) Crime and disorder – promoting safe and sustainable communities.</p>	<p>Chapter 8: Residents & Communities</p> <p>This section addresses the issue of community safety including how the Council can contribute to reducing the fear of crime and the incidence of anti-social behaviour.</p> <p>Chapter 7: Environment & Quality of Life</p> <p>This chapter includes a strategic approach to the design of new development. This includes a positive approach to design that reduces the risk of crime.</p>	<p>House Extensions & Garages Design Guide SPD (Oct 2005)</p> <p>This guidance includes reference to "designing out crime" as part of new housing development.</p> <p>Development Control Policies DPD & Proposals Map</p> <p>This DPD will guide and control development through the submission of planning applications. It will include more guidance regarding the importance of design that minimises the incidence of crime.</p>

Operational Objectives	How will the Core Strategy deliver the Objectives?	How will other Local Development Documents (LDDs) deliver the Objectives?
<p>4) Access for inclusion – providing everyone with the opportunity to develop their full potential and promoting inclusive communities.</p>	<p>Chapter 3: Settlement Growth</p> <p>This section of the Core Strategy looks at how the District can accommodate growth up to 2021 and aims to concentrate growth and services close to good public transport routes in the rural areas.</p> <p>Chapter 6: Travel</p> <p>As well as looking at the transport infrastructure/traffic management measures that should be provided to ensure the growth requirements of the District are met, this part of the Core Strategy looks at how travel can be reduced and good accessibility to services and jobs be provided for all. The following are examples of the Council's strategy for accessibility:</p> <ul style="list-style-type: none"> ● Ensuring travel plans are prepared and implemented; ● Locating most new rural housing in settlements served by a good bus or rail service and where pedestrian access to jobs and services is available; ● Locating new housing in the District's towns and villages based on the level of access to a good bus or rail service, primary schools, arrange of employment, doctors surgeries, a food supermarket/local shopping centre and cycle networks. <p>Chapter 8: Communities</p> <p>This chapter addresses issues such as how the Council can contribute towards improved access to services, and in particular, the District's rural population and those people with poor mobility. The Core Strategy will set out an approach that concentrates growth and service provision close to good public transport routes and that gives protection to community facilities and services. Policy C2 also makes specific reference to the needs of gypsies and travellers.</p>	<p>Site Allocations (Homes & Jobs) Development Plan Document (DPD) & Proposals Map</p> <p>This document will identify suitable sites for homes and business throughout the District, and in doing so will consider how accessible each site is in terms of access to public transport and other key services.</p> <p>Harrogate & Knaresborough Area Plan DPD</p> <p>This DPD will provide an integrated and comprehensive land use and transport plan to provide a strategy and land allocations for the longer term sustainable development of the towns of Harrogate and Knaresborough and their surrounding area. It will look at planning and transport issues within the town centres.</p> <p>Statement of Community Involvement (SCI)</p> <p>This document sets out how the community can be involved in the process of preparing planning applications and in the planning application process and sets out guidance for developers on how to engage with the community before submitting major applications.</p>
<p>5) Action for the environment – taking care of our heritage, landscape and environment.</p>	<p>Chapter 7: Environment & Quality of Life</p> <p>The Core Strategy addresses this priority through Policies EQ1 and EQ2 by:</p> <ul style="list-style-type: none"> ● Promoting measures for contributing to a reduction in greenhouse gas emissions such as encouraging compact design, dwelling orientation, reducing the need to travel, locating development near to jobs and services and encouraging walking and cycling, car sharing; ● Requiring all new residential and commercial development to meet <p><i>(continued overleaf)</i></p>	<p>Development Control Policies DPD & Proposals Map</p> <p>This DPD will guide and control development through the submission of planning applications. It will include general policies to protect the character and heritage of the District and ensure development is of an appropriate scale, type and design.</p> <p>Equine Development in the Nidderdale AONB SPD</p> <p>This adopted SPD has been produced in response to the growing number of applications for equine development and the detrimental impact this type of development can have on landscape character.</p>

Operational Objectives	How will the Core Strategy deliver the Objectives?	How will other Local Development Documents (LDDs) deliver the Objectives?
	<p>high national standards of design and construction e.g. by reduce energy consumption and incorporating facilities for recycling;</p> <ul style="list-style-type: none"> ● Protecting the District from inappropriate development in areas of flood risk; ● Seeking to improve the internal and external design of residential and commercial buildings e.g. ensuring the provision of adequate areas for storage and collection of recycled waste; ● Ensuring strict control over development in the countryside, but allowing essential development to meet local need for homes, jobs, community facilities, sustainable tourism, energy and innovative rural enterprises; ● Setting out the importance of the Green Belt as key to protecting the countryside around Harrogate and Knaresborough; ● Protect and enhance the key elements of the District's natural and built environment; ● Identifying locally important features/sites; ● The protection of Local Landscape Designations; ● Setting out a positive approach to high quality design and design that encourages sustainable construction and operational techniques. 	

Appendix 3

The Tests of Soundness

PPS12 (2004) sets out nine tests which a development plan document should meet if it is to be sound.

These tests fall into three categories:

- Procedural tests;
- Conformity tests; and
- Coherence, Consistency and Effectiveness Tests

The nine tests of soundness are set out below;

Procedural tests

- i. The DPD has been prepared in accordance with the Local Development Scheme (LDS)
- ii. The DPD has been prepared in compliance with the Statement of Community Involvement (SCI), or with the minimum requirements set out in the regulations where no SCI exists;
- iii. The plan and its policies have been subject to Sustainability Appraisal.

Conformity tests

- iv. It is a spatial plan which is consistent with national planning policy and in general conformity with the Regional Spatial Strategy (RSS) for the region or the Spatial Development Strategy (SDS) if in London, and it has properly had regard to any other relevant plans, policies and strategies relating to the area or the adjoining areas;
- v. It has had regard to the authority's Community Strategy.

Coherence, consistency and effectiveness tests

- vi. The strategies/policies/allocations in the plan are coherent and consistent within and between Development Plan Documents prepared by the authority and by neighbouring authorities, where cross boundary issues are relevant;
- vii. The strategies/policies/allocations represent the most appropriate in all the circumstances, having considered the relevant alternatives, and they are founded on a robust and credible evidence base;
- viii. There are clear mechanisms for implementation and monitoring;
- ix. It is reasonably flexible to enable it to deal with changing circumstances.

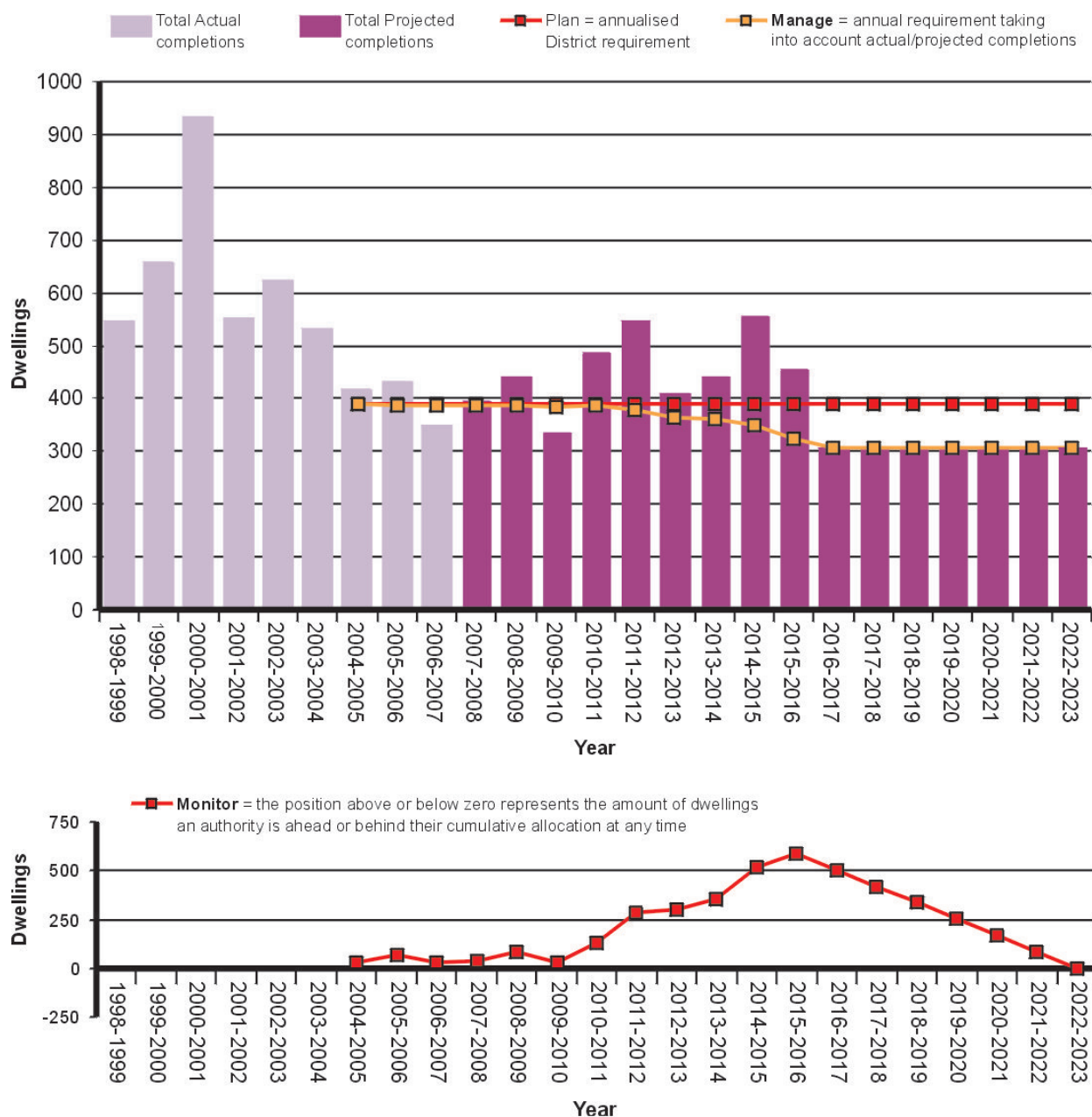
Appendix 4

Core Strategy Housing Trajectory

National Planning Policy PPS12 requires a housing trajectory to be prepared as part of the supporting evidence base when preparing initial housing allocation strategies. A housing trajectory sets out past performance on housing supply and anticipated rates of supply over the entire lifespan of the relevant Development Plan Document.

The housing trajectory shown in Figure 2 has been prepared. This assesses the housing supply position during the plan period against the housing requirement in the RSS.

FIGURE 2: Housing Trajectory *(illustrative only)*



This sets out actual completions up to 31st March 2007. An explanation of the other components included in the trajectory are set out below.

Commitments

The trajectory includes an allowance for sites where planning permission has already been granted.

An analysis of the time taken from the granting of planning permission to a site being developed has shown that of all the residential plots in the Council's monitoring database, 94% of dwellings permitted are actually built. This database includes permissions since 1983.

Further analysis has shown that differing proportions of houses are completed in each year following the granting of planning permission for a dwelling. Table 3 shows the historical analysis of years elapsed from permission to completion.

TABLE 3: Historical Analysis of Years Elapsed from Permission to Completion

Completed in year granted permission	28%
Completed within 2 years of permission	32%
Completed within 3 years of permission	18%
Completed within 4 years of permission	12%
Completed within 5 years of permission	4%
Completed within 6 years of permission	3%
Completed within 7 years of permission	2%
Completed within 8+ years of permission	1%

The above information justifies the Council's optimism in forecasting that the majority of outstanding permissions at 1st April 2007 will be completed within an eight-year period.

Identified brownfield land

The housing trajectory assumes that brownfield land identified as suitable for housing in the Site Allocations (Homes and Jobs) DPD will also come forward in the next eight years. The amount of brownfield land to be identified in this allocations DPD is not yet known. At the time of submission of the Core Strategy to the Secretary of State, the Council envisages being able to publish its preferred options for new housing sites in January 2008.

Other housing land to be identified

Without the ability of the Council to 'factor in' windfall allowances (see windfall housing below), the Core Strategy housing trajectory points to the need to plan for a significant amount of housing land in addition to existing commitments and brownfield land that is likely to be identified.

The Site Allocations (Homes & Jobs) DPD will have to identify this amount of land for allocation for housing purposes, unless there are genuine local circumstances why that amount of land cannot be identified.

Windfall housing

Windfall housing comprises previously developed sites that have unexpectedly become available. They could include, for example, a factory closure or small sites such as residential conversions or a new flat over a shop.

In Harrogate a significant amount of new housing should come forward as 'windfall' housing over the plan period. This is illustrated in table 4 below.

Table 4 provides details of completions from brownfield small site new builds (less than 10 units) within Harrogate, Knaresborough, Ripon, Boroughbridge, Masham, Pateley Bridge, Group B and C villages, and all conversions throughout the District over a 10-year period.

TABLE 4: Completions from Brownfield Sites

Year	Total	Small Site Brownfield New Build	%	Conversions	%
1997-1998	520	25	5%	104	20%
1998-1999	567	24	4%	108	19%
1999-2000	661	33	5%	160	24%
2000-2001	923	66	7%	197	21%
2001-2002	527	84	16%	305	58%
2002-2003	584	71	12%	236	40%
2003-2004	501	46	9%	179	36%
2004-2005	446	41	9%	203	46%
2005-2006	379	40	11%	172	45%
2006-2007	281	86	31%	152	54%
Average		52	11%	182	36%

The table shows that, if past trends continued, the amount of windfall housing land coming forward from small sites and conversions will be significant over the plan period. Large site windfall housing will also come forward over the plan period, but this is more difficult to estimate and an estimate is not included here.

If this amount of windfall housing does come forward during the plan period, the Council will be able to reconsider the timing of release of a significant amount of housing land.

Appendix 5

Settlement Hierarchy

The Core Strategy's approach to settlement growth, described in Chapter 3, is based on a Settlement Classification derived from three key pieces of evidence:

1) North Yorkshire County Council's (June 2004) 'Regional Spatial Strategy and Settlement Study'

(download the Settlement Study from www.harrogate.gov.uk/harrogate-3161).

This document sets out the methodology and results of work to develop an information base on main settlements in North Yorkshire County. The information base is broken down into seven topics (services, housing, demographics, employment/economy, tourism, deprivation and transport) and the data is used to classify each settlement. The Study identifies six main settlements in Harrogate District and classifies these as follows:

	Linked settlement	Stand alone settlement within urban hinterland	Stand alone settlement outside urban hinterland	Remote settlement	Sub Regional Centre	Principal Service Centre	Local Service Centre	Basic Service Centre	Commuter Settlement	Employment Centre	Tourist Centre	Settlement with no dominant role	Prosperous	Stable	Less Prosperous
Boroughbridge			●				●		●	●	●		●		
Harrogate			●		●				●	●	●		●		
Knaresborough		●				●			●				●		
Masham				●			●			●	●		●		
Pateley Bridge			●				●		●		●		●		
Ripon			●			●			●	●	●		●		

The results of the Study have been used to inform the Settlement Strategy in the Draft RSS.

2) Harrogate Borough Council (November 2006) 'Annual Survey of Services and Facilities'

Every year, the Council send a questionnaire to all Parish Councils in the District, asking them to identify the range and number of services and employers available in the main settlements of the Parish. This information is stored on a Council database.

3) The Key Bus & Rail Network

The Council has identified a Key Bus & Rail Network for the District. The definition of the Network is given in Appendix 7 of the Core Strategy.

Settlement Classification

The above evidence forms the basis for a Settlement Classification for the District:

Group A Settlements: Harrogate, Knaresborough and Ripon
(Sub Regional and Principal Service Towns – Draft RSS)

Group B Settlements: Boroughbridge, Masham and Pateley Bridge
(Example Local Service Centres - RSS)

Group B Settlements (Villages)

These villages meet all of the following criteria, they:

- have a well defined built-up area;
- are located on the key bus/rail route;
- have at least 6 community facilities (from post office, food store, doctor, primary school, pub, village hall, place of worship, sports hall);
- have employers, within or immediately adjacent the village, who (cumulatively) employ 10 or more people.

Birstwith	Burton Leonard	Darley
Follifoot	Green Hammerton	Great Ouseburn
Hampsthwaite	Killinghall	Kirkby Malzeard
Marton cum Grafton	Pannal	Ripley
Spofforth	Summerbridge	Tockwith
(15)		

Group C Villages

These villages meet all of the following criteria, they :

- have a well-defined built-up area;
- have at least 3 community facilities (from post office, food store, doctor, primary school, pub, village hall, place of worship, sports hall);

and either:

- are located on the key bus/rail route; or
- have employers, within or immediately adjacent the village, who (cumulatively) employ 10 or more people.

Aldbrough	Askwith	Beckwithshaw
Bishop Monkton	Bishop Thornton	Burnt Yates
Cundall	Dacre	Dacre Banks
Dishforth	Glasshouses	Goldsborough
Grantley	Grewelthorpe	Kirby Hill
Kirk Deighton	Kirk Hammerton	Kirkby Overblow
Little Ouseburn	Lofthouse	Long Marston
Markington	Melmerby	Minskip
North Stainley	Rainton	Ramsgill
Roecliffe	Sawley	Scotton
Sharow	Sicklinghall	Skelton on Ure
Staveley	Wath	Whixley
(36)		

Appendix 6

Information to support Core Strategy policies on Homes for Local People

Summary

Based on an RSS housing allocation for the District of 400 (390 net annual average) dwellings per year, Table 5 below indicates that the number of households in need of affordable housing will remain significantly high in each of the 16 sub-areas at the end of the first five years of the Plan period¹. The 16 sub-areas are shown in Figure 3 of this Appendix. Based on the assumption that 160 dwellings built will be secured as affordable housing the table predicts that, after the first 5 years of the plan period, the affordable housing needs of only 800 households will have been met (i.e. 4,150 - 3,350). This suggests that it will take many years for the District's affordable housing needs to be met.

Explanation

Column A of Table 5 sets out the annual shortfall of affordable dwellings per annum in each sub-area (i.e. the number of additional households in the sub-area who's need for affordable housing is un-met, each year), taken from the 2006 HNA. The bracketed figure represents this shortfall as a percentage of the District-wide shortfall of 830 dwellings per annum.

Column B is based on a predicted RSS housing allocation for the District of 400 dwellings per year. The column apportions 400 dwellings between each sub-area by the relevant percentage in Column A. This reflects the apportionment that would be achieved if the Core Strategy distributed housing growth purely on a 'level of need by sub-area basis'.

Between 1st August 2002 and 31st March 2007, an average of 40% affordable housing was delivered on qualifying sites in the District (see Table 8). Column C estimates how much affordable housing could be provided in each sub-area, based on 40% of its annual housing allocation.

Columns D to H of Table 5 indicate the level of un-met need for affordable housing (i.e. the shortfall) that will exist if 40% affordable housing is achieved in each sub-area, over the first five years of the Plan period. Column H shows that each sub-area will have a significantly high level of need un-met. For example, the annual number of households in un-met affordable housing need in the Ripon sub-area is 53, but it is estimated that only 10 additional affordable homes will be achieved each year. Therefore, 43 households will still be in need of affordable housing in the first year of the plan period (i.e. 53 minus 10). This also means that 43 households will still be in need of affordable housing in each subsequent year. As such, it is estimated that the number of households who remain in need affordable housing in the Ripon sub-area will be 215 after five years.

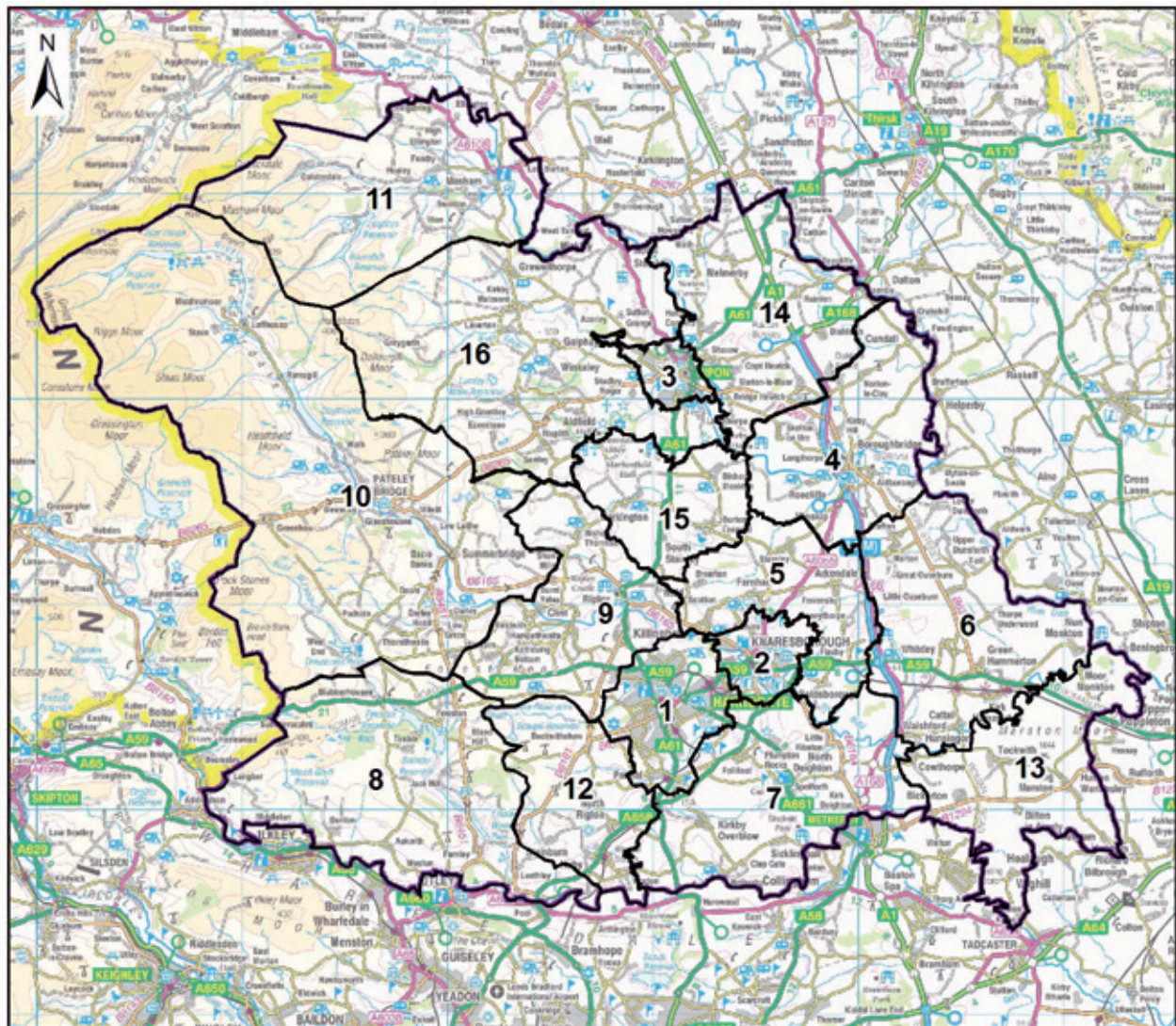
Table 5 only covers the first five years of the Plan period because this is the timescale of the 2006 HNA, upon which it is based.

¹ The percentages in Column A of Table 5 are based on the findings of the 2006 HNA. As such, they reflect a strategy to distribute housing growth across the District that is based purely on the level of affordable housing need in each sub-area. Compared to the percentages in Column A, Core Strategy Policy SG1 plans for a higher level of growth in the District's 'more urban' sub-areas and, consequently, for less growth in the more rural sub-areas. In terms of the urban sub-areas, the greatest difference between the percentage figure in Column A of Table 5 and the level of growth planned for in Policy SG1 is Harrogate (43.3% vs 48%). However, even though Policy SG1 allows for more growth, the level of un-met affordable housing need by the end of the Plan period' first five years will still be very high. Because Policy SG1 allows for slightly less growth in the rural sub-areas, this means that the level of un-met affordable housing need in these sub-areas is likely to be higher than suggested in Table 5.

TABLE 5: Households in need of Affordable Housing
during first 5 years of the Plan period (see explanatory text on p. 79)

	A	B	C	D	E	F	G	H
Housing Need Sub-Areas	Annual no. of households in un-met AH need (% of total)	Annual housing allocation	Estimated annual AH provision (40% of B)	Level of un-met AH need in 2006 (A – C)	Level of un-met AH need in 2007 (A – C + D)	Level of un-met AH need in 2008 (A – C + E)	Level of un-met AH need in 2009 (A – C + F)	Level of un-met AH need in 2010 (A – C + G)
Harrogate	359 (43.3%)	173	69	290	580	870	1160	1450
Knaresbro' & Scriven	124 (14.9%)	60	24	100	200	300	400	500
Ripon	53 (6.4%)	26	10	43	86	129	172	215
Boro' bridge	52 (6.3%)	25	10	42	84	126	168	210
Knaresbro' Village	16 (1.9%)	8	3	13	26	39	52	65
Vale of York	22 (2.7%)	11	4	18	36	54	72	90
L. Wharfedale	5 (0.6%)	2	1	4	8	12	16	20
U. Wharfedale	16 (19.9%)	8	3	13	26	39	52	65
L. Nidd. Villages	36 (4.3%)	17	7	29	58	87	116	145
U. Nidderdale	55 (6.6%)	26	10	45	90	135	180	225
Masham Area	15 (1.8%)	7	3	12	24	36	48	60
S. H'gate Villages	10 (1.2%)	5	2	8	16	24	32	40
Marston Villages	17 (2.0%)	8	3	14	28	42	50	70
Northern Villages	15 (1.5%)	6	2	13	26	39	52	65
Ripon S. Villages	16 (1.9%)	8	3	13	26	39	52	65
Ripon W. Villages	19 (2.3%)	9	4	15	30	45	60	75
District Total	830 (100%) = 4150 over 5 years	400	160	670	1340	2010	2680	3350

FIGURE 3: Housing Need Sub-Areas



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1:287,994

Key

- 1) Harrogate Sub Area
- 2) Knaresborough & Scriven Sub Area
- 3) Ripon Sub Area
- 4) Boroughbridge Sub Area
- 5) Knaresborough Villages Sub Area
- 6) Vale of York Sub Area
- 7) Lower Wharfedale Sub Area
- 8) Upper Wharfedale Sub Area
- 9) Lower Nidderdale Villages Sub Area
- 10) Upper Nidderdale Sub Area
- 11) Masham Area Sub Area
- 12) South Harrogate Villages Sub Area
- 13) Marston Villages Sub Area
- 14) Northern Villages Sub Area
- 15) Ripon South Villages Sub Area
- 16) Ripon West Villages Sub Area

TABLE 6: (Deleted in accordance with the report into the Examination of the Harrogate District Core Strategy.)

TABLE 7: (Deleted, as per TABLE 6.)

TABLE 8: (Deleted, as per TABLE 6.)

TABLE 9: Examples of Rural Exceptions sites delivered since 2003

Table 9 below provides details of 3 rural exception sites permitted in the District in recent years. The examples demonstrate the viability of developing rural exception sites in the District.

Site Name	Description of Development	Permitted	Completed
Fewston Waters, Fewston	6 subsidised - rented dwellings	May 2003	September 2003
The Whinfields, Summerbridge	7 subsidised - rented dwellings	January 2004	November 2005
Church Lane, Rainton	5 affordable dwellings	January 2007	Development commenced

Appendix 7

Key Bus & Rail Network - definition & diagram

Definition of Key Bus & Rail Network

Group A Settlements & the Group B Settlements of Boroughbridge, Masham & Pateley Bridge:

within these settlements a Key Bus & Rail Network has been defined where good bus or rail services exist or where improvements to services and infrastructure are proposed. This forms part of a District-wide Key Bus & Rail Network as shown in Figure 4, below, and referred to in the Core Policies. The definition of this network has been undertaken in consultation with North Yorkshire County Council, as the authority with responsibility for public transport.

A good bus service is defined taking into account settlement size and location as follows:

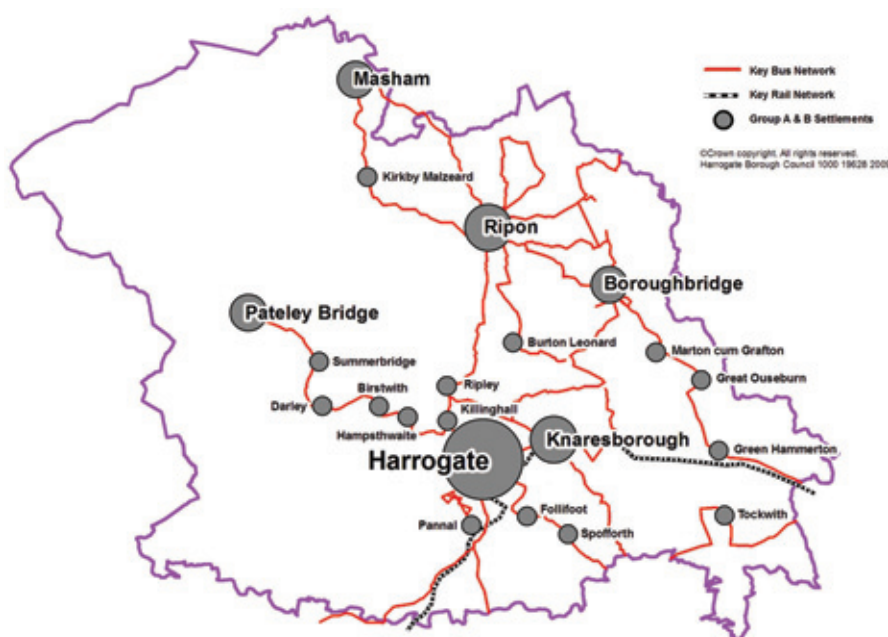
- Harrogate, Knaresborough & Ripon - better than half hour service;
- Boroughbridge - an hourly service;
- Masham & Pateley Bridge - a service that runs on 6 or more days enabling commuting to work (see definition under villages below).

Other Group B settlements & Group C villages:

the Key Bus and Rail Network in the rural area defines what the Council, in consultation with the County Council, consider to constitute a good service for what is primarily a rural area. This is defined as a bus service which operates on 6 or more days a week and where the bus service Monday - Friday operates at times to enable travel to and from the village to a main settlement offering employment opportunities (between 8.00-9.30am and 4.45-6.30pm). This level of service enables access to a range of employment opportunities and key services and facilities by bus, some of which may be outside the District. The service is generally available to the public.

The Leeds Harrogate York Railway Line forms part of this network. Services operated by the Little Red Bus and Community Transport are not included within this network. This is because the service is not generally available to the public and does not operate on a fixed route. It provides a service to anyone who cannot use or has difficulty using conventional bus services. The service is booked in advance, collects passengers from their home and takes them to their destination.

FIGURE 4: Key Bus & Rail Network



Appendix 8:

Accessibility Criteria

Introduction

As part of the Core Strategy: Preferred Options Consultation 9 June - 21 July 2006 Issue T2 asked the question:

In making decisions on where new development should be located, how can travel be reduced and good accessibility to services and jobs provided for all?

Views were sought on a range of draft tests for deciding whether a site is suitable for new housing in relation to transport issues. A list of the draft tests considered can be found on the Council's web site.

A significant % of respondents to the Preferred Options consultation were very supportive of the use of the tests suggested. In particular, the criteria with the greatest support were: access to a frequent bus service and location near a primary school. However, a number of comments suggested that to use all of the tests suggested would be too complicated. Given the number of sites to be assessed this view was supported by the Council.

Therefore based on the comments received a simplified list of criteria has now been developed and has been used to assess potential housing sites (over 10 dwellings). Sites either score positively or negatively in relation to these criteria.

Accessibility Criteria

1 Location within walking distance of a bus stop on the Key Bus Network or a station or rail halt on the Leeds Harrogate York Rail Line.

Positive up to 400m to bus stop

Negative over 400m to bus stop

(Sources: RSS table 13.9 Accessibility: Access from housing.
Local Development Framework Monitoring: A Good Practice Guide ODPM)

2 Walking distance to nearest primary school

Positive up to 800m

Negative more than 800m

Source: based on experience of NYCC/HBC regarding work undertaken on School Travel Plans, in particular 'Park and Stride' and 'Walking Zone' initiatives. Also RSS and LDF Monitoring Good Practice Guide (ODPM).

3 Walking distance to nearest major area of employment (six town centres and best/ good urban sites as defined in Chapter 5 of this Core Strategy (Jobs & Business))

Positive up to 1200m

Negative more than 1200m

Sources: based on LDF Monitoring: Good Practice Guide ODPM/RSS

4 Walking distance to nearest GP surgery, and

5 Distance to nearest supermarket or local shopping centre as defined in the Harrogate District Local Plan

Positive up to 800m

Negative over 800m

Source: based on LDF Monitoring: Good Practice Guide ODPM and RSS. Assume average walking speed of 3 miles per hour. Distances take into account that shopping may be carried.

Use of Accessibility Criteria

These criteria will be used to determine the relative accessibility of the Local Development Framework housing site allocation options for the District's main settlements; Harrogate, Knaresborough, Ripon, Boroughbridge, Masham and Pateley Bridge. They will also be used to determine the accessibility of 'windfall' (unexpected) housing proposals in the form of planning applications.

In relation to non-residential development it will be appropriate to undertake an assessment of accessibility in line with the requirements of the Regional Spatial Strategy as outlined in Policy T3.

Appendix 9:

Policies in the Core Strategy which replace Harrogate District Local Plan policies

CORE STRATEGY policy	Replaces HARROGATE DISTRICT LOCAL PLAN Policies
SG1 Housing distribution	H6 Housing development in the main settlements & villages
SG2 Hierarchy & limits	H6 Housing development in the main settlements & villages GB5 Development within settlements in the Green Belt
SG3 Conservation of the countryside, including Green Belt	C15 Conservation of rural areas not included in the Green Belt
SG4 Design & impact	H6 Housing development in the main settlements & villages A1 Impact on the environment & amenity H13 Housing density, layout & design
SG5 Managed release of housing	
HLP3 Affordable housing provision - rural exception sites	H8 Rural affordable housing
HLP4 Affordable housing provision:- new build associated with rural conversion schemes	N/A
JB1 Supporting the Harrogate District economy	N/A
JB2 Conference & business tourism	N/A
JB3 Land for jobs & business	
JB4 Retail and town centre development	N/A
TRA1 Accessibility	N/A
TRA2 Transport infrastructure	N/A
TRA3 Travel management	N/A
EQ1 Reducing risks to the environment	N/A
EQ2 The natural & built environment and green belt	N/A
C1 Inclusive communities	IMP2 Provision of infrastructure needs generated by development
C2 Gypsies and travellers	H11 Gypsy sites

