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BALLAN LTD

**PROPOSED LEISURE DEVELOPMENT AT LAND ADJOINING HELLIFIELD
TRAIN STATION, HELLIFIELD, YORKSHIRE**

PLANNING SUPPORTING STATEMENT

OCTOBER 2016

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Wardell Armstrong

Sir Henry Doulton House, Forge Lane, Etruria, Stoke-on-Trent, ST1 5BD, United Kingdom
Telephone: +44 (0)845 111 7777 Facsimile: +44 (0)845 111 8888 www.wardell-armstrong.com



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1 INTRODUCTION

- 1.1.1 This Planning Supporting Statement has been prepared by Wardell Armstrong LLP on behalf of Ballan Ltd in support an outline planning application (with all matters reserved except for means of access) for a proposed Leisure Development in Hellifield, Yorkshire. The site is located within the administrative boundary of Craven District Council (CDC) and is adjacent to the Yorkshire Dales National Park.
- 1.1.2 The site is centred on National Grid Reference (NGR) SD847471 and is located on land adjoining Hellifield Train Station, Hellifield, Yorkshire. The site is approximately 31.75ha and currently comprises a number of agricultural fields, together with a lake, watercourse and woodland.
- 1.1.3 This Planning Supporting Statement supports an outline planning application with all matters reserved except for access. The description of the proposed development is as follows:
- “Outline Application for the development of a leisure centre, including swimming pool, hotel and visitor accommodation including up to 300 lodges, park and ride facility, pedestrian access to Hellifield Station, parking areas, bus and coach drop off point, landscaping including ground modelling and water features.”*
- 1.1.4 The site is identified as a Tourism Development Opportunity Site (TDOS) within the adopted Craven District Local Plan (CDLP) and is consistent with CDC’s aim to deliver appropriate and sustainable tourism related development. The proposal has been prepared with reference to pre-application consultation with CDC, the Yorkshire Dales National Park Planning Authority and the local community.

2 DESCRIPTION OF THE SITE

2.1 Site Location

2.1.1 The site is centred on NGR SD847471 and is located on land adjoining Hellifield Train Station, Hellifield, Yorkshire. The site is located adjacent to the western settlement boundary of Hellifield. The site is bound by:

- Hellifield Train Station and associated railway line with agricultural land beyond to the north;
- The western settlement boundary of Hellifield to the east;
- The A46 with Gallaber Park Holiday Park beyond to the south; and
- Agricultural land and Gallaber Pond with the A65 beyond to the west.

2.1.2 The location of the site together with its boundaries are shown in Drawing 548.02 (--) 240.

2.2 Description of the Site

2.2.1 The site covers an area of approximately 31.75ha. It currently comprises a number of large agricultural fields, divided by stone walls, low fencing and isolated trees. There is a belt of plantation woodland on the south-western site boundary, adjacent to the A65.

2.2.2 Kell Well Beck extends through the site, from the north-western corner of the site to the A65 on the southern boundary. There are also two seasonal waterbodies, known as flashes, within the north-east of the site.

2.2.3 Two Public Rights of Way (PRoW) are located within the site. A single PRoW extends north-west from the edge of Hellifield before dividing into two. One PRoW continues to the A65, north-west of the site. The other PRoW extends to the railway line on the northern site boundary.

2.2.4 The topography of the site is generally flat and gently sloping. The western boundary of the site is approximately 150mAOD, whilst the eastern boundary of the site is approximately 144mAOD.

2.3 Description of the Surrounding Area

2.3.1 Adjacent development comprises the village of Hellifield to the south-east of the site, and Gallaber Park Holiday Park to the south-west of the site on the opposite side of

the A65. The village of Long Preston is located approximately 1.2km north-west of the site. Remaining land surrounding the site is generally agricultural.

2.3.2 The majority of the site is immediately enclosed by built development, however the north-western site boundary is open to agricultural land beyond. A large flash, known as Gallaber Pond, is located within this land. There is a single isolated property (Waters View House) to the north of the pond, connected to the A65 by Waterside Lane.

2.3.3 The topography of the wider area is undulating; gently to the south-west, and steeply to the north-east where there are a number of high points.

2.4 Existing Designations

2.4.1 The CDLP identifies the site as a TDOS. The rationale for this allocation, as set out within Policy EMP11 of the CDLP, is to facilitate tourism related development in order to ensure the renovation and regeneration of Hellifield Train Station and as a basis for stimulation of economic regeneration of the village itself. The allocation sets out to encourage visitors to make greater use of rail travel to visit attractions in the area.

2.4.2 The CDLP indicates that the site is located within an area included in the Special Landscape Area. Many of the policies associated with this designation have been deleted. However, policies ENV1 and ENV2 seek to control development and ensure that it does not adversely impact the character and appearance of the open countryside.

2.4.3 The Settle-Carlisle Conservation Area is located adjacent to the northern boundary of the site. The western boundary of the site is adjacent to the Long Preston Conservation Area. The Yorkshire Dales National Park boundary is located approximately 20m north of the site.

2.5 Proposed Designations

2.5.1 CDC published the Second Informal (Pre-Publication) Draft of the Craven Local Plan (CLP) in April 2016. The emerging CLP identifies the site as a TDOS. The rationale for the allocation, as set out in Draft Policy EC4 is to support *“sustainable tourism development of the committed tourism development opportunity site on land to the west of Hellifield, in accordance with broad requirements set out on the policies inset map”*.

2.5.2 It is proposed to allocate large sections of the site as Local Green Space. The rationale for the allocation, as set out within Draft Policy ENV10 of the emerging CLP, is to protect the areas *“from development that would adversely impact on their open character and the particular local significance placed on such green areas which make them valued by their local community.”* Development proposals will be refused other than *“where the community would gain equivalent benefit from the provision of a suitable replacement”*. However, it is considered that the proposed allocation of Local Green Space at the site is inappropriate and fundamentally unsound as will be demonstrated within this Planning Supporting Statement.

3 PLANNING HISTORY

3.1 Overview

- 3.1.1 There is an extensive and complex planning history associated with the site and the wider TDOS which is briefly set out below. Large parts of the strategy to promote tourism related development within the TDOS have been implemented. This is through the redevelopment of Gallaber Farm into a Holiday Park, together with the renovation of the Hellifield Train Station buildings and the construction of Waterside Lane which is colloquially known as the 'Road to Nowhere'. However, the land located to the north of the A65, which forms a significant proportion of the TDOS, has not been developed and subsequently the wider regeneration of Hellifield Train Station remains incomplete.
- 3.1.2 Outline planning permission (ref: 5/42/149) was granted in 1991 for the comprehensive development of this area to form Railway Heritage Centre for the Settle – Carlisle Railway; including Country Club Hotel, golf course, new access road and park and ride facilities at Hellifield Station and adjoining land. However, a reserved matters planning application was not submitted and the planning permission subsequently lapsed. In 2005 planning permission was granted for a Rural Environmental Centre (ref: 42/2005/5082).
- 3.1.3 In 2009, a scheme was developed to include all of the land within the TDOS to the north of the A65 (the development that was granted planning permission in 2005 excluded land within the east of the TDOS, adjacent to Hellifield Train Station). This scheme, which outlined plans for a Holiday Village, was presented to CDC in 2009 and a request for a Scoping Opinion was also submitted in this year. However, the scheme has not progressed until now as time was required to assemble all of the land required for the proposal and importantly secure a convenient pedestrian access to Hellifield Train Station.
- 3.1.4 During this time, the scheme design has evolved in line with pre-application consultation with CDC, the Yorkshire Dales National Park Planning Authority and the local community. In addition, an iterative design approach has been taken through the EIA process. The principle of the development remains the same as in 2009 and it is considered that this pre-application consultation and the EIA process has refined the scheme to ensure that benefits are maximised and adverse impacts are mitigated.
- 3.1.5 For clarity, a summary of the planning history of the site is provided in Table 1.1.

Table 1.1: Planning history of the site

Reference	Description	Decision	Date
5/42/149	Outline planning application for the comprehensive development to form Railway Heritage Centre for the Settle –Carlisle Railway; including Country Club Hotel, golf course, new access road and park and ride facilities at Hellifield Station and adjoining land	Granted subject to conditions	02/09/1991
5/52/124	Outline planning permission for the erection of a pubic house/restaurant at OS field 4923	Granted subject to conditions	18/03/1996
5/52/125	Construction of a Site Manager’s House a New Access Road on OS field 4923	Granted subject to conditions	18/03/1996
5/42/149/A	Use of Station Buildings as Offices and Heritage Centre, Hellifield Station, Hellifield.	Granted subject to conditions	30/05/1996
5/42/149/B	Erection of Engine Shed and adjacent Railway Heritage and Visitor Centre, and use of land for associated uses and car parking, Land adjacent and to south of Hellifield Station	Granted subject to conditions	10/09/1996
5/42/149/C	Outline planning application for the construction of Hellifield Rural Environmental Centre (comprising tourism, exhibition, training, equestrian and livestock buildings) on approximately 51 hectares of land to the west of Hellifield	Granted subject to conditions	11/01/2000
42/2002/2763	Construction of Hellifield Rural Environmental Centre (comprising tourism, exhibition, training, equestrian and livestock buildings) on approximately 51 hectares of land to west of Hellifield (renewal of planning permission ref no. 5/42/149/C)	Granted subject to conditions	10/02/2003
42/2005/5082	Construction of Hellifield Rural Environmental Centre (comprising tourism, exhibition, training, equestrian and livestock buildings) on approximately 51 hectares of land to west of Hellifield. (Reserved Matters following Outline Planning Permission no. 42/2002/2763 granted on 10th February 2003).	Granted subject to conditions	20/09/2005
Hellifield	Scoping Opinion for the development of land for a hotel and conference centre, 30 holiday apartments, 60 bed care home, 9 hole golf course and club house, garden centre, holiday village comprising 185 cottages and business park at land adjoining Hellifield Station, Hellifield.	EIA required	16/09/2016

4 DESCRIPTION OF THE PROPOSED DEVELOPMENT

4.1 Introduction

4.1.1 This is an outline planning application with all matters reserved except for means of access. The proposal seeks to provide a leisure development, in accordance with the site's allocation within the CDLP, capitalising on the site's sustainable location in close proximity to Hellifield Train Station and the Yorkshire Dales National Park. The proposal will seek to provide a variety of benefits to the local economy through the promotion of tourism.

4.1.2 The description of the proposed development is as follows:

"Outline Application for the development of a leisure centre, including swimming pool, hotel and visitor accommodation including up to 300 lodges, park and ride facility, pedestrian access to Hellifield Station, parking areas, bus and coach drop off point, landscaping including ground modelling and water features."

4.2 The Development Proposals

4.2.1 The principle elements of the proposed development are outlined in Table 1.2.

Table 1.2: Proposed Development		
Land Use	Units/Area	Comments
Lodges	300	Indicative mix: 57 (4 bed 8 person) 132 (3 bed 6 person) 111 (2 bed 4 person)
Sports/Leisure and Retail Facilities	Indicative area shown	
Bus/coach drop off area together with Park and Ride and Hotel Parking	251	160 Park and Ride Spaces (provided for Hellifield Train Station) 91 Hotel Parking Spaces
Car Parking Spaces	370	370 Lodge parking spaces
Retention of Green Areas and Creation of Lakes and Attenuation Features	21,400 sqm	Lake 1 (7,500 sqm) Lake 2 (2,600 sqm) Lake 3 (4,200 sqm) Lake 4 (7,100sqm) Green Areas (10,000 sqm)

- 4.2.2 The proposed masterplan details the indicative layout of the proposal (see Drawing 548.04 (--) 250). The indicative layout illustrates the intention to create a pedestrian access to Hellifield Train Station and to retain the existing Public Rights of Way within the site. For reference purposes, indicative elevations, the indicative layout of the proposed leisure centre and indicative sketches of the proposed lodges are provided in Drawings 548.04(SK)220, 548.04 (SK) 230, 548.04 (SK) 260 and 548.04 (SK) 270.
- 4.2.3 Detailed access arrangements are submitted for approval as part of this outline planning application. Vehicular access to the site will be gained via the existing Waterside Lane. The Transport Assessment considers that this highway can accommodate the proposed development in its current form, as it is a high grade access already designed for a substantial level of traffic. As such, it is considered unnecessary to undertake any alterations to the access.
- 4.2.4 The lodges proposed within this development will be under single commercial ownership and management. The proposed development represents a capital investment of circa £100 million and will create around 500 permanent employment opportunities. Importantly, the proposal will provide greater connectivity to Hellifield Train Station, the Yorkshire Dales National Park and ensure that the publicly funded Waterside Lane can be utilised.

5 CONSULTATION

5.1.1 The proposed development has been informed and guided by a programme of consultation with CDC, Yorkshire Dales National Park, members of the public and other stakeholders. This programme has included the process of scoping, and a number of meetings and consultation events. The consultation process in relation to the current proposals is outlined below.

5.2 Craven District Council

5.2.1 Informal discussions with CDC were originally held in 2009 in relation to a previous iteration of the scheme. Following this a schematic for the scheme was produced, and a request for a Scoping Opinion was submitted to CDC on 1st June 2009. The Scoping Opinion was received on 16th July 2009. This provided CDC and statutory consultees with an opportunity to comment on the proposed scope of the ES.

5.2.2 Subsequent to this, further pre-application consultation has been undertaken with CDC. On 20th June 2011 a meeting was held with Ian Swain and David Smurthwaite of CDC Planning Department regarding the proposal and the requirement to submit a further request for a Scoping Opinion. CDC did not indicate that the scope of the EIA should be updated. CDC did however recognise the economic benefits of the proposed development. A further pre-application advice request was lodged on 22 September 2016, at the time of writing a response has not been received.

5.3 Yorkshire Dales National Park

5.3.1 Pre-application consultation has also been undertaken with the Yorkshire Dales National Park Planning Authority. A pre-application advice request was submitted on 22nd August 2016 and a formal written response was received on 20th September 2016.

5.3.2 The response recognised the economic benefits associated with the proposal. The response outlined the scope and requirement for Heritage, Ecological and Landscape and Visual Impact Assessments within the associated ES. The response also highlighted the potential impact of the lighting associated with the proposed development on the dark night skies of the Yorkshire Dales National Park which are a special quality of the area. It should be noted that details of lighting will be provided within the reserved matters application, in any case it is considered that any adverse impacts can be appropriately mitigated.

5.4 Public Consultation

- 5.4.1 Two Public Consultation Events were held in relation to the previous iteration of the scheme in 2009. One was held in Long Preston, and one in Hellifield, both in March 2009.
- 5.4.2 A Public Consultation Event in relation to the proposed development was held on 13th October 2016. A notification of this event was placed within the local newspaper on 29th September 2016. This event provided local residents with the opportunity to comment on and influence the proposals.
- 5.4.3 A total of 115 attendees signed in to the event, and 64 feedback forms were received. A number of issues were raised during the event, however the main issues were associated with the potential effect on ecology and the scale of the proposed development. An assessment of the potential effects on ecology and nature conservation has been undertaken and a number of potential mitigation measures have been recommended. Further ecological surveys will be undertaken to inform these mitigation measures and how they will be implemented within the detailed design, ensuring the effect on ecology is minimised. In addition, the scheme will provide ecological enhancements, such as restoring streams within the site to their original course and implementing a drainage strategy that will minimise effects on Gallaber Pond.
- 5.4.4 In relation to the scale, the proposal has been designed to satisfy the demonstrable need for the tourism related development which allows it to meet the aims of the TDOS designation. A Design and Access Statement (see Appendix A) includes information on proposed mitigation measures recommended in the Landscape and Visual Assessment, which will limit the scale of the development and reduce adverse effects on the amenity of local residents. Further assessments will be undertaken within the detailed design ensuring adverse effects are mitigated.

5.5 Other Consultees

- 5.5.1 The scoping process undertaken in 2009 provided statutory consultees with an opportunity to comment on the proposed scope of the ES. Consultees who responded to the request for a Scoping Opinion included Natural England, Environment Agency, and North Yorkshire County Council Heritage and Environment.
- 5.5.2 Further discussions between the Applicant and Environment Agency were undertaken following receipt of the Scoping Opinion to refine the design of the scheme.

6 ENVIRONMENTAL IMPACTS

- 6.1.1 To accompany this planning application, an ES which provides an Environmental Impact Assessment (EIA) of the proposals has been prepared in accordance with the requirements of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 ('2011 Regulations') which translate the EIA Directive into UK planning legislation.
- 6.1.2 The ES is the main communication tool for presenting the key findings of the EIA. It is intended to inform decision-making in the determination of the planning application.
- 6.1.3 An EIA is statutorily required prior to 'development consent' being granted for any project which is likely to have significant effects on the environment. 'Development consent' is a term which includes the grant of planning permission.
- 6.1.4 Schedule 1 of the 2011 Regulations lists projects for which EIA are mandatory. The proposed development does not fit to any of these categories. The proposed development falls under Schedule 2, Part 12(c) 'Tourism and leisure: Holiday villages and hotel complexes outside urban areas and associated developments' of the EIA Regulations. Under Schedule 2 Part 12(c), the current threshold criteria for which an EIA is required is a development that exceeds an overall development footprint of 0.5ha.
- 6.1.5 Whilst no formal screening request was submitted to CDC in relation to the proposed development, it has been considered that in order to demonstrate the thoroughness of the approach to the application, the Applicant has committed to undertake this EIA on a voluntary basis.
- 6.1.6 The production of a full ES was therefore carried out to present the findings of the EIAs in respect of the current application.
- 6.1.7 In the context of the development proposal and its potential environmental impacts, the following technical areas have been given consideration:
- Socio-economic (*Wardell Armstrong LLP*)
 - Transportation (*Sanderson Associates*)
 - Noise (*Wardell Armstrong LLP*)
 - Archaeology and Cultural Heritage (*Wardell Armstrong LLP*)
 - Landscape and Visual Impact Assessment (*JBA Consulting*)

- Ecology (*JBA Consulting*)
- Geology and Hydrology (*JBA Consulting*)

6.1.8 The format of the ES conforms to the legislative requirement for EIA. This includes non-technical information such as a brief description of the local and surrounding area; a detailed discussion of the project development; the scheme alternatives; and details of consultation.

6.1.9 The ES is accompanied by a Non-Technical Summary (NTS) which provides a summary of the information contained in the ES. It details the significant effects of the proposed development, using non-technical language and appropriate illustrations. Although contained within the main body of the ES, in addition it has been produced as a separate document.

6.2 **Summary of Environmental Assessments**

6.2.1 Potential impacts have been identified and assessed and where required, measures to avoid or reduce any negative effects have been included within the site design and development proposals.

6.2.2 An overview of each of the environmental assessments is provided below.

Socio-Economic

6.2.3 Although the economy within Craven District has traditionally been based upon agriculture, it has diversified in recent years and shifted towards the tourism industry. The Economic Development Strategy for Craven District notes that more jobs are required within the area together with appropriate levels of growth within sustainable tourism.

6.2.4 The development will create additional employment opportunities through its construction and operation. These jobs will improve the local economy, and encourage young people to stay in the area. Visitors to the development could also contribute to the local economy by using shops and services within the area.

6.2.5 A Construction Management Plan will be created for the site to minimise impacts on local residents.

Transportation

6.2.6 An assessment was undertaken of the potential environmental effects resulting from the change in traffic associated with the development.

6.2.7 There would be a minimal material increase in traffic during the construction phase of the development, and a Construction Management Plan would be produced to cover routes to and from the site and arrival/departure times to limit potential negative effects.

6.2.8 Once the development is constructed, the increase in traffic falls well below the key thresholds identified by the guidance (produced by the Institute of Environmental Management and Assessment) and would not therefore result in any significant negative effects on the environment.

Noise

6.2.9 A Noise Assessment is currently being undertaken and will be provided to CDC following the submission of this planning application.

Archaeology and Cultural Heritage

6.2.10 The Long Preston Conservation Area is located to the west of the site, and the Settle-Carlisle Railway Line Conservation Area is located to the north of the site. Three listed buildings are also located around the site.

6.2.11 The development could affect these heritage assets; however, any effects are not considered to be significant. Planting or fencing to the north of the scheme could screen view to the north, and limit potential impacts on heritage assets.

6.2.12 Following a survey of the site and desk study, it is considered that there is no potential buried archaeological remains that would prevent development.

Landscape and Visual Impact Assessment

6.2.13 The site is relatively rural in character, but nearby modern development and roads reduce the feeling of remoteness and tranquillity.

6.2.14 The landscape will be affected directly by the development, and indirectly by the associated traffic and presence within views.

6.2.15 The development will not directly impact on the landscape of the Yorkshire Dales National Park; however, it will be locally visible in views towards the National Park. Views from within the National Park will be very limited.

6.2.16 The visibility of the development will be reduced by woodland adjacent to the A65, the railway embankment, houses in Hellifield and other nearby development. However, visual effects will be experienced on the footpaths within the site, and on

footpaths to the north of the site. Visual effects will also be experienced by some houses, mainly to the western edge of Hellifield.

- 6.2.17 A number of measures will be included within the development to reduce effects, including new woodland planting around the edge of the site, and dense planting within the site. No development will take place in the south-east of the site, to create an open buffer between the scheme and residential areas.

Ecology

- 6.2.18 Ecological surveys were carried out across the site to establish the baseline and identify habitats and species that could potentially be affected by the proposals, which included the two flashes within the site; woodland; hedgerows; Kell Well Beck; birds; great crested newts; badgers; and bats.
- 6.2.19 The potential effects on these receptors was assessed, which included consideration of both direct (such as habitat loss and injury to wildlife) and indirect (such as disturbance, changes in water run-off and dust deposition) impacts.
- 6.2.20 Mitigation measures will be implemented to ensure there are no significant negative effects on ecological receptors, primarily through the implementation of a Construction Environmental Management Plan which will detail how the wildlife of the site is to be protected.
- 6.2.21 Further surveys on protected species will be undertaken once the detailed design of the site is completed, to better inform mitigation strategies.

Geology and Hydrology

- 6.2.22 An assessment of contaminated land and flood risk was undertaken for the scheme, to support an assessment of potential impacts to the water environment.
- 6.2.23 The historical course of Kell Well Beck will be re-instated, as requested by the Environment Agency, as part of the development which should improve the ecology of the water course and offer a positive impact.
- 6.2.24 Part of the development includes a sunken hotel, creating a flood risk. Options to alleviate this risk will be further investigated and confirmed during the detailed design of the scheme.
- 6.2.25 A number of potential negative impacts were identified as a result of the construction and operation of the scheme. However, mitigation measures will be used to reduce or

prevent these and ensure there are no significant effects on geology or the water environment. Measures will include the following:

- Use of a Pollution Prevention Plan to prevent spillage and potential contamination;
- A Waste Management Plan will be implemented;
- The original course of streams within the site will be restored, improving drainage and providing benefits for wildlife;
- A detailed drainage design will be produced to minimise flood risk and potential effects on water;
- Further data for private water supplies will be obtained from the local authority, and a risk assessment undertaken if required;
- Ground investigations will be undertaken to inform the detailed development design; and
- A Construction and Environmental Management Plan (CEMP) will be developed and put in place for the whole period of construction.

6.3 Residual and Cumulative Effects

6.3.1 Each assessment has identified the potential environmental effects of the scheme, and recommended mitigation measures that could reduce or avoid these effects. Once these measures are in place, the majority of remaining (residual) effects will not be significant, as detailed within Table 1.3 below.

Table 1.3: Summary of Residual Effects	
Technical Chapter	Significant Residual Effects?
<i>Socio-Economics</i>	Yes
<i>Transportation</i>	No
<i>Noise</i>	[tbc]
<i>Archaeology and Cultural Heritage</i>	No
<i>Landscape and Visual Impact</i>	Yes
<i>Ecology and Nature Conservation</i>	No
<i>Geology and Hydrology</i>	No

6.3.2 The only significant residual effects will relate to socio-economics, and landscape and visual impacts. However:

- Significant residual socio-economic effects will be beneficial; and

- Significant residual landscape and visual effects would occur for any development of this type, and will reduce over time as the planting within the site grows and the development blends into the wider landscape.

6.3.3 In addition, there are no similar developments nearby. Therefore, it is not considered where would be any significant cumulative effects as a result of the proposals.

7 PLANNING POLICY CONTEXT

7.1 National Planning Policies and Guidance

National Planning Policy Framework (NPPF)

- 7.2 The NPPF was published in March 2012 and sets out the Government's planning policies for England and how these are expected to be applied, re-iterating the fact that planning law requires that all applications for planning permission must be determined in accordance with the Development Plan unless material considerations indicate otherwise. The NPPF has superseded previously published planning policy statements and planning policy guidance notes. Paragraph 14 states that:

"At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development...for decision-taking this means approving development proposals that accord with the development plan without delay".

- 7.2.1 Paragraph 19 goes on to indicate that *"planning should operate to encourage and not act as an impediment to sustainable growth...therefore significant weight should be placed on the need to support economic growth through the planning system"*.

- 7.2.2 Paragraph 28 states:

"Planning policies should support economic growth in rural areas in order to create jobs and prosperity by taking a positive approach to sustainable new development. To promote a strong rural economy, local and neighbourhood plans should:...

- ...support sustainable rural tourism and leisure developments that benefit businesses in rural areas, communities and visitors, and which respect the character of the countryside. This should include supporting the provision and expansion of tourist and visitor facilities in appropriate locations where identified needs are not met by existing facilities in rural service centres; and..."*

- 7.2.3 Paragraph 56 of the NPPF states: *"Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people."*

7.2.4 Paragraph 77 of the NPPF states:

“The Local Green Space designation will not be appropriate for most green areas or open space. The designation should only be used:

- where the green area concerned is local in character and is not an extensive tract of land.”*

7.2.5 Paragraph 131 of the NPPF states:

“In determining planning applications, local planning authorities should take account of:

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
- the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*
- the desirability of new development making a positive contribution to local character and distinctiveness.”*

7.2.6 Paragraph 115 of the NPPF states:

“Great weight should be given to conserving landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to landscape and scenic beauty. The conservation of wildlife and cultural heritage are important considerations in all these areas, and should be given great weight in National Parks and the Broads.”

7.2.7 Paragraph 134 and 135 states:

“Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use...in weighing applications that affect directly or indirectly non designated heritage assets, a balanced judgement will be required having regard to the scale and harm or loss and the significance of the heritage asset.”

7.2.8 Paragraph 137 of the NPPF states:

“Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites and within the setting of heritage assets to enhance or better reveal their significance. Proposals that

preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably.”

7.3 Development Plan

7.3.1 Section 38 of the Planning and Compulsory Purchase Act 2004 replicates the provisions of Section 54A of the Town and Country Planning Act 1990 (as amended) and requires that where in making any determination regard is to be held to the Development Plan, and that determination shall be made in accordance with the Plan unless material considerations indicate otherwise.

7.3.2 The Development Plan for Craven District currently comprises the following documents:

- Craven District (outside the Yorkshire Dales National Park) Local Plan (1999).

7.3.3 As confirmed by the National Planning Policy Framework (NPPF), in reaching a decision on any application, the first consideration is whether the proposals accord with the Development Plan. It is then necessary to have regard to all other material considerations, which include all relevant policy considerations contained in the emerging Development Plan as well as National Planning Guidance and relevant appeal decisions.

7.3.4 Material considerations include the following:

- Second Informal (Pre-Publication) Draft of the Craven Local Plan (2016);
- The Yorkshire Dales Local Plan (Saved Policies June 2012) (2006);
- Conservation Area Appraisals in the Yorkshire Dales National Park Long Preston Adopted Document (2010);
- Settle–Carlisle Conservation Area Appraisal (2016);
- Planning Gain Guidance;
- Tourism and Economic Need; and
- Recent Independent Examination of Proposed Local Green Space Designation.

Craven District Local Plan (1999)

7.3.5 The CDLP was adopted on the 2nd July 2009. The CDLP sets out a development strategy for the plan area and contains all the land use policies and proposals needed for the

future development of the plan area for the period up to 2006. A number of policies have been saved within this Local Plan. The following policies are considered relevant:

7.3.6 Paragraph 2.1 states:

“All development must take full account of the need to protect the environment so that present day demands do not compromise the ability of future generations to meet their own needs or enjoy a high quality environment. All development must therefore reflect the need to safeguard the quality of life of residents, conserve resources and protect the plan area's essential character and main environmental assets...”

7.3.7 Policy ENV1. Development in the Open Countryside states:

“...Large scale development in the open countryside will only be permitted where it is demonstrated that there is an overriding need for the proposal due to the requirements of the utility services, transport, minerals supply or national security.”

7.3.8 Policy ENV2. Requirements for Development in Open Countryside states:

“Development acceptable in principle under policy ENV1. will only be permitted where:

- 1. It is compatible with the character of the surrounding area, does not have an unacceptable impact on the landscape and safeguards landscape features, including stone walls and hedgerows, worthy of protection;*
- 2. The design of buildings and structures and the materials proposed relate to the setting, taking account of the immediate impact and public views of the development;*
- 3. Rural access roads can accommodate the traffic likely to be generated by the proposal;*
- 4. Services and infrastructure can be provided without causing a serious harmful change to the rural character and appearance of the locality.”*

7.3.9 Policy ENV10. Protection of Trees and Woodlands states:

“In considering proposals for development, the Council will seek to safeguard the following from harm or unjustifiable loss:

- 1. A tree or hedgerow protected by a preservation order; or*

2. *A tree within a Conservation Area; or*
3. *An area of recognised Ancient Woodland;*
4. *Any trees or tree belts which do or will, when mature, contribute significantly to any of the following:*
 - a. *The landscape diversity*
 - b. *The setting of nearby existing or proposed buildings*
 - c. *A wildlife habitat*
 - d. *Visual amenity.”*

7.3.10 Policy ENV18. Light Generating Development states:

“The Council will seek to minimise light pollution. Applications for development requiring or likely to require external lighting shall be required to include details of lighting schemes.”

7.3.11 Policy EMP11. Tourist Development Opportunity Sites states:

“The following development opportunity sites are acceptable in principle, for tourist related development (Class D1 uses)

- *Hellifield Station site.*
- *Bolton Abbey Station site.*
- *Embsay Station site.*

Applications for planning permission will be assessed against other relevant policies in the plan and against the Development Briefs, to be provided for these sites.”

7.3.12 Paragraph 11.1 states:

“The above sites are felt to be suitable in principle for tourist related development, particularly as they are likely to encourage visitors to make greater use of rail travel to visit attractions in the area. The identification of these sites therefore contributes towards the Plan's objectives to promote sustainable development.”

7.3.13 Policy EMP16. Static Caravans and Chalets states:

“New static caravan and chalet development or the extension of existing sites will not be permitted within the AONB, and SSSI’s. Elsewhere static caravan and chalet development will be permitted provided:

- 1. The site is well screened by landforms and/or existing landscaping from roads, elevated viewpoints and other public places and development will not have an adverse effect on the character and appearance of the countryside.*
- 2. The scale of development is in context with its surroundings.*
- 3. The site is of a high standard of layout, design and landscaping and the caravans and chalets satisfactorily blend into the landscape in terms of their siting, colour and materials.*
- 4. An adequate tree planting scheme is submitted with the application. This should indicate species type, number, size, location and planting densities, sufficient for their long term contribution to the landscape and screening to be assessed.*
- 5. The site is located in an area with local opportunities for informal countryside recreation, but should not itself be detrimental to those attractions.*
- 6. The site will not have an unacceptable impact on the character or setting of settlements or the amenity of local residents. Any ancillary permanent development must be of a good standard and comply with the provisions of Policy EMP18.*
- 7. The traffic generated can be satisfactorily accommodated on the local highway network.*
- 8. The proposal is well related to the highway and public transport networks.*
- 9. The proposal will not have an adverse impact on sites of nature conservation value or archaeological or historic importance.”*

7.3.14 Policy EMP18. Permanent Buildings on Camping, Caravanning and Chalet Developments states:

“Proposals for permanent buildings, including clubhouses and dining or leisure facilities, provided in association with camping, caravanning or chalet development will only be permitted where they:

1. *Are necessary for the operation of the site, with the size and nature of the buildings relating to the needs of site residents.*
2. *Do not have an adverse effect on the character and appearance of the countryside.*
3. *Are of a good standard of design and satisfactorily blend into the landscape in terms of their siting, design and materials.*
4. *Are compatible with the landscape policies, nature conservation policies, and policies for the AONB, and SSSI's."*

7.3.15 Policy EMP19. Occupancy Conditions states:

"Permission for static caravans and chalets will only be granted if occupancy by any one person or groups of persons is limited to not more than 60 days in any 3 month period."

7.3.16 Policy SRC12. Protection of Public Rights of Way states:

"Where existing public rights of way cross a proposed development site they will be incorporated into the scheme in a sensitive manner which ensures their attractiveness to users.

In cases where disruption to existing rights of way is unavoidable, the Council will require alternative public access routes to be provided as an integral element of the development."

7.3.17 Policy T2. Road Hierarchy states:

"Development proposals will be permitted provided they:

1. *Are appropriately related to the highway network and in particular;*
2. *Do not generate volumes of traffic in excess of the capacity of the highway network;*
3. *Do not lead to the formation of a new access or greater use of an existing access onto a primary, district or local distributor road unless the access is such that it is acceptable to the Council and its design achieves a high standard of safety; and*
4. *Have full regard to the highway impact on, and potential for improvement to the surrounding landscape."*

7.3.18 Policy T6. Encourage Provision of Effective Public Transport Services states:

“The Council will encourage the provision of effective bus and rail services and support proposals for improved public transport facilities in the Plan area.”

7.4 Material Considerations

Second Informal (Pre-Publication) Draft of the Craven Local Plan (2016)

7.4.1 The second informal (pre-publication) draft of the CLP sets out how land should be used in the future to achieve economic, environmental and social goals. Once adopted, the new Local Plan will control development within the district. Whilst the new Local Plan has not been formally adopted and has little weight; the following policies are considered relevant.

7.4.2 Draft Policy SD1: The Presumption in Favour of Sustainable Development states:

“The Craven Local Plan provides a positive planning framework for guiding development and change in Craven in line with national planning policy. At the heart of the local plan is the aim to deliver sustainable growth. The Council will take a positive and proactive approach to the consideration of development proposals that reflects the presumption in favour of sustainable development that is contained in the National Planning Policy Framework (NPPF).”

7.4.3 Draft Policy ENV2: Heritage states:

“Craven’s historic environment will be conserved and, where appropriate, enhanced and its potential to contribute towards the economic regeneration, tourism and education of the area fully exploited. This will be achieved through:-

- a) Paying particular attention to the conservation of those elements which contribute most to the District’s distinctive character and sense of place. These include:-...*
- ii)...The buildings and structures associated with Settle-Carlisle Railway...*
- c) Supporting proposals that would preserve or enhance the character or appearance of a Conservation Area...*
- d) ...Ensuring that proposals affecting an archaeological site of less than national importance conserve those elements which contribute to its significance in line with the importance of the remains. In those cases where development*

affecting such sites is acceptable in principle, mitigation of damage will be ensured through preservation of the remains in situ as a preferred solution...

- e) ...Supporting proposals which conserve Craven's non- designated heritage assets...*
- f) ...Supporting proposals which will help to secure a sustainable future for Craven's heritage assets, especially those identified as being at greatest risk of loss or decay."*

7.4.4 Draft Policy EC4: Tourism states:

"Tourism will grow in a sustainable way, so that it helps to improve the economy, environment and quality of life. Such growth will be achieved by:...

- g) Supporting, in principle, proposals for tourism development and for achieving synergies of co-location, in the following key locations for tourism development identified on the policies map;*

Bolton Abbey/Bolton Abbey Railway Station

Broughton Hall Estate

Ingleton – viaduct area

Gargrave – canal area

Skipton – canal and railway station area

Bentham – railway station area

Hellifield – railway station area

Embsay – railway station area

- h) Supporting sustainable tourism development of the committed tourism development opportunity site on land to the west of Hellifield, in accordance with broad requirements set out on the policies inset map;...*
- i) ...Proposals of the type described above will be supported provided they accord with all relevant local plan policies and any relevant neighbourhood plan policies, and will help to achieve sustainable development."*

7.4.5 Draft Policy ENV10: Designation and Protection of Local Green Space states:

“Sites will be designated as Local Green Space where the following criteria within the Council’s Local Green Space Designation Assessment Methodology have been satisfied:

- a) The site does not already have planning permission for an incompatible alternative use;*
- b) The site is not already allocated for an incompatible alternative use in the local plan or neighbourhood plan;*
- c) The site is local in character and does not form an extensive tract of land;...*
- ...f) The site is capable of enduring beyond the end of the plan period (2032)”*

7.4.6 Draft Policy INF1: Planning Obligations states:

“Where necessary, planning obligations will help to mitigate the impact of Craven’s growth, support the provision of local infrastructure, secure community benefits and achieve sustainable development. This will be done in the following ways.

- a) Planning obligations will be required where the form of development needs to be prescribed or where proposed development needs to be accompanied by new or improved infrastructure, facilities or services or by environmental improvements...”*

The Yorkshire Dales Local Plan (Saved Policies June 2012) (2006)

7.4.7 The Yorkshire Dales Local Plan (YDLP) was formally adopted on the 29th April 2006. It forms part of the Yorkshire Dales National Park Development Plan, for the purpose of determining planning applications, planning appeals and other proposals for development. A number of policies have been saved within this Local Plan. Whilst the site is not located within the Yorkshire Dales National Park the following policies have been considered relevant given its close proximity to the area.

7.4.8 Policy GP1 National park purposes states:

“The two statutory purposes of the Yorkshire Dales National Park are to conserve and enhance the natural beauty, wildlife and cultural heritage of the National Park and promote opportunities for the understanding and enjoyment of the special qualities of the National Park by the public.

Development will not be permitted that prejudices those purposes unless it can be demonstrated that there is an overriding need for the development and that any harm can be mitigated.”

7.4.9 Policy GP4 Landscape enhancement schemes states:

“Development proposals that would have an affect on the landscape characteristics of the National Park will require the inclusion of a landscape enhancement scheme.

Development will only be permitted where the landscape enhancement scheme meets the following criteria.

- i. It forms an integral part of the proposal.*
- ii. It incorporates measures for the protection, enhancement and creation of habitats using indigenous species appropriate to the locality.*
- iii. It respects the ecological, geological/geomorphological, archaeological and historic character and the amenity of the surrounding area.*
- iv. It provides, where possible, links between sites of nature conservation importance to help contribute to the development of habitat networks.*
- v. It retains and incorporates the important natural, built and historic features of the site.”*

Conservation Area Appraisals in the Yorkshire Dales National Park Long Preston Adopted Document (2010)

7.4.10 The Conservation Area Appraisals in the Yorkshire Dales National Park Long Preston Adopted Document (2010) provides a comprehensive appraisal of the Long Preston Conservation Area. The appraisal notes that the proposed development is located adjacent to Character Zone 3 of the Long Preston Conservation Area. It is noted that this Character Zone comprises features that detract from the character and appearance of the wider conservation area and Long Preston’s built historic environment. It is of note that it was proposed to remove this area from the wider conservation area. On this basis, it is considered that the section of the conservation area adjacent to the site does not contribute to the character of the wider conservation area.

Settle–Carlisle Conservation Area Appraisal (2016)

- 7.4.11 The Settle–Carlisle Conservation Area Appraisal (2016) focuses on the sections of the Conservation Area in and around Hellifield and Settle, where development pressures are greatest. It notes that

“The immediate context of the station is open space that makes a limited contribution to character and appearance...To the south and east the fringes of the railway and its backdrop contain elements of Hellifield which are of no interest and make no contribution to the character and appearance of the Conservation Area.”

Planning Gain Guide

- 7.4.12 The Planning Gain Guide set out CDC’s approach to securing developer contributions. It states that planning gain is required when *“a single development can threaten to damage a local area”*. CDC acknowledges that not all new development creates the need for significant new or improved infrastructure, services or facilities and wherever possible the Council will seek provisions by the imposition of planning conditions. In some cases however, Planning Obligations will be required as a means of ensuring that developers contribute towards the infrastructure facilities and services necessary to mitigate the impact caused by their proposed developments.

Tourism and Economic Need

- 7.4.13 This Government Tourism Policy (2011) outlines the UK Government’s approach to the visitor economy as a whole. The following sections are considered relevant to the proposed development.

- 7.4.14 Paragraph 2.1 states:

“Tourism is an often underestimated but tremendously important sector of the UK’s economy. It’s already one of our six biggest industries and our third-largest export earner. It accounts for almost £90bn direct spend each year, contains over 200,000 businesses and provides 4.4% of our nation’s jobs. Equally importantly, it creates wealth and employment in all parts of the country, not just the south-east, and it’s a cost-effective way to regenerate run-down communities. A thriving tourism industry creates beautiful places to visit all round the country, which also improves the quality of life for everyone who lives near them as well.”

- 7.4.15 Paragraph 2.2 states:

“The Government will work to ensure that we harness the full potential of this industry, building on the strengths we have while also addressing the weaknesses in the sector.

Our aims are to:...

- *...Increase the proportion of UK residents who holiday in the UK to match those who holiday abroad each year. For longer stays (4 nights or more) this would mean 29% of travellers holidaying in Britain rather than just 20% today (creating 4.5m extra domestic trips each year, £1.3bn more spend and 26,000 new jobs). And if we can replicate this scale of improvement for shorter stays as well, we will create a further £750m of spend and 11,000 new jobs.”*

7.4.16 The Yorkshire Dales Park Management Plan sets out the vision and ambitions for the area from 2013 to 2018. Policy E4 of the Management Plan states:

“Improve the quality, variety and marketing of the tourism ‘offer’ within the National Park to extend the season and get more visitors to stay overnight so as to increase the value of tourism by 20% in real terms by 2020.”

7.4.17 The Economic Delivery Strategy for Craven District 2010-2016 (2010) outlines the key themes and objectives to support local economic growth, as well as the intended actions to deliver social and economic well-being for Craven District. The Strategy will assist Craven District Council in setting its plans, as well as providing a framework for partnership working; supporting and influencing the strategies, priorities and resource allocation of other organisations/agencies operating in the field of economic development.

7.4.18 The vision for Craven District is as follows:

“To create a more vibrant and prosperous local economy which provides for the social and economic needs of the people of Craven whilst sustaining its unique heritage, beauty and character.”

7.4.19 A key opportunity outlined within the Strategy is to *“grow the value of the tourism sector, particularly overnight stays”*. The Strategy also suggest that a weakness to the local economy is the *“low inward investment profile”*.

7.4.20 In order to achieve the vision for Craven the Strategy a number of objective of which the following is particularly relevant: *“Encouraging appropriate levels of sustainable*

tourism". A key priority for action is to: "Investigate options for the future management and operation of Hellifield Railway Station."

- 7.4.21 It is important to note that the York, North Yorkshire and East Riding Economic Partnership, state that more jobs are required within the area together with appropriate levels of growth within sustainable tourism. The Leeds City Region Local Economic Partnership (which Craven also forms part of) also notes that growth in the visitor economy is an important aim of the region. While the Hellifield Parish Profile notes that there is a need for employment in the locality with most residents having to travel to work.

Recent Independent Examination of Proposed Local Green Space Designation

- 7.4.22 In 2014 Independent Examiner, Nigel McGurk found that two proposed designations for Local Green Space in the Backwell Neighbourhood Plan were extensive tracts of land and therefore would not comply with Paragraph 77 of the NPPF. The two sites were at least 19 hectares and 32 hectares. The Examiner held that *"it is essential that, when allocating Local Green Space, plan-makers can clearly demonstrate that the requirements for its allocation are met in full"*. The Examiner continued:

"In the case of Farleigh Fields, it is my view that 19 Hectares also comprises an extensive tract of land. To provide some perspective, at least twenty three full size football pitches would easily fit into an area of this size.

Given that the Framework is not ambiguous in stating that a Local Green Space designation is not appropriate for most green areas or open space, it is entirely reasonable to expect compelling evidence to demonstrate that any such allocation meets national policy requirements. Specific to demonstrating that Farleigh Fields, and Moor Lane Fields are not extensive tracts of land, no substantive or compelling evidence has been presented."

8 PLANNING POLICY APPRAISAL

8.1 Introduction

8.1.1 The following section outline a planning assessment of the proposed development. This section will highlight key considerations of the application and set them within the context of national and local planning policy.

8.1.2 It is considered that the main issues associated with this planning application are as follows:

- The principle of development;
- The impact on cultural heritage and archaeology;
- The impact on amenity;
- The environmental impact of the development; and
- The impact on the surrounding access network.

8.1.3 The following appraisal highlights the support in national and local planning policy for the development of the site. Each of these issues are discussed in more detail below.

8.2 Principle of the development

Policy Designations

8.2.1 The proposed development site is designated as a TDOS. Policy EMP11 states that the site is acceptable in principle for tourist related development. In particular, the site is considered to be appropriate for this type of development as they are likely to encourage visitors to make greater use of rail travel to visit attractions within the area. The proposal is not within the D1 Class Use, however the precedent of development outside of this use class within the TDOS has been set with the grant of planning permission for the Gallaber Holiday Park to the south of the A65, together with the planning history of the site. It is of note that within the emerging CLP the site is allocated as a committed tourism development opportunity site. Draft Policy EC4 notes that the principle of tourism related development is acceptable in this location. This policy notes that, in particular, the development of land to the west of Hellifield will be supported.

8.2.2 Large sections of the site are proposed to be allocated as a Local Green Space within the emerging CLP. Draft Policy ENV10 aims *“to protect the areas from development that would adversely impact on their open character and the particular local*

significance placed on such green areas which make them valued by their local community.”

- 8.2.3 However, it is considered that the proposed allocation of land within this site is inappropriate and fundamentally unsound as the criteria a, b, c and f, as set out by CDC within Draft Policy ENV10 of the emerging CLP, have not be satisfied. The site has extant planning permission for an incompatible use and is designated for an incompatible alternative use within the adopted CDLP and emerging CLP. In view of this it is considered that the site is not capable of remaining undeveloped beyond the plan period. Furthermore, the proposed designation constitutes an extensive tract of land which is contrary to Paragraph 77 of the NPPF and, in accordance with Examiner’s findings of the Backwell Neighbourhood Plan, it is not appropriate to designate such large areas of land.
- 8.2.4 The proposed development corresponds to the aims of Policy EMP11 of the CDLP and Draft Policy EC4 of the emerging CLP to meet the demonstrable need for tourism related development. It is considered that, in view of Policy ENV1, large scale development within the Open Countryside is acceptable.

Planning History

- 8.2.5 The planning history associated with the site clearly shows that the principle of the development is acceptable. In particular, there is extant planning permission for a Rural Environmental Centre at the site. The overall principle to provide tourist-related development remains within the proposed development. It is considered that that iterative design process that has been informed by extensive pre-application consultation and the EIA process has helped to refine the scheme to maximise benefits and mitigate adverse impacts. In particular, the proposed development provides pedestrian access to Hellifield Train Station together with improved car parking facilities in accordance with the aim of Policy EMP11 of the CDLP, which was not provided as part of the Rural Environmental Centre.
- 8.2.6 It is also considered that the scale of the proposed development is acceptable given that the scale of the previous developments that have been granted planning permission at the site and the extensive amount of land which remains to be development within the TDOS. There is also demonstrable need for the proposed development as outlined in the section below, which again justifies the scale of the proposal.

Tourism Need and Economic Growth

- 8.2.7 The importance of tourism is widely recognised as it forms one of the sixth largest industries within the UK. The Government Tourism Policy sets out the aim to increase the proportion of UK residents holidaying in the UK. The Economic Delivery Strategy for Craven District 2010-2016 states that there is an opportunity to grow the value of tourism particularly through overnight stays, while the Yorkshire Dales Park Management Plan 2013-2018 outlines the aim to get visitors to stay overnight in order to increase the value of tourism by 20%.
- 8.2.8 Within the Craven District tourism is one of the most important factors within the local economy. Growth in tourism together with the provision of more employment opportunities is highlighted as specific requirements in the Economic Delivery Strategy for Craven District 2010-2016, the York, North Yorkshire and East Riding Economic Partnership, the Leeds City Region Local Economic Partnership and the Hellifield Parish Profile. The need and requirement for further tourism related development is also highlighted within the CDLP and the emerging CLP. In view of this it is considered that there is an overriding need for the proposed development in view of Policy ENV1 of the CDLP.
- 8.2.9 The NPPF places great emphasis on supporting economic growth within rural areas. In particular, the NPPF promotes sustainable rural tourism that benefits the local community while respecting the character of the area. The proposed development represents an investment of circa £100 million into the local area and is estimated to generated approximately 500 permanent employment opportunities. The proposal will result in significant economic growth, through tourism, in accordance with Paragraph 28 of the NPPF.

Sustainability

- 8.2.10 The NPPF states that there are three roles of sustainable development: economic, social and environmental. The proposal fulfils each role in the following ways:
- Economic: The proposal conforms to Paragraph 28 of the NPPF by providing economic growth within a rural area. The proposed development represents an investment of circa £100 million into the local area and is estimated to generated approximately 500 permanent employment opportunities.
 - Social: The proposed development will provide a wide range recreational opportunities for visitors and aid in the regeneration of Hellifield Train Station. The

proposed development has been supported by a comprehensive EIA which has ensured that the amenity of local residents will be protected. However, as this appraisal will demonstrate the proposal will not harm the amenity of local residents.

- Environmental: The proposed development has been supported by a comprehensive EIA which has ensured that the environment will be protected. However, as this appraisal will demonstrate the proposal will not harm the environmental (or historic environment) of the local area.

8.2.11 Notwithstanding the analysis above, the site is considered to be a sustainable location for this type of development by CDC by virtue of its designation as a TDOS. The proposed development is also supported by a Sustainability Assessment which will be provided to CDC following the submission of this planning application. In view of this, it is considered that the proposal is compliant with the sustainable development principles of the NPPF, Paragraph 2.1 of the CDLP and Draft Policy SD1 of the emerging CLP.

Conclusion

8.2.12 It is clear from the above appraisal that the principles of the proposed development are acceptable at the site.

8.3 The Impact on Cultural Heritage and Archaeology

8.3.1 An Archaeology and Cultural Heritage Assessment has been undertaken as part of the EIA process and forms part of the accompanying ES. This assessment demonstrates that the proposed development will not result in any significant impacts in terms of cultural heritage and archaeology.

8.3.2 In view of Paragraph 131 of the NPPF, it is considered that the proposed development will put Hellifield Train Station to viable use, improving its economic vitality. It is considered that the proposed development will make a positive contribution to this asset, completing a policy strategy that will aid in its regeneration.

8.3.3 The Archaeology and Cultural Heritage Assessment confirms the proposal will result in less than substantial harm on designated heritage assets. In these instances, the NPPF states that harm should be weighed against public benefit. The supporting Socio-Economic Assessment illustrates that, for the purposes of EIA, there will be significant

benefits to the local economy. The public benefit associated with the proposed development is clearly evident.

- 8.3.4 It is clear from the fact that the site is designated as a TDOS, CDC consider the site represents an opportunity for new development within/in close proximity to a Conservation Area. In particular, the policy designation is associated with the aim to enhance the significance and utilisation of the adjacent Hellifield Train Station. In view of this, it is considered that the proposal should be treated favourably.
- 8.3.5 The Long Preston Conservation Area is adjacent to the western boundary of the site, however there are no outward views from the site towards the Conservation Area due to screening vegetation. In any case, this section of the Conservation Area does not contribute to the overall significance of the asset. The primary significance of the designation of the Settle – Carlisle Railway Conservation Area is associated with industrial buildings. However, in view of the size of the Conservation Area, impacts will only be experienced locally. In any case, impacts on Conservation Areas will not exceed neutral adverse and it is considered that their character and appearance will be preserved. The loss of any archaeological remains within the site will be fully mitigated through the implementation of a programme of archaeological fieldwork.
- 8.3.6 The proposed development is in accordance with Paragraphs 131, 134, 135 and 137 of the NPPF and Draft Policy ENV2 of the emerging CLP.

8.4 The Impact on Amenity

- 8.4.1 The EIA process has ensured that any adverse impacts have been appropriately mitigated. It should be noted that a Noise Assessment will be provided to CDC following the submission of this planning application.
- 8.4.2 The Landscape and Visual Impact Assessment demonstrates that significant impacts on the landscape character of the area are restricted to within approximately 200m of the site. The accompanying Design and Access Statement (see Appendix A) illustrates that the design of the proposed development has emerged with full consideration of the surrounding area. Significant visual impacts have been identified, however it is considered that these impacts can be mitigated through a range of measures that have been proposed. The proposed development is therefore in accordance with Policies ENV2 and EMP16 of the CDLP.
- 8.4.3 Details associated with lighting will be provided within the reserved matters application, at which stage a detailed lighting assessment will be provided within the

Landscape and Visual Impact Assessment. This is of particular importance given that the 'dark skies' of the Yorkshire Dales National Park are one of its special characteristics. The Applicants are aware of the potential for the proposed development adversely impacting this special characteristic and it is considered that this can be appropriately dealt with and mitigated at the reserved matters stage¹. Notwithstanding this, an appropriate landscape enhancement scheme will be prepared at the reserved matters stage. As a result, the proposed development is considered to be in accordance with Policy ENV16, ENV18 of the CDLP and Policies GP1 and GP4 of the Yorkshire Dales Local Plan.

- 8.4.4 It is considered that the scale of the proposed development appropriately conforms with the aims of Policy EMP11 of the CDLP and the broad requirements set out in Draft Policy EC4 of the emerging CLP. The Design and Access Statement specifically deals with the design of the proposal (see Appendix A); however, it is considered that it has been appropriately designed in accordance with the surrounding area. The occupancy of the proposed lodges will be appropriately controlled in line with the CDLP and lodges will be occupied for a maximum of 3 to 4 days. The permanent buildings that are proposed within the development form a central aspect of the proposal and are necessary for the needs of the residents that will occupy the site. The proposed development will incorporate the Public Rights of Way that are located within the site boundary in a sensitive manner in accordance with Policy SRC12 of the CDLP.
- 8.4.5 It is considered that with the implementation of appropriate mitigation measures the proposed development is in accordance with the good design principles of the NPPF and Policies ENV2, EMP16, EMP18 and EMP19 of the CDLP.

8.5 The Environmental Impact of the Development

- 8.5.1 The supporting ES demonstrates that the majority of significant impacts associated with the proposed development have been appropriately mitigated. Several assessments have been undertaken which should be read in conjunction with this Planning Supporting Statement. In terms of Ecology, it is noted that there are potential significant impacts associated with overwintering birds and flashes. However, it is considered that these impacts can be appropriately mitigated at the reserved matters stage when further details assessments will be undertaken. In any case, beneficial

¹ It should be noted that the Applicants are committed to ensure that the Yorkshire Dales National Park is not adversely affected by the proposed development and will meet with representatives of the Yorkshire Dales National Park to discuss this aspect of the proposal.

impacts have been identified in relation to the re-alignment of Kell Well Beck. As such, it is considered that the proposed development accords with the principles of conserving and enhancing the natural environment outlined within Paragraph 115 of the NPPF and protects wildlife in accordance with Policy GP1 of the Yorkshire Dales Local Plan.

- 8.5.2 The proposal will not adversely impact any nationally designated sites and as such is in accordance with Policy EMP16 of the CDLP. Trees within the site boundary will be retained in accordance with Policy ENV10 of the CDLP.

8.6 The Impact on the Surrounding Access Network

- 8.6.1 The Transport Assessment concludes that the proposed development, during construction or operation, will have no material adverse impacts on the peak hour or daily operation of the surrounding highways network. The proposal is sustainably located adjacent to Hellifield Train Station and the village of Hellifield. The proposed development will utilise the existing Waterside Lane as a means of access, which, by virtue of its high grade design, can accommodate the traffic that will result from the construction and operation of the proposed development.

- 8.6.2 As such, it is considered that the proposal is in accordance with Policies EMP16, T2 and T6 of the CDLP. It is also considered that the proposed development can be implemented utilising existing services and infrastructure in accordance with Policy ENV2.

8.7 Planning Obligations

- 8.7.1 Measures to reduce the speed limit of the A65, as recommended within the Transport Assessment, will be funded by the Applicants to ensure safe accessibility to the site. Given that the proposed development conforms to the requirements set out within Policy EMP11 of the CDLP and Draft Policy EC4 of the emerging CLP, it is considered that no further contributions are required.

9 CONCLUSIONS

- 9.1.1 This Planning Supporting Statement supports an outline planning application with all matters reserved except for means of access. The description of the proposed development is as follows:

“Outline Application for the development of a leisure centre, including swimming pool, hotel and visitor accommodation including up to 300 lodges, park and ride facility, pedestrian access to Hellifield Station, parking areas, bus and coach drop off point, landscaping including ground modelling and water features.”

- 9.1.2 The proposal fulfils the aims of the TDOS as set out within the adopted CDLP and Draft CLP and will ensure that tourism related development will take place at the site ensuring the increased utilisation of Hellifield Train Station. Notwithstanding this, the proposal responds to the demonstrable need for further tourism related benefits and the associated economic benefits that it will provide for the local economy.
- 9.1.3 This Planning Supporting Statement has demonstrated that the proposed development aligns with the sustainable development, sustainable economic development together with the promotion of sustainable rural growth as set out in the NPPF and accords with Development Plan. It is considered, therefore, that subject to the imposition of suitable conditions and obligations there are no material reasons why planning permission should not be granted for the proposal.

DRAWINGS

NOTES

This drawing is for planning purposes only
and no dimensions should be read or taken
from it.
All information contained within this drawing
is taken from third party information, site
survey and OS maps.
Halliday Clark Limited accepts no responsibility
for its accuracy.

SITE BOUNDARY

FOR PLANNING

KELLWELL POINT
LEISURE VILLAGE
HELLIFIELD

FOR
BALLAN LTD

PROPOSED SITE

APPLICATION BOUNDARY

Date OCTOBER 2016

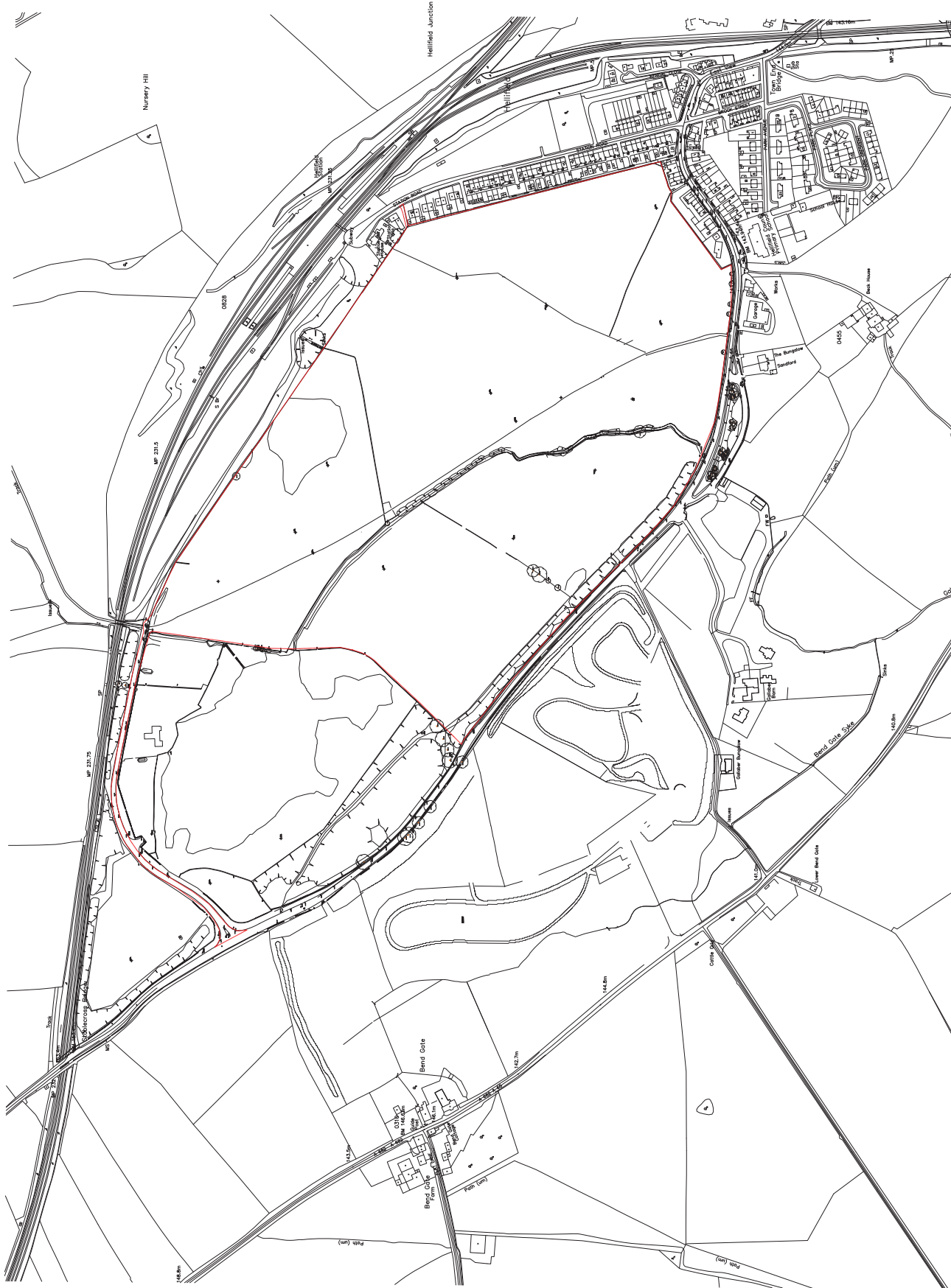
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Drawn NP Checked

HALLIDAY CLARK
ARCHITECTS

Halliday Clark Limited
Salford Wharf
Salford M6 6PU
W. Halliday@hcl.co.uk
T 01274 589 888
F 01274 589 922

Dwg. No. 548.02 (-) 240 Rev.



KELLWELL POINT LEISURE VILLAGE
EXISTING SITE PLAN WITH RED LINE BOUNDARY
scale 1:2500 @ A1



NOTES
This drawing is for planning purposes only and no dimensions should be used or taken from it. It is not to be used for construction and is not based on survey data.

300 no. TOTAL LODGES

AREAS OF LAKES WITHIN THE PROPOSED SITE

- Lake 1 ~ 7500 sqm
- Lake 2 ~ 2600 sqm
- Lake 3 ~ 4200 sqm
- Lake 4 ~ 7100 sqm
- Total ~ 21,400 sqm

POTENTIAL AREA FOR RESERVE WATER ATTENUATION
= 10,000 sqm
(min. 15% of developable area)

Existing and proposed
Public Rights of Way

Proposed site boundary

LAYOUT OF UNITS AND LEISURE BUILDINGS ARE DRAWN FOR ILLUSTRATIVE PURPOSES ONLY

REV D 19.10.2016 NP
Additional landscaping added to part of site.
REV C 11.10.2016 NP
Red line boundary added.
REV B 12.09.2016 NP
Additional notes added, new parking layout and landscaping plan added.
REV A 10.08.2016 NP
Landscape plan added, new parking layout and landscaping plan added.
Additional notes added, new parking layout and landscaping plan added.
Additional notes added, new parking layout and landscaping plan added.

PLANNING ISSUE

KELL WELL POINT
HELINFIELD
NORTH YORKSHIRE

FOR
BALAHL LTD

PROPOSED MASTERPLAN

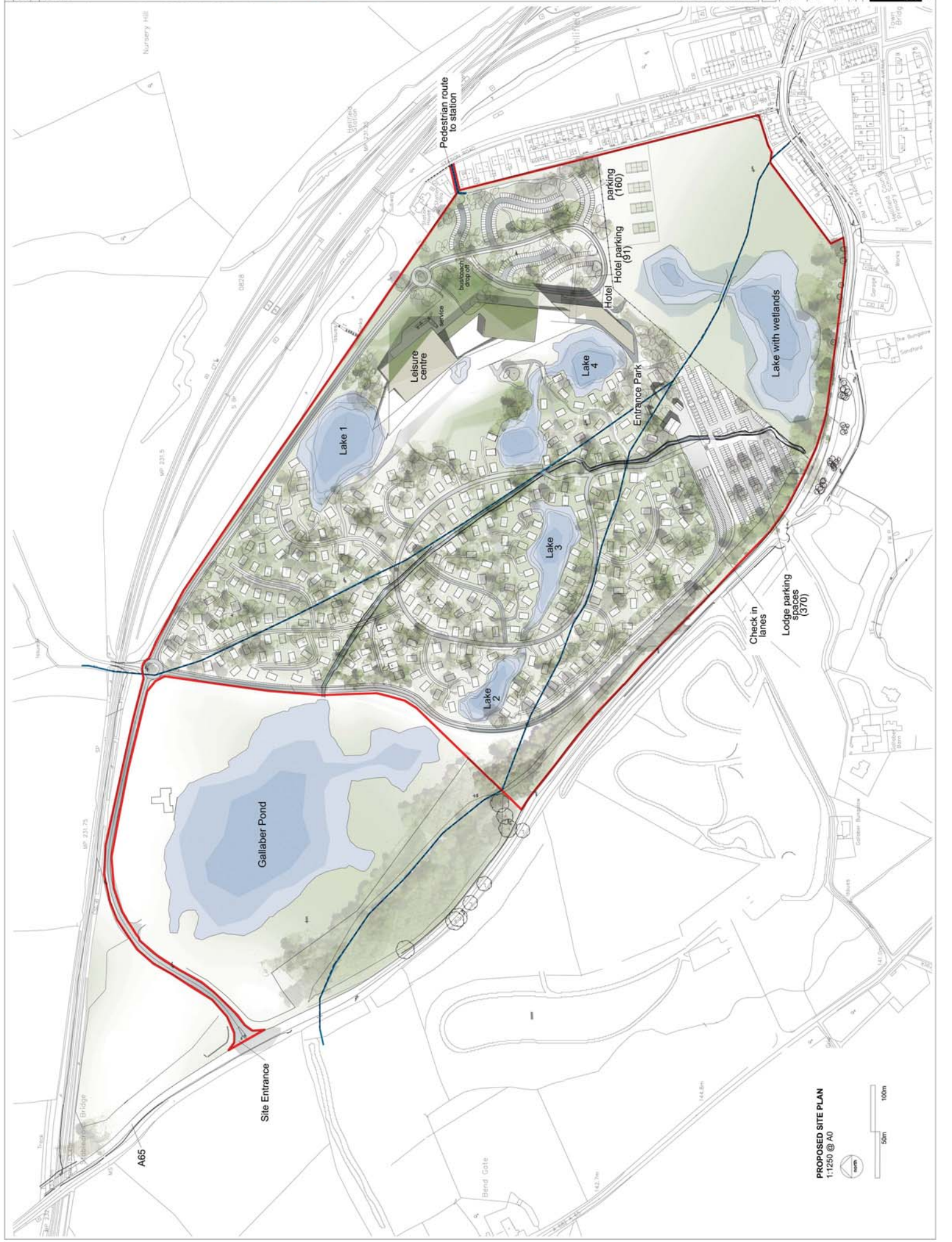
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Checked by: [Name]

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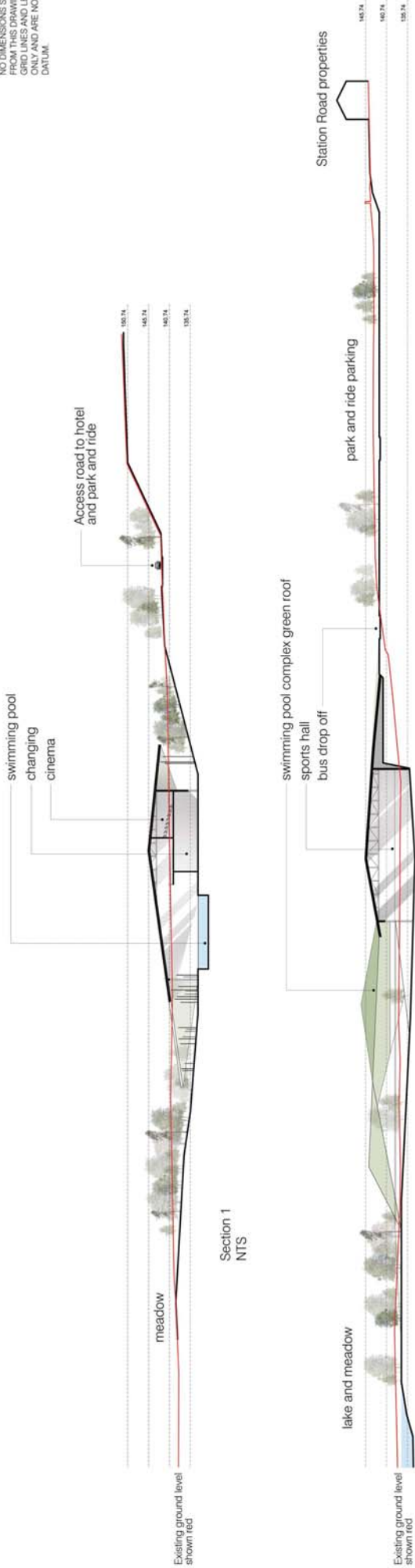
Unit 1, The Mill, Mill Lane, Helinfield, North Yorkshire YO21 2JH
Tel: 01430 810000
Fax: 01430 810001
Email: info@hallidayclark.co.uk
Web: www.hallidayclark.co.uk

Drawn by: [Name]
Checked by: [Name]
Date: [Date]
Scale: [Scale]
Rev. D



NOTES

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FOR INFORMATION

KELL WELL POINT
HELLIFIELD
NORTH YORKSHIRE

FOR
BALLAN LTD

PROPOSED SKETCH SECTIONS

Date AUGUST 2016
Scale NTS
Drawn NP
Checked

NOTES

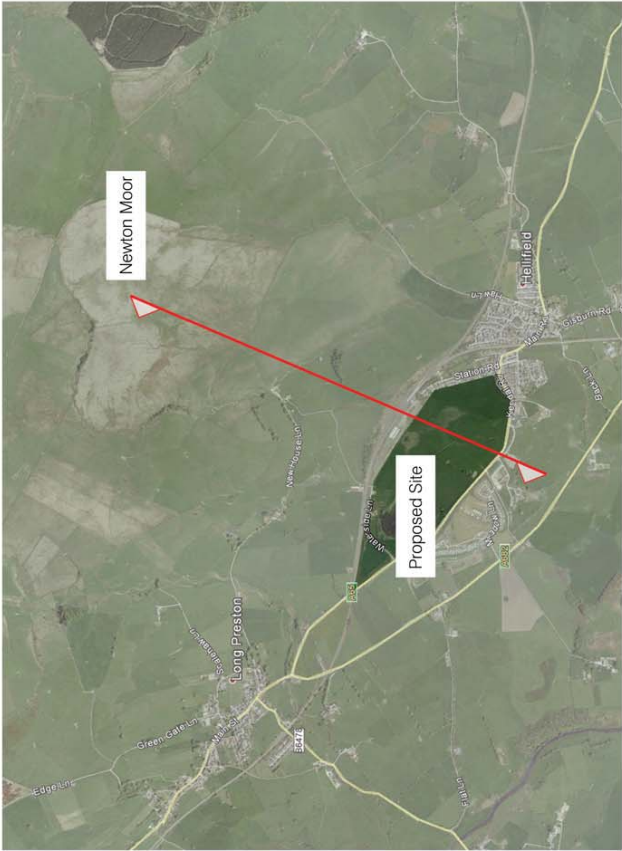
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THIS DRAWING IS FOR INFORMATION ONLY AND IS NOT BASED ON ACCURATE TOPOGRAPHICAL SURVEY INFORMATION. LEVELS AND DISTANCES ARE TAKEN FROM OS MAP RECORDS ONLY

NEWTON MOOR TRIANGULATION POINT
(+191)

PROPOSED SITE WITH INDICATIVE
SPORTS FACILITY SHOWN
(+145)

Section 1
Scale 1:5000 @ A1



Section Key
Not to scale



FOR INFORMATION

KELL WELL POINT
HELLIFIELD
NORTH YORKSHIRE

FOR
BALLAN LTD

PROPOSED LONG SITE SECTION

Date SEPTEMBER 2016

Scale VARIES

Drawn NP Checked

HALIDAY CLARK
ARCHITECTS

Haliday Clark Limited
Salford Wharf
Shelby Road
Shelby W
Halifax WF17 7DB
T 01274 589 888
F 01274 589 922
E info@halidayclark.co.uk
W halidayclark.co.uk

Dwg. No. 548.04 (SK) 230 Rev.

Kellwell Point Leisure Village
Hellfield
North Yorkshire

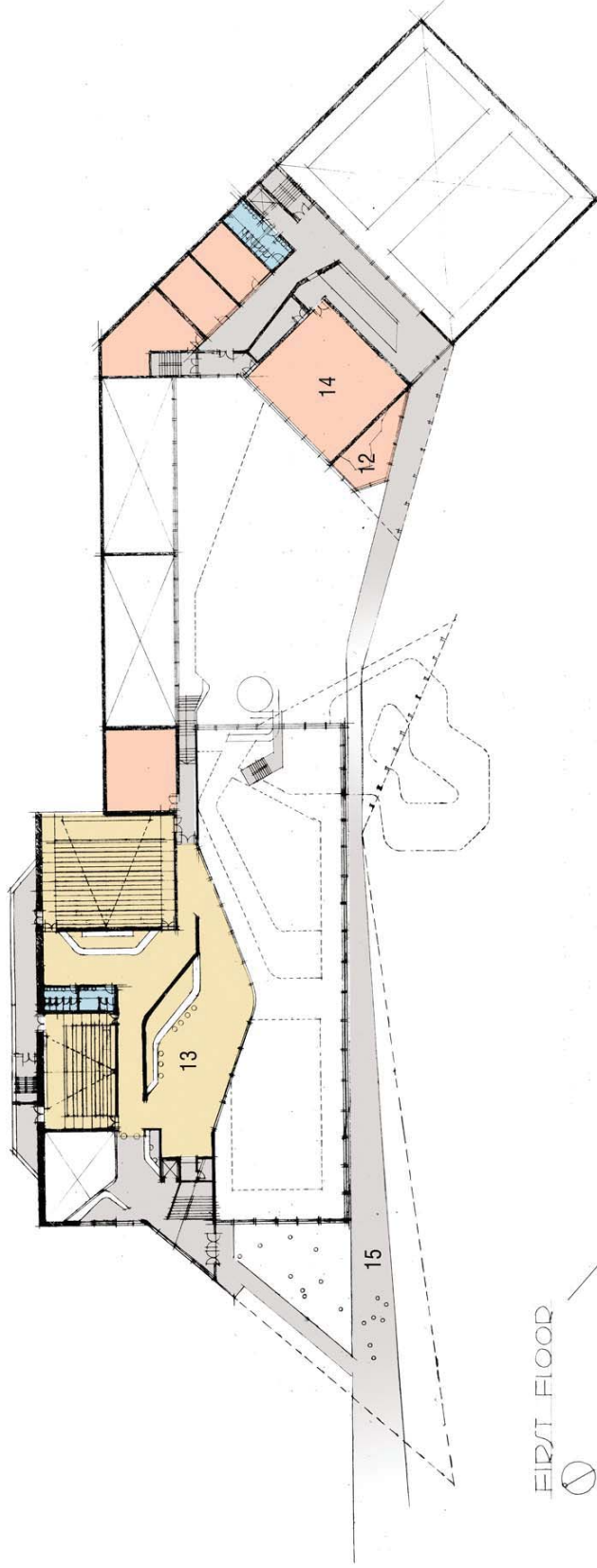
For BALLAN LTD

Leisure Centre and Cinema
Floor Plans

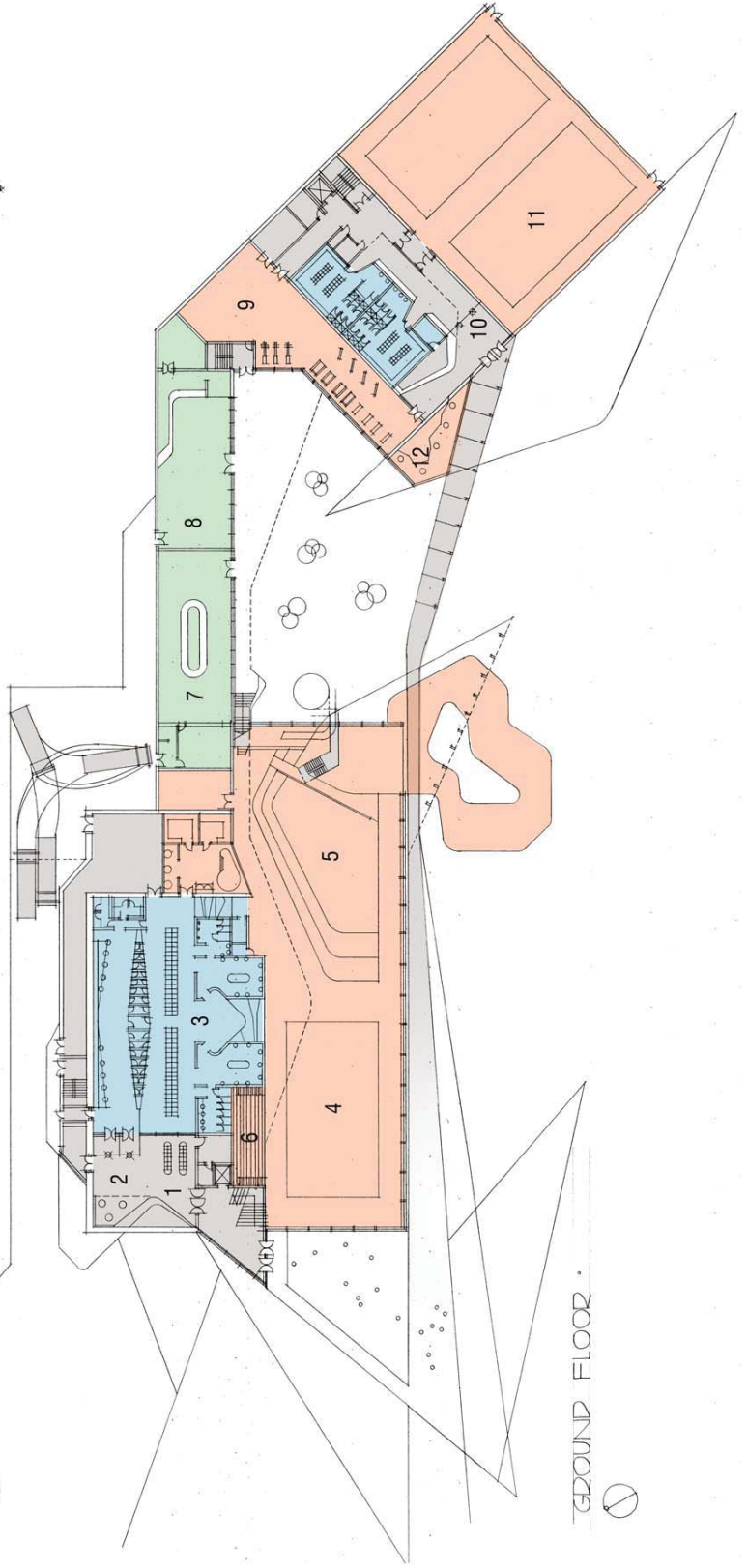
548.04(SK)260
October 2016
(not to scale)

- 1 Entrance / Reception
- 2 Shop
- 3 Changing
- 4 Lap Pool
- 5 Leisure Pool
- 6 Viewing Gallery
- 7 Bar
- 8 Restaurant
- 9 Gym
- 10 Entrance / Reception
- 11 Sports Hall
- 12 Climbing Wall
- 13 Cinema Complex
- 14 Programme Rooms
- 15 External Bridge Link

- Sports / Swimming & Programme spaces
- Changing and toilet facilities
- Cinema complex
- Bar and Restaurant
- Circulation and ancillary accommodation



FIRST FLOOR



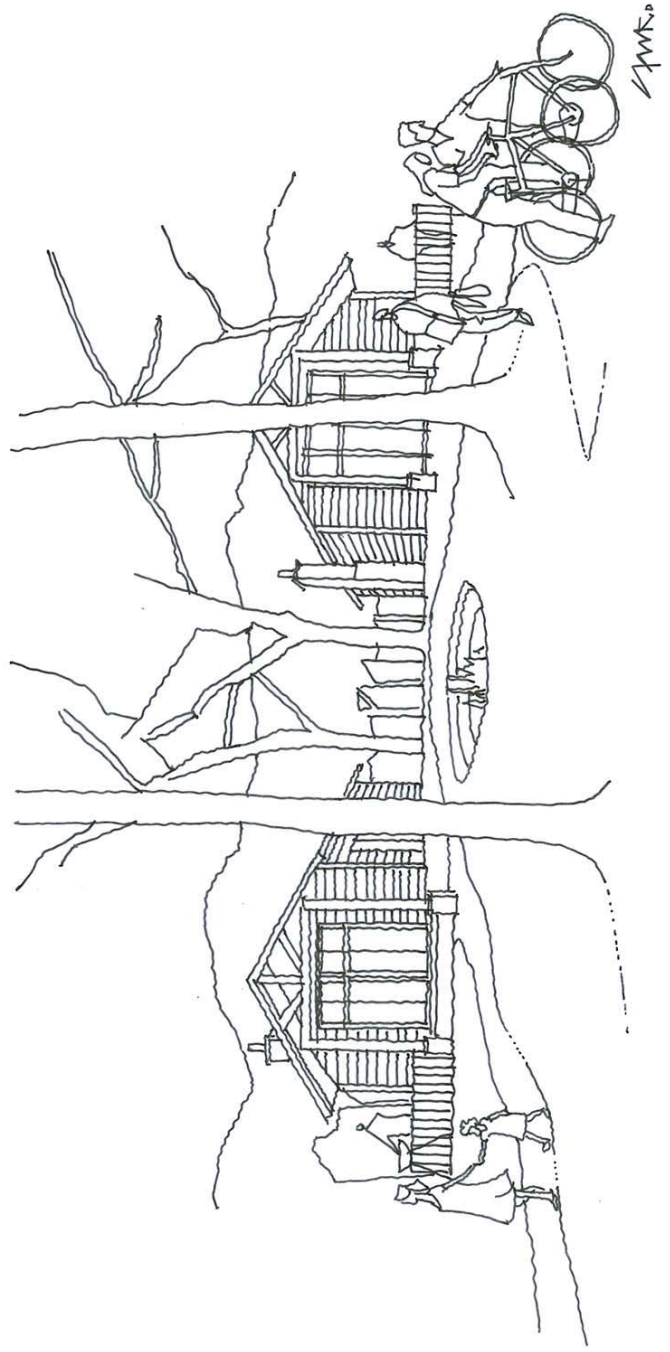
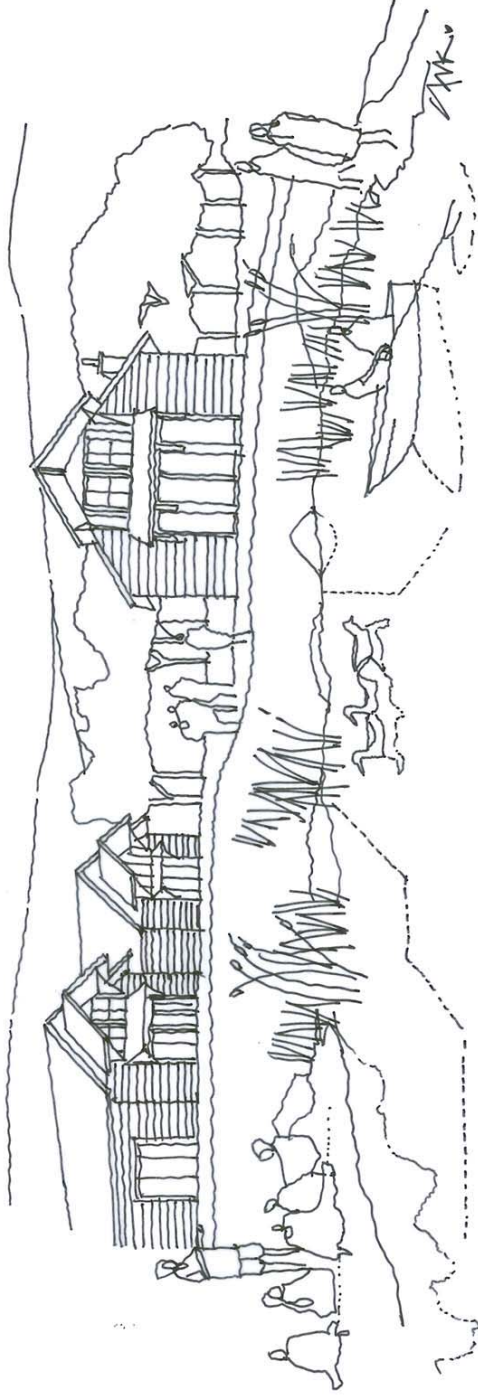
GROUND FLOOR

Kellwell Point Leisure Village
Hellifield
North Yorkshire

For BALLAN LTD

Lodge Sketches

548.04(SK)270
October 2016
(not to scale)



Appendix A
Kellwell Point Leisure Village Hellifield North Yorkshire Design Statement

Kellwell Point Leisure Village
Hellifield
North Yorkshire

Design Statement

Outline planning application for the development of a leisure centre, including swimming pool, hotel and visitor accommodation, including up to 300 lodges. Parking facility with pedestrian access to the Hellifield Railway Station, bus and coach drop off, landscaping including ground modelling and water features.

Site Description

The application site is located between the Settle to Carlisle railway line and the A65 trunk road, to the west of Hellifield village. Hellifield lies approximately halfway between Skipton and Settle on the A65.

The site is predominantly used as agricultural grazing land and access is gained directly off the A65 by means of an existing junction and road network implemented as part of previous planning approvals for the site.

See existing site plan (548.04(--))240)

The area of land included in this application extends to 31.75 hectares, which includes the main body of land for the proposed development, but also includes the existing access road leading directly to the A65. This area is identified as a red line within the attached site plans.

The site proposed for development sits outside the Long Preston Conservation Area but is adjacent to the Settle-Carlisle Railway Conservation Area, Hellifield Station (which is a Grade II listed building), and the Yorkshire Dales National Park. To the west of the application site is the Hellifield flash, which is a locally important site for wildlife.

A number of site constraints exist across the site, including public rights of way, existing water courses and drainage. Full details of these are described in reports by others accompanying this application.

The adopted local plan identifies the site as a local tourism development site (TDOS).



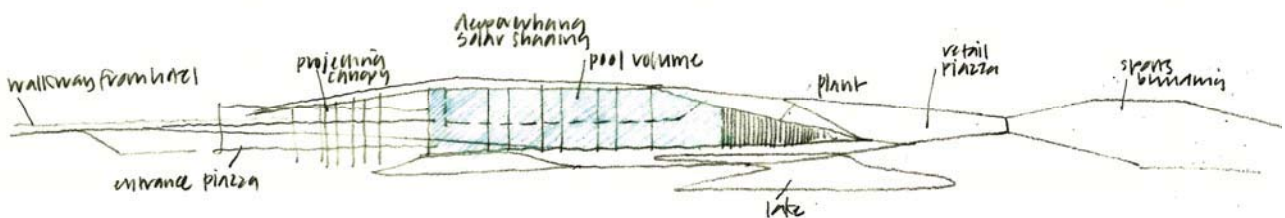
Design and layout

The proposals include for up to 300 individual lodges, a leisure centre and a 90 bedroom hotel.

Access is by means of new extensions to the existing access road, one travelling across the north of the site to the hotel, leisure and station parking area, and the other to the south provides access, reception and parking facilities for the lodges.

The lodges will be individual styled units, ranging between two and four bedrooms, set in small clusters within a carefully designed landscape of trees and water features, both existing and new.

The leisure centre takes the form of a low lying faceted structure set within the landscape to minimise its impact on surrounding viewpoints, both adjacent to the site within parts of the village of Hellifield, and further away from the Yorkshire Dales National Park.



The building is to be set lower than the existing ground levels, following the topography of the site with the use of green roofs to provide forms and masses which work with the landscape.

Main aspects and access points to the leisure centre are located to the south overlooking a small area of open meadow and lake which leads into the more dense area of trees and lodges.

Floor plans of the proposed leisure centre are attached to the application for illustrative purposes only.

The centre does however contain the following facilities; Lap pool and leisure pool, gym, sports hall, climbing wall, cinema, bar/restaurant, all with associated circulation, changing and administration facilities.

Service access to the leisure centre is situated to the rear of the building, directly linked to the new access road and is part hidden adjacent the retaining wall required to lower the facility into the landscape.

To the east of this building and linked by means of landscaped walkways, is the proposed hotel building. The design for the hotel follows the faceted and angled concept of the leisure building, is linked by similarly carefully landscaped walkways and access ramps, and fronts part of the newly landscaped lake to the east of the site.

The hotel proposes 100 bedrooms split over four floors with ground floor reception, bar and restaurant facilities. Vehicular access and parking is located to the east of the hotel and directly links areas of proposed new parking which follows the principle of less formal 'National Park' car parking layouts which utilise smaller areas of parking with permeable surfaces, screened with landscape planting or dry stone walls.

This parking provision to the east of the site will not only alleviate parking issues currently experienced outside the station, but will also provide for a park and ride facility serving outlying communities, the local rail network and also the Settle to Carlisle line. This will not only benefit the local community but also enhance wider access to the National Park.

Although the site does not sit within the National Park, it does adjoin the park separated only by the railway line, and significant emphasis is placed upon the impact of the proposals from within the National Park. Landscaping and building form are not the only factors addressed when considering the impact from a variety of local vantage points. Lighting needs to be carefully designed to provide the necessary requirements of the developments, whilst minimising the effect on the dark skies appropriate to the area.

STOKE-ON-TRENT

Sir Henry Doulton House
Forge Lane
Etruria
Stoke-on-Trent
ST1 5BD
Tel: +44 (0)178 227 6700

BIRMINGHAM

Two Devon Way
Longbridge Technology Park
Longbridge
Birmingham
B31 2TS
Tel: +44 (0)121 580 0909

CARDIFF

22 Windsor Place
Cardiff
CF10 3BY
Tel: +44 (0)292 072 9191

CROYDON

Melrose House
42 Dingwall Road
Croydon
Surrey
CR0 2NE
Tel: +44 (0)20 8680 7600

CUMBRIA

Cocklakes Yard
Carlisle
Cumbria
CA4 0BQ
Tel: +44 (0)122 856 4820

EDINBURGH

Great Michael House
14 Links Place
Edinburgh
EH6 7EZ
Tel: +44 (0)131 555 3311

GLASGOW

2 West Regent Street
Glasgow
G2 1RW
Tel: +44 (0)141 433 7210

LONDON

46 Chancery Lane
London
WC2A 1JE
Tel: +44 (0)207 242 3243

MANCHESTER (City Centre)

76 King Street
Manchester
M2 4NH
Tel: +44 (0)161 817 5038

MANCHESTER (Greater)

2 The Avenue
Leigh
Greater Manchester
WN7 1ES
Tel: +44 (0)194 226 0101

NEWCASTLE UPON TYNE

City Quadrant
11 Waterloo Square
Newcastle upon Tyne
NE1 4DP
Tel: +44 (0) 191 232 0943

SHEFFIELD

Unit 5 Newton
Business Centre Newton
Chambers Road Thornccliffe
Park Chapeltown
Sheffield
S35 2PH
Tel: +44 (0)114 245 6244

TAUNTON

Victoria House
Victoria Street
Taunton
Somerset
TA1 3JA
Tel: +44 (0)182 370 3100

TRURO

Baldhu House
Wheal Jane Earth
Science Park Baldhu
Truro
TR3 6EH
Tel: +44 (0)187 256 0738

International offices:

ALMATY
29/6 Satpaev Avenue
Regency Hotel Office
Tower Almaty
Kazakhstan
050040
Tel: +7(727) 334 1310

MOSCOW

21/5 Kuznetskiy Most St.
Moscow
Russia
Tel: +7(495) 626 07 67