

# **Oxenhope Village Council**

Statement of community  
consultation

Oxenhope Neighbourhood Plan

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## **ABBREVIATIONS**

<b>CBMDC</b>	- <b>City of Bradford Metropolitan District Council</b>
<b>NDP</b>	- <b>Neighbourhood Development Plan</b>
<b>ONP</b>	- <b>Oxenhope Neighbourhood Plan</b>
<b>OVC</b>	- <b>Oxenhope Village Council</b>

## 1.0 INTRODUCTION

The Oxenhope Neighbourhood Plan (ONP) has been produced by Oxenhope village council (OVC), but has been led by a Neighbourhood Plan Project Group comprising of both residents and village councillors from across the Plan area. The NDP has been produced using the views and opinions expressed by all the stakeholders in the area, such as; local residents, local business owners and local landowners. The aim of the NDP is to positively plan for the future development of the area to create a sustainable place for people to live, work and visit.

The purpose of this document is to demonstrate how the ONP is the result of community and stakeholder engagement and consultation, and how its vision, aims, objectives and policies are a genuine response to local issues and aspirations. The results of engagement and consultation have informed and shaped the Plan, and its policies, ensuring that they promote sustainable development and reflect local needs.

Included in this summary is an overview and description of the numerous engagement and consultation exercises that have been undertaken whilst producing the Plan. The appendix to the summary contains evidence and records of engagement exercises in full.

This consultation statement has been prepared to fulfil the legal obligations of the Neighbourhood Planning Regulations 2018? Section 15(2) Part 5 of the Regulations sets out what a Consultation Statement should contain:

- details of people and organisations consulted about the proposed neighbourhood plan;
- details of how they were consulted;
- a summary of the main issues and concerns raised through the consultation process;
- descriptions of how these issues and concerns were considered and addressed in the proposed neighbourhood plan

## **2.0 AIMS OF ENGAGEMENT AND CONSULTATION**

To ensure the local community feel a sense of ownership over the ONP the project group scheduled an extensive series of exercises aimed at promoting, informing, engaging and consulting with local people.

Key principles of engagement and consultation:

### **1. Front loading**

A great deal of engagement was undertaken early on in the process before any contents of the Plan were decided. This was to ensure that the scope and content of the plan has been influenced by local people and can be evidenced as being a response the results of engagement and consultation.

### **2. Reach all members of the community**

Another key aim of the engagement and consultation process was to ensure that all cross-sections of the community have been engaged and invited to participate in the production of the ONP. This involves ensuring that residents of all ages and demographics engage in the process to guarantee that the ONP is truly representative of the community and their aspirations for the future of Oxenhope.

### **3. Engage hard to reach groups**

In addition to ensuring all members of the community have had the opportunity to be involved in the process, effort has been made to include those sections of the community that could be described as 'hard to reach'. This might include young people, young adults and those over 65. Young people were actively targeted through the delivery of a special talk at Oxenhope Primary School and a youth representative was co-opted on to the project group.

### **4. Ensure transparency**

The ONP project group have been keen to ensure that the NDP process is open, inclusive and transparent. This involves making sure all documents relating to the Plan and its engagement and consultation are publicly available. It has also been important to ensure that the local community have been kept informed and up-to-date on the status and progress of the Plan. All engagement responses, summary documents and draft NDPs have been placed on the village council website and updates have been posted to every house in the village. Evidence of this is included in the appendix.

## 3.0 METHODOLOGY

Throughout the process of producing the ONP different methods of engagement and consultation have been undertaken to achieve different outcomes. This includes:

- Press releases in local newspapers
- News items on local websites including village council website
- Social media promotion
- Public consultation events
- Public exhibitions at local events and festivals
- Flyers distributed to all households
- Surveys distributed to all households
- Documents placed on the village council website along with feedback form
- Notices and feedback forms placed in key locations throughout the village

The different exercises can broadly fit into three categories; **Informing, Engaging, and Consulting.**

**Informing exercises** aimed to promote the NDP and raise awareness of the project in the community. This exercise was undertaken through the use of:

Press releases in local papers and online news outlets, Social media, web stories, flyers and public exhibitions, items on the village council agenda.

**Engagement exercises** were aimed at developing a critical understanding of local issues and aspirations so that the ONP could focus on the issues raised. This was done through:

Public inception meeting, scoping of issues meeting, housing survey, transport and movement survey, and a primary school engagement event

**Consultation exercises** were undertaken once the Plan had been sufficiently developed so that draft ideas could be shown to members of the community to gauge support for the content of the plan, to ensure it addressed they key local issues and to see if any opportunities were being missed. This has been done through:

3 month informal consultation with community using feedback forms both physical and digital, posting flyers to all households in the village inviting them to view the draft online and to share feedback, 6 week statutory consultation with the community, CBMDC and statutory consultees. All responses received have been collated and included in the appendix.

The majority of the work has been undertaken by the project group. In total there were 11 meetings which were minuted by the village council. Meetings were held to decide the format of the process and also held to discuss a variety of topics. Prior to the topic based meetings briefing notes were circulated which outlined what can be covered by the NDP and set out examples of how other NDPs have addressed similar issues.

## **4.0 TIMELINE OF ENGAGEMENT & ACTIVITY**

### **Designation of Plan area**

Application submitted to CBMDC on 14 Feb 2013

Consulted on for 8 weeks from 22 July to 16 September 2013

Application approved by CBMDC executive committee on 5 November 2013

### **Survey to scope interest in producing a NDP**

December 2015

### **Promotional stall at Oxenhope village fete**

July 2016

### **Public inception meeting**

1 October 2016

### **Article on Keighley news newspaper**

20.10.2016

### **Scoping of initial issues meeting**

15 November 2016

### **Promotion of NDP process in quarterly local publication distributed to all households**

### **Housing survey**

May 2017

### **Transport and movement survey**

Feb 2018

### **Exhibition at event**

### **Article in local quarterly newsletter**

Easter 2018

### **Informal 3 month community consultation**

Summer 2018

### **Article in local quarterly newsletter**

September 2018

### **Regulation 14 6 week public consultation**

6 weeks from 20 July to 31 August 2019

## 5.0 MAIN ISSUES AND CONCERNS RAISED AT ENGAGEMENT

### Public Inception meeting (1.10.2016)

- Reducing traffic issues including congestion and problem parking
- Ensuring new housing development meets local needs and addresses key local issues
- Protecting community facilities and encouraging new community uses
- Protecting and enhancing green spaces and the natural environment

### Initial Issues meeting (15.11.2016)

- Supporting existing local businesses and encouraging appropriate new businesses
- Conserving and enhancing heritage and conservation areas
- Retaining landscape character
- Footpaths, cycleways, and bridleways
- Oxenhope as a tourist destination
- Reinforcing local identity and distinctiveness
- Environmental issues including flooding and drainage

### Housing survey (Late 2017 - Early 2018 - 119 responses)

- Support for new homes to meet the needs of an ageing population
- Support for new homes to be sustainable and low-carbon
- Support for medium sized family houses
- Issues with existing housing stock include difficulties retrofitting properties for accessibility or improved environmental performance, and the lack of parking infrastructure for older properties
- Main priorities for new housing were that the design responds well to the existing character of its area and that key open and green spaces were retained

Full survey results are included as an appendix as is a summary report of the housing survey

### Travel survey (Late 2017 - Early 2018 - 133 responses)

- Almost half of respondents have access to 2 cars or vans
- Only 5% of respondents have access to no cars or vans
- Perhaps as expected in a rural village, car ownership is much higher than the district and national average.
- Around 25% of respondents park their car on the street outside their home, whilst the majority of others park their vehicles either on their driveway or in a garage.
- Main issues relating to transport included problem parking leading to poor visibility and lack of space to manoeuvre, particularly on narrow roads or lanes. Another key issue was the provision of pavements and footpaths.
- When asked what key principles new developments should include the top responses were: garages that are large enough to park a car, providing driveways, providing visitor parking bays, improving the local pedestrian and cycle network, and improving public transport.

Full survey results are included as an appendix as is a summary report of the travel survey.

A full list of all comments received during consultation is included in the appendix.

## **6.0 HOW ISSUES & CONCERNS RAISED HAVE BEEN CONSIDERED & ADDRESSED**

This section of the report briefly explains how the key issues and concerns raised throughout engagement and consultation have been considered and addressed.

### **GENERAL POLICIES**

#### **6.1 GP1 - HIGH QUALITY DESIGN**

199 people were asked what they feel are the most important factors in new housing developments are. They ranked 10 criteria, from 0 to 10, 0 being not important and 10 being the most important.

The most popular response was design in keeping with the local character of Oxenhope which scored 8.6 /10.

When asked what concerns people have about new housing, the 4th most popular response was design that is not in keeping with the rest of the village, 199 people responded to this, scoring 8.1 out of 10.

Following these responses the report suggests the Neighbourhood Plan seeks to encourage high quality design that responds to and reinforces the distinctive local character.

#### **6.2 GP2 - HERITAGE**

199 people were asked what they feel are the most important factors in new housing developments are. They ranked 10 criteria, from 0 to 10, 0 being not important and 10 being the most important.

The most popular response was design in keeping with the local character of Oxenhope which scored 8.6 /10.

When asked what concerns people have about new housing, the 4th most popular response was design that is not in keeping with the rest of the village, 199 people responded to this, scoring 8.1 out of 10.

Following this response, and coupled with comments received throughout engagement it was felt a policy around heritage would be required to complement the 4 conservation areas in Oxenhope.

#### **6.3 GP3 - COMMUNITY FACILITIES**

When asked what concerns people have about new developments people stated they were concerned about the strain on, or loss of community services, this received 199 responses, scoring 7.5 out of 10 on the priority scale.

Following the initial inception meeting an issues and options meeting was held with attendees from the community. This was attended by around 15 residents and local business owners. This was primarily an opportunity to speak intimately around key issues for the plan to address. The retention of community facilities was one of these issues raised.

## **6.4 GP4 - SUSTAINABLE DRAINAGE**

Flood mitigation and SuDS were the 4th most popular response when asked what principles should inform new housing development. 199 respondents answered this question and the response scored 8 out of 10.

When asked what concerns people have about new housing flooding was the 6th most popular response scoring 7.6 out of 10.

## **6.5 GP5 - COMMUNITY INFRASTRUCTURE LEVY**

Adopted NDPs enable qualifying bodies to capture a greater share of CIL monies (25% opposed to 15%). Discussions were held about how the community would like to this money spent. It was raised that CBMDC has limited resources and competing priorities and that ongoing maintenance of key footpaths and other routes could be funded through some of the CIL. This has been supported by members of the steering group and at consultation. The importance of footpaths has been mentioned at an engagement event with school children who regularly use them to move around the village. This has been supported by comments received at regulation 14 consultation.

## **6.6 GP6 - BROADBAND**

The issue of enhanced broadband connection was raised at the initial public meeting held on the 1.10.2016 and again at the issues and options meeting on 15.11.2016.

## **6.7 GP7 - RENEWABLE ENERGY**

We are in a climate emergency and the project group felt it was necessary to include a policy which signals the intention of the village to help address this by supporting renewable energy provisions where appropriate.

Eco-friendly houses were one of the most popular responses when people were asked what type of housing is needed in Oxenhope? 44.5% of the 119 respondents said that eco-friendly houses were desirable.

Energy efficiency and environmental sustainability both scored highly when people were asked what principles should inform new housing. They scored 7.6 and 7.3 out of 10 respectively.

## **6.8 GP8 - DESIGN & DEVELOPMENT IN THE CONSERVATION AREA**

199 people were asked what they feel are the most important factors in new housing developments are. They ranked 10 criteria, from 0 to 10, 0 being not important and 10 being the most important. The most popular response was design in keeping with the local character of Oxenhope which scored 8.6 /10.

When asked what concerns people have about new housing, the 4th most popular response was design that is not in keeping with the rest of the village, 199 people responded to this, scoring 8.1 out of 10.

Following this response, and coupled with comments received throughout engagement it was felt a policy around heritage would be required to complement the 4 conservation areas in Oxenhope.

## **HOW ISSUES & CONCERNS RAISED HAVE BEEN CONSIDERED & ADDRESSED**

This section of the report briefly explains how the key issues and concerns raised throughout engagement and consultation have been considered and addressed.

### **HOUSING POLICIES**

#### **6.9 H1 - BUILDING FOR LIFE & LIFETIME HOMES**

Oxenhope has a higher proportion of people aged 45-64 and 65+ than the national and district average. People's housing needs change throughout their life and it is important homes are designed to meet their changing needs. A lot of the existing housing stock is old and is incapable of being adapted (stairlift, downstairs WC, step-free access) The lack of suitable housing for older people was mentioned by 3 people in the housing survey, and homes suitable for people with mobility issues was raised by 3 people also.

#### **6.10 H2 - BUILDING PERFORMANCE**

We are in a climate emergency and the project group felt it was necessary to include a policy which signals the intention of the village to help address this by supporting renewable energy provisions where appropriate.

Eco-friendly houses were one of the most popular responses when people were asked what type of housing is needed in Oxenhope? 44.5% of the 119 respondents said that eco-friendly houses were desirable.

Energy efficiency and environmental sustainability both scored highly when people were asked what principles should inform new housing. They scored 7.6 and 7.3 out of 10 respectively.

#### **6.11 H3 - HOMEWORKING**

More people are choosing to work from home, especially in rural areas and older people. It was felt appropriate to include a policy encouraging work spaces in homes to address this. When discussing the local economy several members of the project group work from home, and know others that do locally so it was felt this policy is required. This was discussed at the issues meeting held on the 15.11.2016 and again at a meeting held to discuss both the digital economy and the local economy.

#### **6.12 H4 - GREEN INFRASTRUCTURE**

Given the many environmental/wildlife designations nearby it was important to include a GI policy. The loss of green space was the 2nd most popular response when asked what concerns do you have about new development, scoring 8.4 out of 10.

Comments received at all stages of engagement highlighted the importance to supporting wildlife/biodiversity/environment.

## **ECONOMIC DEVELOPMENT POLICIES**

### **6.13 ED1 - RETENTION OF BUILDING FOR ECONOMIC USE**

There are limited employment sites within Oxenhope. Many of the former industrial and agricultural buildings are now in residential use. Findings from the transport survey revealed that the majority of workers commute to nearby towns and cities for employment so it is important to retain employment generating sites within the village where possible to reduce the need to travel.

### **6.14 ED2 - RETENTION OF BUILDING FOR RETAIL USE**

The co-op store performs a vital role in the community and is the only convenience store in the village. It is therefore important to retain this building for its current use, to reduce the need for residents to travel outside the village and to continue to serve the communities day-to-day needs.

### **6.15 ED3 - SUSTAINABLE TOURISM**

At the initial engagement meeting and at the issues and options event it was expressed that Oxenhope should build on opportunities around tourism (Bronte County, KWVR, leisure and recreation) but there were concerns around how it might impact the amenity of the area including increased issues with parking or inappropriately sited/design buildings and infrastructure.

Parking was repeatedly raised in both the housing survey and the transport survey as being a key issue locally. Parking provision, traffic and congestion were the main issue when respondents were asked what issues there are with the existing housing stock with 19 responses. Parking provision was the 2nd most important response when asked what principles should inform new development, scoring 8.4 out of 10 in importance from 119 responses. This policy received supportive comments at regulation 14 consultation.

### **6.16 ED4 - KEIGHLEY & WORTH VALLEY RAILWAY**

One of the biggest tourist attractions in Oxenhope is the heritage railway. This was raised at the initial meeting and again at the issues and options meeting. It is felt the KWVR is a key asset to the village and should be supported to ensure its operation can continue.

### **6.17 ED5 - NEW BUSINESS SPACE**

This policy arose from both comments made at the initial engagement meeting and subsequent steering group meetings, including a thinkpiece written by the Village Council Chair on the digital economy. Given the decline of traditional industries including potentially agriculture, and the relatively low number of employment sites, it is felt a policy signalling the local aspiration to support new and emerging businesses would be suitable. This includes digital and creative industries.

## **HOW ISSUES & CONCERNS RAISED HAVE BEEN CONSIDERED & ADDRESSED**

This section of the report briefly explains how the key issues and concerns raised throughout engagement and consultation have been considered and addressed.

### **ECONOMIC DEVELOPMENT POLICIES**

#### **6.18 ED6 - AGRICULTURAL EXPANSION OR DIVERSIFICATION**

Given concerns about the future of agriculture it was felt a policy supporting expansion or diversification would help to support this key economic sector in uncertain times. This issue was raised at the issues and options meeting and at several steering group meetings.

### **GREEN SPACE POLICIES**

#### **6.19 LGS1 - LOCAL GREEN SPACES**

The loss of green space was the 2nd most important response when asked what concerns do you have about development in Oxenhope, scoring 8.4 out of 10. Steering group members discussed what could be done to ensure key green spaces continue to serve the community, and a list was drawn up. These proposed sites were filtered through NPPF para 100 criteria. Green spaces were raised as a key issue at all stages of engagement and consultation.

### **MOVEMENT & TRANSPORT POLICIES**

#### **6.20 MT1 - RESIDENTIAL PARKING**

Parking provision was the second most important issue in new developments, scoring 8.4 out of 10 from 119 responses. It was also the most popular response when asked what issues there are with the existing housing stock, with 19 responses. The biggest concern about new development was the potential to increase issues with traffic and parking issues, which scored 8.8 out of 10 from 119 responses.

133 people completed the travel survey and were asked what new developments can do to help address traffic and transport issues. The most popular responses were:

1. Providing suitably sized garages
2. Providing driveways
3. Providing visitor parking bays
4. Improving pedestrian and cycle movement and access throughout the village
5. Improving public transport

The requirements for the size of garages and driveways is informed by lifetime homes standards. It is considered appropriate to cover this issue as much of the more traditional stock does not include driveways or garages and many of the new developments include garages that are not large enough to accommodate vehicles, or large enough to allow users to exit the vehicle once parked inside a garage. Comments of support were received for this policy at regulation 14 consultation.

## **MOVEMENT & TRANSPORT POLICIES**

### **6.21 MT2 - FOOTPATHS & CYCLE NETWORK**

The 4th most popular response when asked what new developments can do to help address traffic and transport issues was 'improving pedestrian and cycle access and movement throughout the village'. Oxenhope has a strong network of footpaths, bridleways and public rights of way and it was felt that new developments should seek to connect with these to support sustainable and active travel throughout the village and into the wider locality.

### **6.22 MT3 - NON-RESIDENTIAL PARKING**

The biggest concern about new development was the potential to increase issues with traffic and parking, which scored 8.8 out of 10 from 119 responses. Parking provision was the second most important issue in new developments, scoring 8.4 out of 10 from 119 responses.

It is therefore considered appropriate to include a policy on this issue to ensure new development is appropriately sited and does not increase issues around traffic and parking.

## 7.0 Engagement Evidence Base

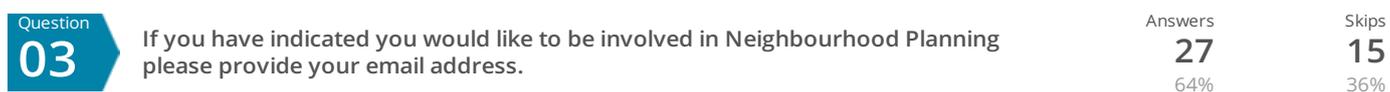
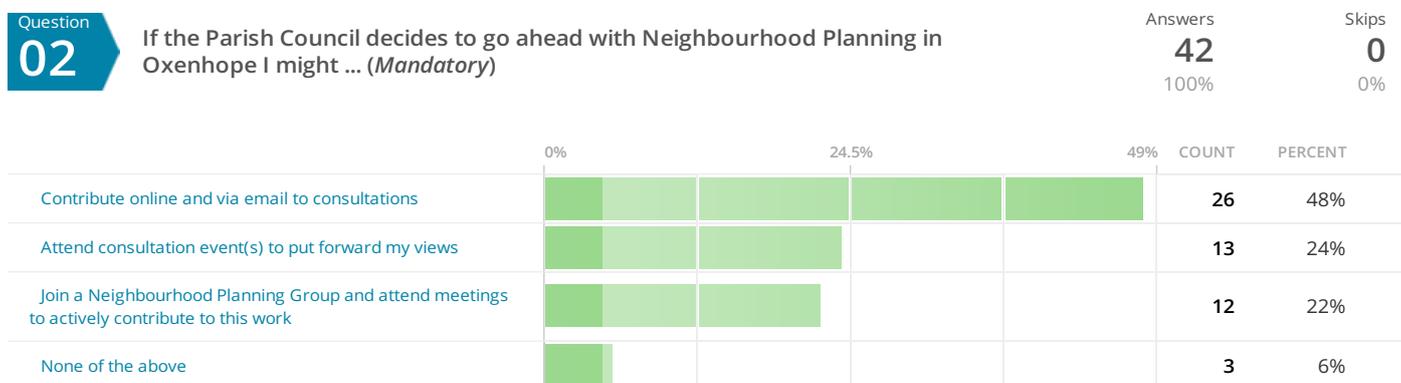
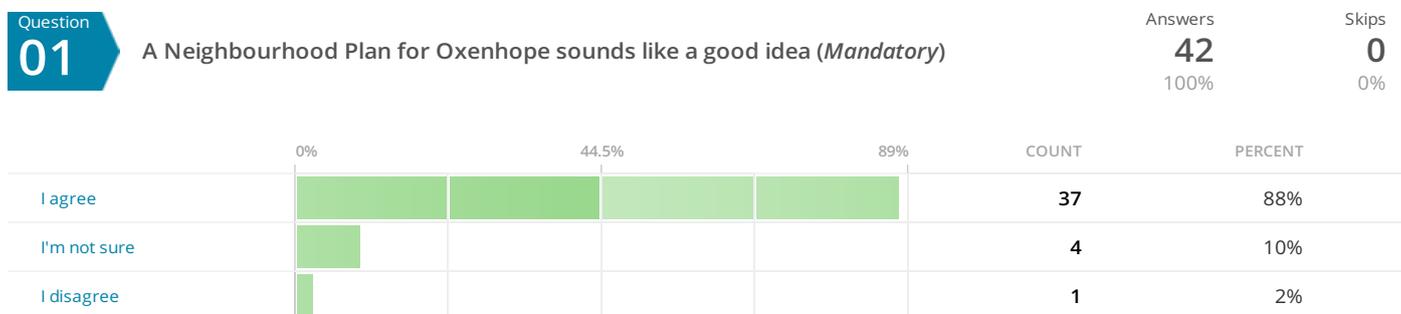
Oxenhope Neighbourhood Planning Survey  
December 2015

A brief survey was conducted to gauge local support to undertake a Neighbourhood Plan.

88% of respondents agreed a Neighbourhood Plan for Oxenhope was a good idea and 94% of respondents stated they would engage in the process either online or in person via workshops and events.

### Neighbourhood Planning

#### Survey Results



## 7.0 Engagement Evidence Base

(10.9.2016)

### OXENHOPE NEIGHBOURHOOD PLAN



HELP SHAPE THE FUTURE OF OXENHOPE

INTRODUCTORY MEETING - OPEN TO ALL

SATURDAY 1ST OCTOBER  
2PM-4PM

OXENHOPE  
METHODIST CHURCH



[oxenhopeparishcouncil.gov.uk](http://oxenhopeparishcouncil.gov.uk)

The Parish Council is holding the first Neighbourhood Plan public meeting on Saturday 1st October.

The meeting will explain more about the neighbourhood planning process and explore how we can take this forward here in Oxenhope.

We would like as many interested people as possible to attend this initial meeting. Come along and find out what this all about and see if you can contribute.

In developing a Neighbourhood Plan it is essential to engage with a wide Stakeholder Group – people who are interested and wish to be kept up to date by email and be invited to occasional consultee meetings etc. You can find out more about neighbourhood planning and sign up to join the stakeholder group here.

We will also use the meeting to ask for expressions of interest to join the Project Group. We envisage a small, representative team of up to 12 people will work with the Council and our consultants to develop a draft plan.

### Agenda

1 October 2016, 2-4pm

Welcoming words from Cllr Ken Eastwood and Cllr Peter McManus (Chair and Neighbourhood Plan lead, Oxenhope Parish Council)

An introduction to Integreat Plus (appointed Neighbourhood Plan consultants)

An introduction to Neighbourhood Plans (What are they, what aren't they? What can be achieved? What can they include?)

The timeline & process of Neighbourhood Plans (Stages, timings, process and structure of working group/s)

Invite interested parties to form core project group

# 7.0

Promotional tweet on Oxenhope Online 12.10.2016



**Oxenhope Online** @OxenhopeOnline · 12 Oct 2016

Neighbourhood Planning in #Oxenhope - update published here



### Neighbourhood Planning Update - Parish Council

The Parish Council were delighted at the public response to the first meeting about the Neighbourhood Plan at the Methodist Chapel on 1st October. We had ...

[oxenhopeparishcouncil.gov.uk](http://oxenhopeparishcouncil.gov.uk)



Press clipping from Keighley News 20.10.2016

## Positive response to neighbourhood plan

**DEVELOPMENT**

AN INITIATIVE that should play a key role in determining Oxenhope's future has attracted an enthusiastic early response from villagers.

Nearly 70 of them attended the first public meeting at the Methodist Chapel earlier this month to begin the process of drawing up Oxenhope's Neighbourhood Development Plan (NDP).

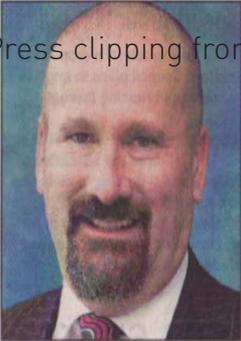
Once this is complete, it will become a statutory document, which will give residents a say on what kind of future developments they want to see in their parish, where these should be located and what other aspects of village life should be prioritised.

Reacting to the NDP meeting at the latest meeting of Oxenhope Parish Council, chairman Cllr Ken Eastwood said: "It was great to see how many people turned out on a Saturday afternoon, and, hopefully, we can sustain this level of interest. "We have finalised a core group of 13 people to work on the plan, including four councillors, which is a good number and a good mix of people. For the wider stakeholder group, we have 64 people who have signed up to receive further updates. It's a very positive start."

He said the core working group is looking to hold its own first meeting in mid-November.

Also commenting on the public response to the first meeting, ward councillor Rebecca Poulsen said this was the highest turnout she was aware of for an NDP gathering.

In a written report after the October 1 meeting, a spokesman for the parish council said: "We had about 90 minutes of questions from the floor and some very lively debate. "From this it is very obvious many Oxenhope residents feel strongly about planning issues in Oxenhope. "We will keep everyone informed as the process progresses and we will be asking for opinions from everyone who has expressed interest in the Neighbourhood Plan, by e-mail."



Oxenhope Parish Council chairman, Councillor Ken Eastwood

## 7.0

(12.10.2016)

The Parish Council were delighted at the public response to the first meeting about the Neighbourhood Plan at the Methodist Chapel on 1st October. We had a full house with almost 70 people attending.

Dave Hickling and Jamie Wilde, from our retained Planning Consultants Integreat Plus, gave a comprehensive presentation about Neighbourhood Planning (see below for copies of presentations).

We then had about 90 minutes of questions from the floor and some very lively debate. From this it is very obvious that many Oxenhope Residents feel strongly about planning issues in Oxenhope.

During the past week following that meeting we have had 12 volunteers to join the Project Team which will lead and coordinate the Neighbourhood Planning Process from now through to finalisation.

Dave and Jamie, who have extensive experience of the Neighbourhood Planning process, both commented after the meeting that they considered that we had had a very good meeting. The number attending was higher than at many other places and the debate, whilst typical, did show a strength of feeling in the Village that should result in a good Neighbourhood Plan being produced.

We will keep everyone informed as the process progresses and, from time to time, we will be asking for opinions from everyone who has expressed interest in the Neighbourhood Plan, by email. We have started a stakeholder consultee mailing list which you can sign up to below, if you haven't previously done so.

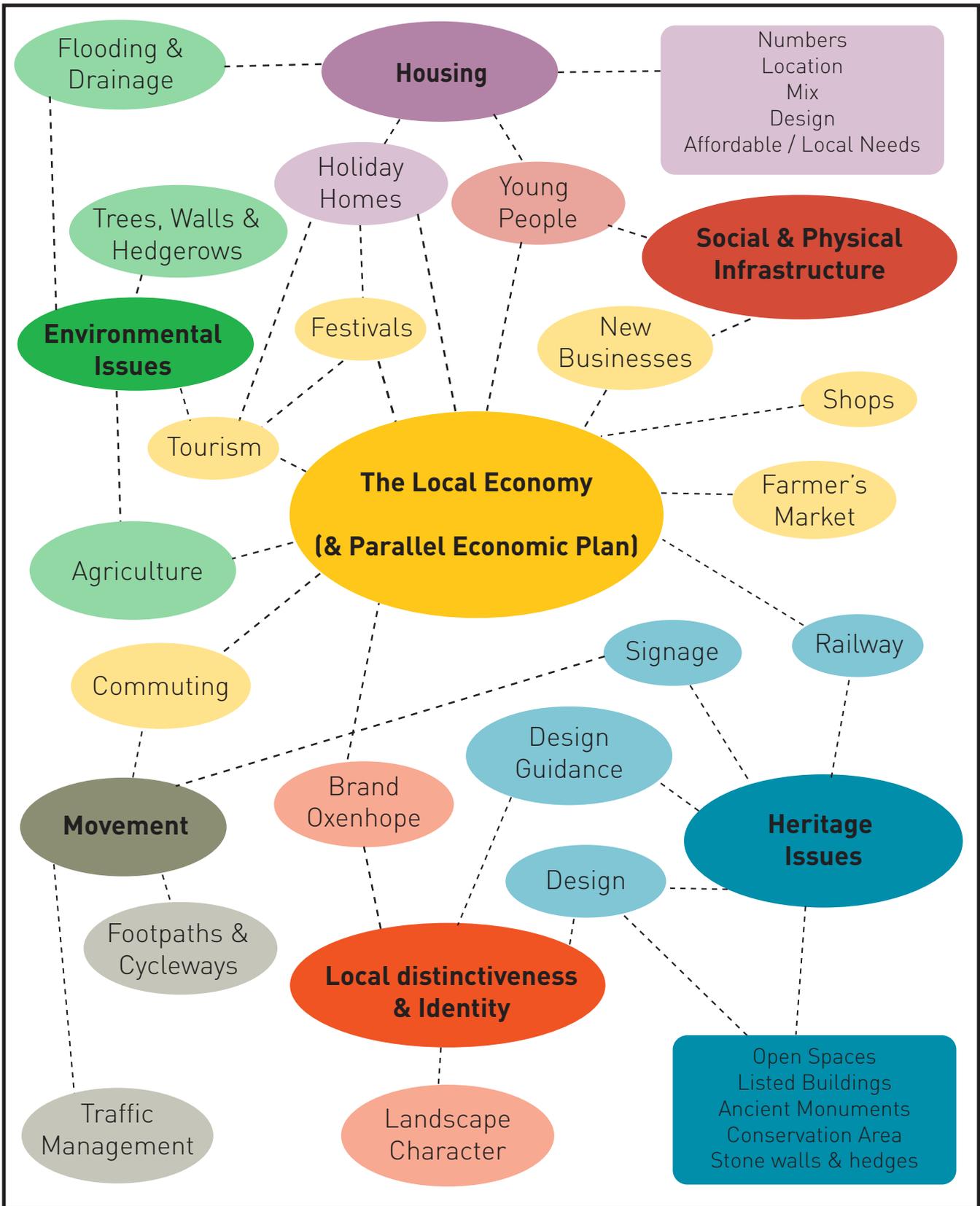
All updates will also be published online and there will be future opportunities for everyone to comment.

Thank you very much indeed for your interest in this project. Those people who have volunteered to join the Project Team will shortly receive an email to organise a first meeting.



# Oxenhope Neighbourhood Plan

Initial Issues Meeting held at Oxenhope Cricket Club  
on Tuesday 15th November 7 pm - 9 pm



Press clipping from Keighley News February 2017

Councillor Peter McManus and youth volunteer Mr Ashwaan Joomun-Whitehead conducted an engagement exercise at Oxenhope Primary School.

The screenshot shows the Keighley News website interface. At the top, the logo "Keighley News" is displayed with a crest icon, and the temperature "Keighley 4°C" is shown. Below the logo is a banner for "NO BOOKING FEES" with a "BUY NOW" button and a "TRANSPENINE EXPRESS" logo. A navigation menu includes categories like NEWS, SPORT, JOBS, BUSINESS, EVENTS, WHAT'S ON, PROPERTY, ANNOUNCEMENTS, CARS, EDUCATION, and SECTIONS. The main article headline reads "Oxenhope Primary School pupils contribute to their village's Neighbourhood Development Plan". Below the headline is a video player with a "RESUME" button and a thumbnail image of three men in suits. To the left of the video is a large image of Oxenhope Primary School, with a caption below it: "Oxenhope Primary School. Image from Google Street View." On the right side, there is a "Most popular" section with two items: "1 Police in Keighley take five faulty private hire vehicles off the roads" and "2 UPDATE: Hail and ice cause chaotic".

"A DETAILED plan being put together to help local people in Oxenhope influence their village's future has now received input from village primary school pupils.

Children from Oxenhope Primary were asked to contribute to the Neighbourhood Development Plan.

Updating fellow councillors on the pupils' participation, Oxenhope parish councillor Peter McManus said the children from years five and six had enthusiastically put forward their own views for the plan at a specially arranged session.

"We asked them to say what they liked about Oxenhope and they responded with, 'the views', 'nature', 'wildlife', 'clean air', 'farms' and 'trees'," he said.

"They also said they liked Oxenhope's friendly people, community spirit and the fact that you can rely on people here. "When we asked them what they don't like about Oxenhope they said, 'dog poo everywhere', 'slow wifi' and 'people who smoke and swear in the street.'"

Cllr McManus said that when the pupils were asked what new things they would like in the village, they recommended public toilets. He added that a possibly more tongue-in-cheek suggestion was that Oxenhope Rose Garden could in future accommodate a statue, either of Portuguese footballer Ronaldo or of American president Donald Trump."

KEIGHLEYNEWS.CO.UK

# Flood defence work concerns

## RECONSTRUCTION

EXTENSIVE planned work to shore up flood defences in part of Oxenhope drew a concerned response from parish councillors.

Bradford Council has confirmed it will soon start work on strengthening and reconstruction of retaining walls along Station Road and Honey Pot View.

The district council has previously warned the repairs are "essential", as flooding has undermined foundations, leading to fears walls could collapse in the event of future floods.

But commenting at their latest monthly meeting, Oxenhope Parish Council members raised the issue of what this work would mean for bus services that use Station Road, as well as the visual impact on the conservation area.

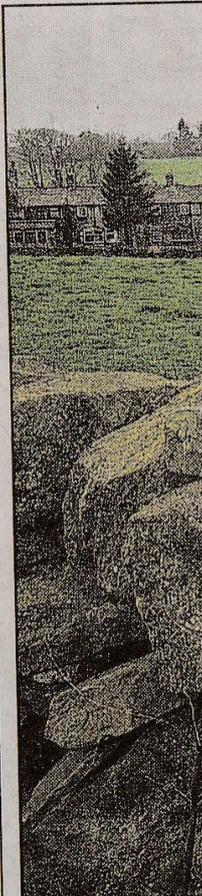
Cllr David Ashcroft noted while the scheme is due to begin the day after this year's Oxenhope Straw Race, on July 2,

this seemed to be more down to good luck than planning. "It will be happening at the same time as the village fete and Manorlands Garden Party," he warned. "It will have a big impact on the village for nearly six months."

Councillors expressed disappointment the scheme will not include removing an infestation of Japanese Knotweed on the roadside bank of Leeming Water, in Station Road. The invasive plant is capable of undermining walls.

Cllr Peter McManus said it is important the stone used for the wall reconstruction matches original materials.

Bradford Council said the work is expected to take 20 weeks. Honey Pot View will be closed to traffic and a diversion will operate via the A6033 Hebden Bridge Road, Best Lane and Lowertown. Pedestrian and residents-only access will be maintained. Station Road will remain open, but temporary traffic lights will operate.



Reg Hindley pict

# Progress on development plan

## CONSULTATION

THE latest meeting to draw up a Neighbourhood Development Plan (NDP) designed to help shape Oxenhope's future has focused on the parish's economy.

Councillor Peter McManus delivered an update on the event at last Wednesday's Oxenhope Parish Council meeting.

He and the rest of the committee are now starting to look at a number of factors influencing the local economy, information that will directly inform what is included in the development plan.

He said: "We're looking into what businesses exist here, what accommodation providers we have, the age profile of

workers in the village, where our young people will be working in future, how many working farms are here and how many people work from home.

"Our next meeting will be on September 7 and, hopefully, by then we'll have more detail to go on with which to encourage local business within the NDP."

The NDP group is currently circulating a housing needs survey to ensure as many people as possible in the village receive it and have a chance to fill it out.

Visit [oxenhopeparishcouncil.gov.uk/housing-survey-2017/](http://oxenhopeparishcouncil.gov.uk/housing-survey-2017/) to complete the survey online. Once finished, the NDP will be a statutory document.

# Tr vil

## OBITUARY

by Miran Rahman  
miran.ra

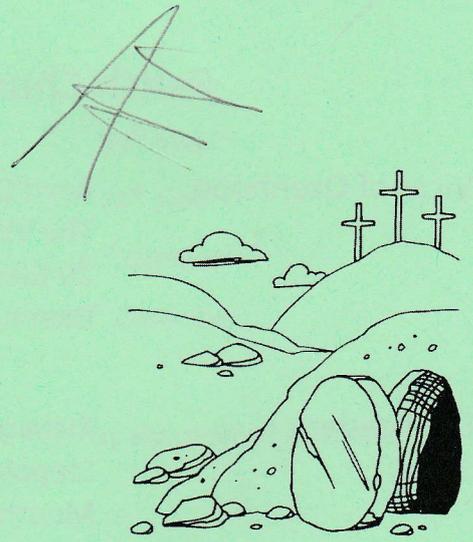
TRIBUTES  
long-serving  
Oxenhope P  
The death



7.0

# OXENHOPE OUTREACH

Easter 2018



CHURCH SCHOOL VILLAGE



## **OXENHOPE PARISH COUNCIL**

[www.oxenhopeparishcouncil.gov.uk](http://www.oxenhopeparishcouncil.gov.uk)

Mrs Janet Foster, Clerk to the Parish Council

Telephone: 07972 717058

E-mail: [clerk@oxenhopeparishcouncil.gov.uk](mailto:clerk@oxenhopeparishcouncil.gov.uk)

Re-accredited as a Quality Parish Council on 11<sup>th</sup> February 2009

### **Neighbourhood Development Plan Update**

The final, tenth Project Team meeting will take place on 15<sup>th</sup> March. Following this meeting our consultants will prepare a Draft Neighbourhood Plan for Oxenhope. This is scheduled to be finished late May/early June when an initial draft will be published for public comment and feedback.

Public presentations and engagement events are planned for early summer including a public drop-in event and representation at the Village Fete on the Millennium Green.

### **Rose Garden**

The transfer of the Rose Garden to the Parish Council on a 50-year lease has now been approved by Bradford Council. Oxenhope Parish Council will be responsible for the upkeep and improvement of the Garden as soon as the draft lease is signed by both parties. Initially, the Parish Council plans on removing existing shrubs and stumps and preparing the beds for the planting of grasses.

A new Norway Spruce has been planted at the top end of the Garden and in future years, once established, this will be used as the main Christmas Tree.

Estimates are being obtained to create a central paved square and the first bed for roses may be prepared this year. Bulb planting will hopefully take place later in the year.

Anyone interested in getting involved with the Rose Garden Friends Group or in making a donation towards the purchase of bulbs, roses or improvements should email Janet Foster on [clerk@oxenhopeparishcouncil.gov.uk](mailto:clerk@oxenhopeparishcouncil.gov.uk) or ring on 07972 717058.

### **Travel Survey**

This survey is intended to gain a better understanding of travel trends, car ownership, traffic and parking issues in and around Oxenhope. The results of the survey will help to inform the scope and content of the Neighbourhood Plan and its policies.

Please could you complete and return this survey. There is a public collection box at Oxenhope Pharmacy, which is open every week day and on Saturday mornings, or you can complete the survey online at [www.oxenhopeparishcouncil.gov.uk](http://www.oxenhopeparishcouncil.gov.uk) (there's a link from Oxenhope Online's Facebook page too).

## Oxenhope Travel Survey

What is the total number of vehicles owned by your household?

Please circle your answer

0

1

2

3

4+

Where are these vehicles usually parked?

Please circle your answer

Garage

Driveway

Off-street (bays, car park etc.)

On-street

What mode of transport do you use most frequently for non-work related journeys?

Please circle your answer

Car / Motorbike

Bus

Rail

Walk / Cycle

Other

If you commute to work what mode of transport do you most frequently use?

Please circle your answer

Car / Motorbike

Bus

Rail

Walk / Cycle

Other

What are the main routes you take in/out of the village?

Are there any roads or routes that cause concern? (e.g. traffic, parking issues, accidents, visibility)

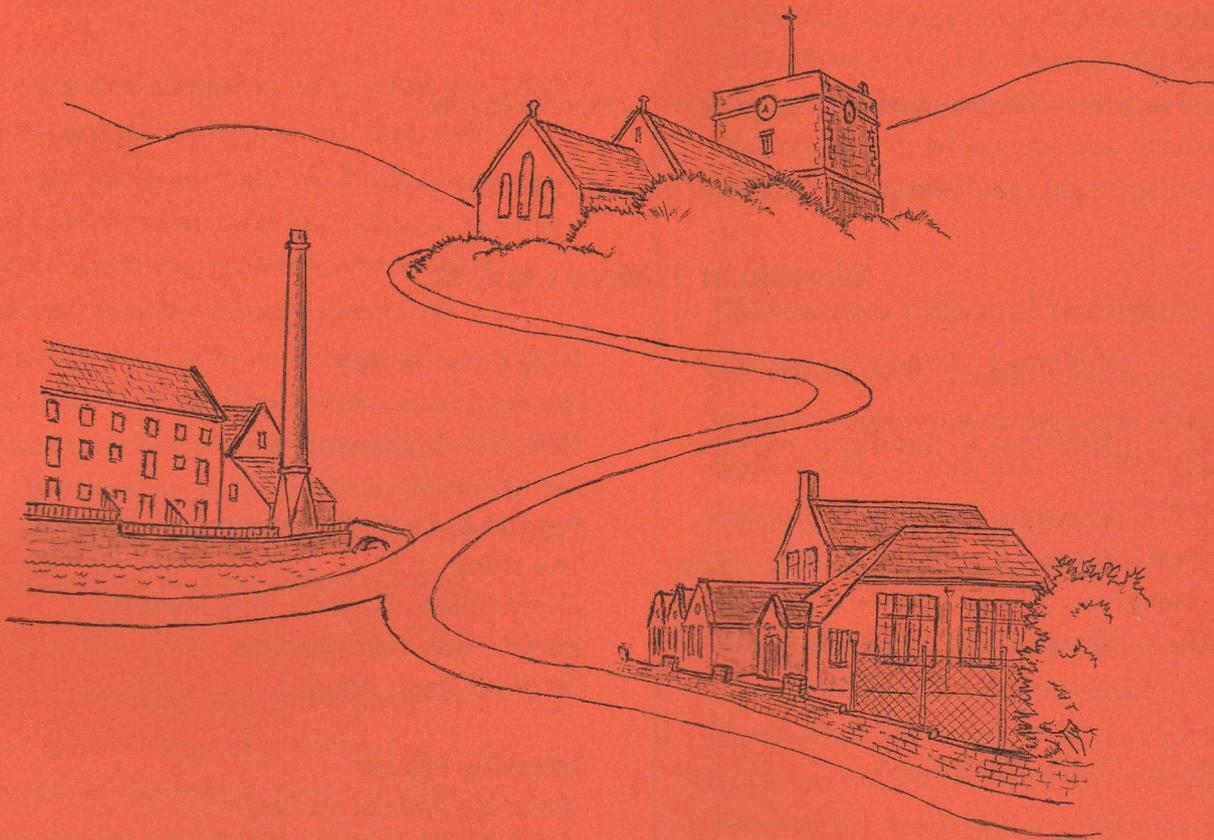
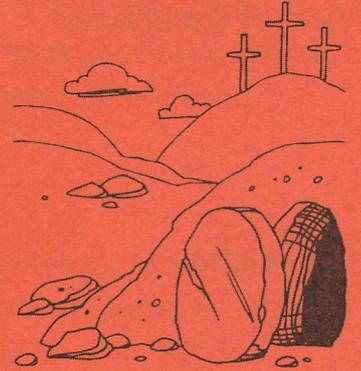
Are there any routes that HGVs use which causes traffic issues?

What can new housing developments do to provide adequate parking provision?

7.0

# OXENHOPE OUTREACH

Autumn 2018



CHURCH SCHOOL VILLAGE



## OXENHOPE NEIGHBOURHOOD PLAN UPDATE

The first draft of the Oxenhope Neighbourhood Plan 2018 – 2030 has now been published for informal consultation with the residents of Oxenhope. A copy is available at Oxenhope Pharmacy for residents to read until 30<sup>th</sup> September. Copies of Housing and Travel Surveys we have carried out are also available. There are feedback forms available for comments and a collection point for these. Alternatively if you do have internet access please go to <http://oxenhogetherishcouncil.gov.uk/neighbourhood-planning/> where everything is online including an online feedback form.

### What is a Neighbourhood Plan?

It is a planning policy document, which sets out the strategic vision for Oxenhope over the next 15 years. It contains land-use policies to help shape and influence new development in Oxenhope. Once approved it will be adopted by Bradford Council and will be used to help determine planning applications. It has been produced by a project group, comprising residents and Parish Councillors. A series of engagement activities has helped to inform the scope and content of the Plan. The policies contained in the Plan must be in general conformity to the Bradford Local Plan and the Government's National Planning Policy Framework. The Plan is an opportunity to add value to existing planning policy by providing detailed guidance and policies about how local people would like to see Oxenhope develop in the future.

### What is the benefit to Oxenhope?

The Plan is a genuine response to local aims and aspirations and will seek to address key issues and concerns raised by local people. It will ensure that new development responds to and addresses local concerns such as providing adequate parking

provision and is designed in a way which is sympathetic to the distinctive character of Oxenhope. The Plan will state what types of housing should be built to meet identified local needs. It will protect community facilities and support local businesses.

Having a Neighbourhood Plan in place means the Parish Council receives 25% of the Community Infrastructure Levy paid by developers.

This money can be spent to help fund and support local projects and initiatives.

The Neighbourhood Plan contains a series of policies, which will help to shape and influence new development in Oxenhope. The Policies are summarised below.

## GENERAL POLICIES

### 1. High quality design

New development should be sympathetic to the character of Oxenhope.

### 2. Sustainable Urban Drainage

Policy to encourage permeable surfaces in development to mitigate flood concerns.

### 3. Broadband

Policy to encourage high speed broadband connections.

### 4. Heritage

Policy to help conserve and enhance heritage assets.

### 5. Community facilities

Protect existing community facilities.

## HOUSING POLICIES

### 1. Type, tenure & size

Policy promoting a mix of house types with an encouragement for certain types.

### 2. Infill housing

Promotion of infill and small scale housing

## 7.0

development.

### 3. Homeworking

Policy to encourage space to support homeworking in new housing.

### 4. Green infrastructure

Policy aiming to secure green buffers and wildlife corridors to support wildlife, bio-diversity and to retain distinct settlements.

## LOCAL ECONOMIC DEVELOPMENT

### 1. Retain spaces for economic activity

Policy seeking to retain Coop for retail and Pawson's mill for economic purposes.

### 2. Sustainable tourism

Policy to encourage tourism and leisure enterprise but balanced against impact on countryside and parking provision.

### 3. Social club

Policy supporting expansion of club to provide new facilities for community.

### 4. Business space

Policy encouraging new business space for small enterprise.

### 5. Agriculture

Policy supporting expansion or diversification providing it won't lead to increased HGVs in the village or impact visual quality of setting.

### 6. Keighley Worth Valley Railway

Policy supporting expansion of facilities.

## MOVEMENT & TRANSPORT POLICIES

### 1. Residential parking

Policy stating new development must provide adequate parking provision.

### 2. Pedestrian & cycle networks

Encouragement for improvements to pedestrian footpaths and cycle ways.

### 3. Non-residential parking

Policy ensuring non-residential development includes parking provision.

## LOCAL GREEN SPACE POLICY

### 1. Local green space

Policy designating two green fields at Marsh Lane and Moorhouse Lane corners as Local Green Spaces. This aims to keep a green buffer zone between the Marsh and Oxenhope.

## NEIGHBOURHOOD PLAN SURVEY

### RESPONSES

To better understand the key issues and concerns facing local people Housing and Travel surveys were circulated throughout the village. The surveys were jointly produced by the Neighbourhood Plan Project Group and our consultants, Integreat Plus.

### HOUSING SURVEY

This survey aimed to gather views on a variety of housing related topics. This included understanding local perceptions of housing need, priorities for new housing development and issues with the existing housing stock. The housing survey received 119 responses from members of the community. A housing summary report was drafted which provides an overview of the responses and details how these responses have helped to inform the content of this Plan.

In summary the key findings were that the most in demand house types are **affordable housing** for local people, **smaller retirement homes**, houses built to **high environmental** and **sustainability** standards, and **3-4 bed family houses**. The most desirable size of housing development is **individual homes, infill housing** and small schemes of up to **5 dwellings**.

The biggest issues with the current stock of housing are **parking** and **traffic** related issues, low levels of **energy efficiency**, a lack of **mid-sized houses**, lack of **affordable houses** and strained local **infrastructure**. The **most important** factor in new development is that the design is **in-keeping with the existing local traditional style**. The **second most important** is **suitable parking provision**. **Third** is the **location of new development** and its **impact on the local area**. The biggest concerns people had about new housing development were the **impact on traffic and parking**, **loss of green spaces** and its **negative impact on the landscape**.

## 7.0

### TRAVEL SURVEY

To gain a better understanding of vehicle usage, movement trends and other transport related data, a travel survey was produced and circulated throughout the village. 133 people responded to this survey. The survey suggests that traffic related issues such as parking and congestion are common problems throughout the village. Residents are concerned that additional housing development will exacerbate the problem.

The most common number of cars owned in Oxenhope is **2 per household**. Although the sample size is much smaller than the 2011 census, the data indicates that in the last 7 years the percentage of people with 2 cars has risen from 35.8% to **47%**. **This means that almost half of households in the village have access to 2 vehicles.** The percentage of households with access to 0 cars has dropped from 11.2% in the 2011 census to **5%** according to the survey.

The most common location for car storage is on a driveway with 38% of responses. Joint second is on-street parking and garages both with 24%. **This means that almost a quarter of all surveyed households park their cars on-street.**

The main traffic-based issues facing respondents to the survey are **cars parked on-streets causing poor visibility and obstructions, a lack of suitable pavements for pedestrians and speeding vehicles.** The worst places for these problems were, in order of most responses:

1. **Denholme Road** (bottom end)
2. **Station Road** (Co-op)
3. **Best Lane**
4. **Shaw Lane**
5. **Cross Lane** (Parked cars for school)
6. **Hebden Bridge Road** (from Muffin Corner first section towards Keighley)

Respondents to the survey feel that new developments should have adequate **parking provision**, including **garages, driveways and visitor parking**. **Traffic calming measures and improved pedestrian and cycles infrastructure** were also requested. Many respondents would like to see

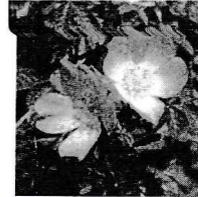
**better public transport** including bus and rail serving the village.

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### ROSE GARDEN UPDATE

Although the Parish Council has not formally taken over responsibility for the Rose Garden, Bradford Council has agreed that work can start to improve the Garden.

A Friends of the Rose Garden Group has been set up to make plans for the Garden. Everyone is welcome



to attend these meetings. Details will be on Parish Council website.

If you are not able to come along, but want to hear about the plans for the Rose Garden, please go to

[www.oxenhopeparishcouncil.gov.uk/parish-council-news/](http://www.oxenhopeparishcouncil.gov.uk/parish-council-news/) where you can read what is happening in the Rose Garden and also register to get email updates.

In terms of progress so far, wildflower seeds have been sown, with the aim of providing colour this year. However the British weather had other ideas and with the very dry summer the seeds have not germinated.

There have been two "community digs" in August, which have concentrated on improving the soil in the large top bed on the Hebden Bridge Road side. This could well be the area for a herb garden and possibly where an "Incredible Edible" garden could be developed.

If you have any suggestions or ideas for the Rose Garden, please either come along to the Friends' Meeting or email Janet Foster, the Clerk to the Parish Council, on [clerk@oxenhopeparishcouncil.gov.uk](mailto:clerk@oxenhopeparishcouncil.gov.uk).

HOUSING SURVEY  
SUMMARY REPORT 2018

OXENHOPE

NEIGHBOURHOOD PLAN



## INTRODUCTION

In 2017 a housing survey was circulated to all households in Oxenhope and shared online. This was a crucial part of the engagement process, encouraging local people to help inform the scope and content of the Neighbourhood Plan, in particular the sections relevant to housing.

The survey was jointly produced by the Neighbourhood Plan Steering Group and consultants Integreat Plus.

The aims of the survey were to establish local views and aspirations around housing, including assessing what types of new housing development people feel is most in demand and what principles should inform new development.

119 responses were received which equates to around 10% of the 1,152 households in the village (2011 census).

This summary report aims to give an overview of the survey responses, and to provide an indication of how this will help shape the Neighbourhood Plan and its policies.

## EXECUTIVE SUMMARY

The most in demand house types are **affordable housing** for local people, **smaller retirement homes**, houses built to **high environmental and sustainability** standards, and **3-4 bed family houses**.

The biggest issues with the current stock of housing is **parking** and **traffic** related issues, low levels of **energy efficiency**, a lack of **mid-sized houses**, lack of **affordable houses** and strained local **infrastructure**.

The most desirable size of housing development is **individual homes, infill housing** and small schemes of up to **5 dwellings**.

The most important factor in new development is that the design is **in-keeping with the local vernacular**. The second most important is **suitable parking provision**. Third is the **location of new development** and its **impact on the local area**.

Local people feel the least important factors are **room sizes** and **overall affordability**.

The biggest concerns people had about new housing development was the **impact on traffic and parking, loss of green spaces** and its **negative impact on the landscape**.

## Q.1

### WHAT TYPE OF NEW HOUSING DOES OXENHOPE NEED?

Respondents were asked to give their perception of housing demand locally. They were presented with 10 different house types and the following choices: Need urgently, Desirable, Already have a sufficient amount, and Not needed.

**Not needed** received an incredibly high score, being the most popular response to 6 out of the 10 house types. These were:

Flats	<b>(68.9%)</b>
Residential care homes	<b>(57.9%)</b>
4+ Bed houses	<b>(47%)</b>
Houses to rent	<b>(45.3%)</b>
Bungalows	<b>(37.8%)</b>
1-2 Bed houses	<b>(36.1%)</b>

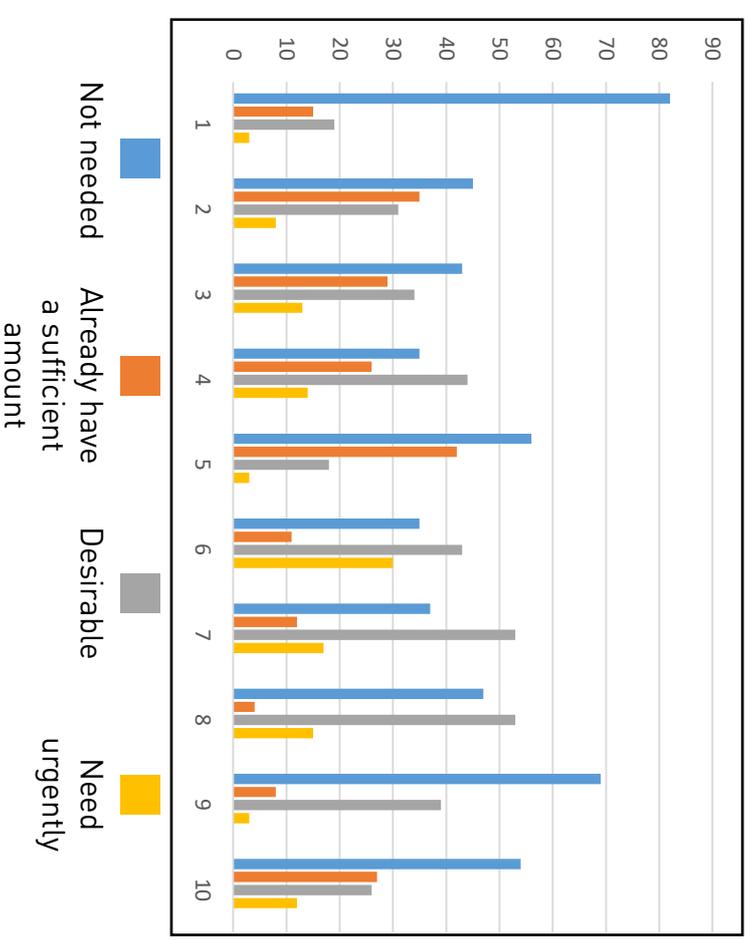
**Desirable** was the second most popular response with 4 out of the 10 house types. These were:

Smaller retirement houses	<b>(44.5%)</b>
Eco-friendly houses	<b>(44.5%)</b>
3-4 Bed houses	<b>(36.9%)</b>
Affordable housing for local people	<b>(36.1%)</b>

These results will help inform the Neighbourhood Plan by stating a preference for smaller retirement homes, houses built to high sustainability and building performance, 3-4 bed houses and affordable housing for local people.

It will also lead to a deeper investigation into and evidence gathering around the current levels of housing stock by type and tenure in Oxenhope.

The full results are displayed below.  
This question received 119 responses.



## Q.2

### WHAT WOULD YOUR NEXT HOUSE MOVE IN OXENHOPE BE?

Respondents were asked to state what type of house they would be likely to move to, if they were to move and stay in Oxenhope in the near future. They were presented with the same 10 house types and the options of **Strongly agree**, **Agree**, **Disagree**, **Strongly disagree**. The purpose of this is to try and establish what types of housing may be needed locally within the life of the Plan.

The most common response to every single house type was **strongly disagree**. This could suggest that the categories of house type provided were not adequate and that people would move to another type of house not listed. It could also be that people have misinterpreted the question or are attempting to demonstrate that there is no housing demand locally for any types of housing.

The report will now look towards the categories of housing which had reasonably popular responses for **strongly agree** and **agree**.

The most popular house type with **Strongly agree** was:

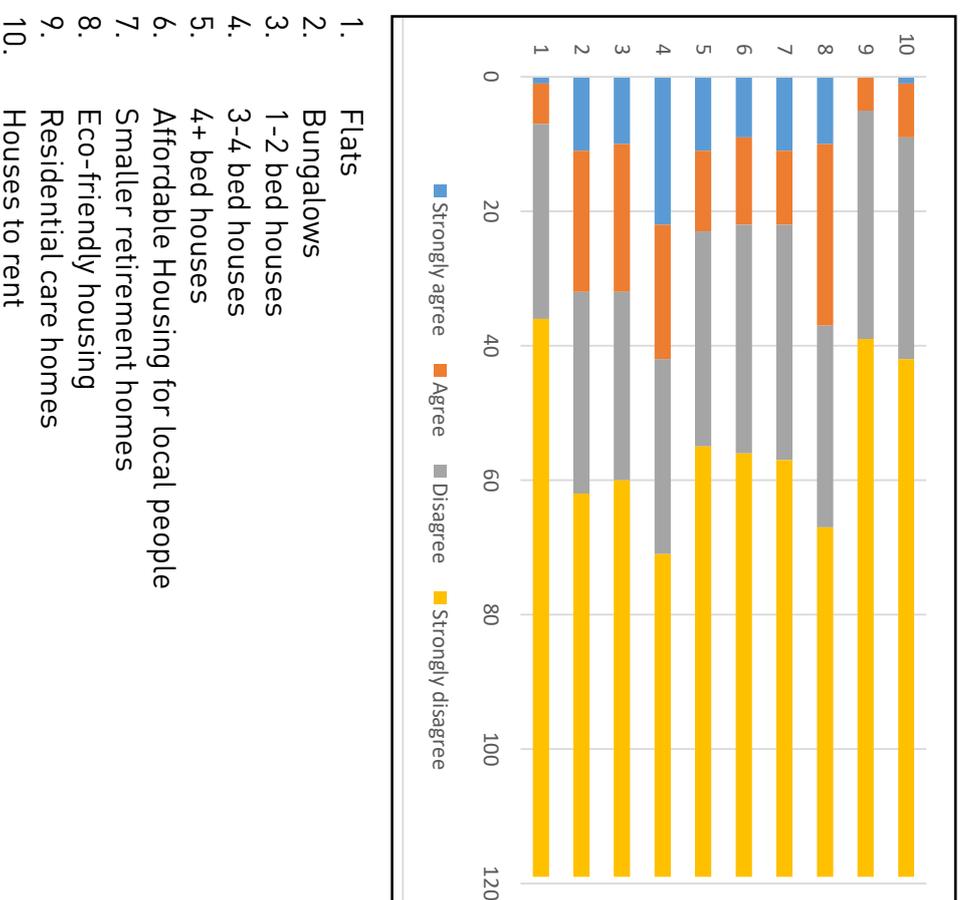
3-4 Bed houses with **18.5%**

This corresponds with what was stated in Q.1 with desirable being the most popular response for 3-4 bed houses.

The most popular responses with **Agree** were:

Eco-friendly housing	<b>22.7%</b>
1-2 Bed houses	<b>18.5%</b>
Bungalow	<b>17.6%</b>
3-4 Bed house	<b>16.8%</b>

Eco-friendly housing and smaller retirement homes also received positive responses in Q.1 with both scoring high for desirable. As Oxenhope has a population that on average is older than the district and national levels it is expected that there will be demand for house types that support the needs of an ageing population.



**Q.2**

**WHAT WOULD YOUR NEXT HOUSE MOVE IN OXENHOPE BE?**

Whilst strongly disagree and disagree received an overwhelming response rate for all house types it does not aid the process of determining what house types are needed locally.

The Neighbourhood Plan needs align with both the strategic aims and objectives of the government's NPPF and CBMDC's Local Plan. Because of this, the Plan must accept the minimum level of housing growth that is determined by the CBMDC. The policies within the Plan provide the opportunity to clearly state what type of housing should be encouraged and what local people feel there is demand for. This would ensure that new development responds to the needs of local people. The Plan cannot state there is no demand for housing. If no policies were included about what types of houses are needed, new housing developments may not align with the genuine needs of the community. This could cause issues further down the line if local housing needs are not addressed sufficiently.

The summary report will look at what house types received the highest response for **agree** and **strongly agree** to help inform what house types the Neighbourhood Plan should seek to encourage.

These are **3-4 bed houses, Eco-friendly houses, 1-2 bed houses and Bungalows**.

**Q.3**

**ARE THERE ANY ISSUES WITH THE EXISTING HOUSING STOCK?**

This question seeks to establish if there are any issues with the current stock of housing. If issues are raised, the Plan may be able to include policies which seek to address these issues or provide guidance on how they may be overcome.

119 responses were received for this question, some people chose simply a 'no' whilst others listed several issues with the existing housing stock.

Comments that were either 'No', 'N/A' or a comment unrelated to the question were grouped together. This response received the highest tally of 66 with the majority believing there are no issues with the current stock of housing.

The biggest issue with the current stock of housing is **parking provision, traffic and congestion**. This received **19** responses.

The second biggest issue with **12** responses is the lack of housing available that is either **affordable** or accessible to people on **low incomes**.

The third biggest issue is the lack of **medium sized houses** with **3-4 bedrooms**. This received **8** responses.

Other issues include **lack of housing for older people** or **people with mobility issues, poor levels of energy efficiency, and new homes that are not in-keeping with local vernacular**. These received 3, 3 and 5 responses respectively.

These issues will be noted and will feature in the policies and guidance within the Plan.

**Q.4****DO YOU KNOW OF ANY SITES THAT WOULD BE SUITABLE FOR NEW HOUSING?**

This question aims to utilise local knowledge to understand if there are any areas which could accommodate new housing.

119 people responded to this question. The most common response was 'No' or 'N/A' with 86 responses.

The other most popular responses were:

Shaw Lane **(5)**

Brownfield development first **(4)**

Land off Moorhouse Lane **(4)**

Land off Marsh Lane **(4)**

There are several land allocations for new housing which are proximate to some of the responses given for this question.

As the number of responses for each site are relatively low, the summary report will seek to gain the community's preference for which out of the allocated sites should be nominated to be developed as priority. This will be included in the informal consultation that will happen prior to the regulation 14 consultation.

**Q.5****ARE THERE ANY SITES THAT SHOULD BE PROTECTED FROM NEW HOUSING?**

This question seeks to establish if there are any sites which the community highly value and would like to see protected from new housing development, if possible.

119 people responded to this question. The joint most popular response was 'No' / 'N/A' with 32 and '**any site within the Green Belt**' also with 32.

Other popular responses were:

Green spaces, parks and community/village greens **(19)**

Any site that currently acts as a buffer between settlements that would cause them to coalesce **(14)**

Any site in Leeming that would cause visual harm **(14)**

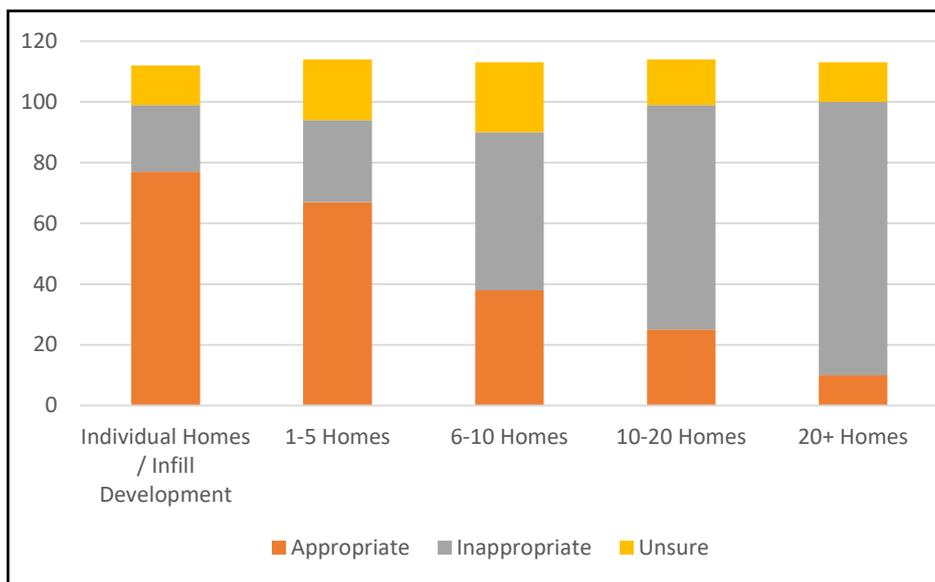
Following these comments, where necessary, the Neighbourhood Plan will seek to protect the areas highlighted above. In many cases they will already have some form of designation preventing their development, however the Plan can look at ways of adding detail to existing national and Local Plan policies.

Q.6

**WHAT SIZE OF HOUSING DEVELOPMENT DO YOU THINK IS MOST APPROPRIATE FOR OXENHOPE?**

Respondents were asked to give their views on the size of developments that they think is most appropriate for Oxenhope.

As shown below most people think that individual homes and infill development is the most appropriate, followed by sites of between 1-5 homes. Schemes with 6-10, 10-20 and 20+ houses are considered inappropriate by most of the respondents.



The summary report notes that there is a preference to infilling, where appropriate, and small sites over medium and large sites.

It would be difficult however to meet the housing target of around 100 houses with just infill housing and small sites of 1-5 houses.

## Q.7-16

### WHAT DO YOU CONSIDER TO BE THE MOST IMPORTANT FACTORS IN NEW HOUSING DEVELOPMENT?

Respondents were asked to rate certain criteria between 0 and 10. 0 being not at all important and 10 being very important. The aim of this was to establish what people feel are the most important characteristics in new housing developments. The scores for each were added up and divided by 199, the number of respondents, to create the average. The results are as follows:

#### Most important

- 8.6 Design in keeping with / reflects / respects Oxenhope
- 8.4 Parking provision
- 8.3 Location of the new development
- 8.2 Design in general
- 8 Flood mitigation

#### Important

- 7.6 Energy efficiency
- 7.3 Environmental sustainability
- 7.2 Garden and green space

#### Less important

- 6.5 Affordability
- 6.1 Room sizes

The results have been grouped into three categories depending on their score. The most important being **design, parking provision, location** of new development and **flood mitigation**.

Also important, but slightly less so are, **energy efficiency, environmental sustainability** and **garden and green space**.

Following these responses the report suggests the Neighbourhood Plan seeks to encourage **high quality design** that **responds** to and **reinforces** the **distinctive local character**.

It will also provide policies which seek to create better **parking provision** and to address issues of **congestion** and **traffic** in the village.

The Plan will include policies and guidance around **flood mitigation**, green and blue infrastructure.

A higher level of **energy efficiency** and **environmental sustainability** will be sought, either through policy and / or guidance and reasonable provision of **green space** and **gardens** will be sought.

Despite **affordable housing** and **housing which is accessible to people on low incomes** being popular in previous questions it is considered less important in this question.

**Room sizes** are considered to be the least important factor in new development. A recent study by RIBA noted that Yorkshire has the smallest average houses sizes in England. England also has one of the smallest average house sizes in Europe.

## Q.17-24

### WHAT CONCERNS YOU ABOUT NEW HOUSING DEVELOPMENT?

Again, respondents were asked to mark out of 10 how concerned they were about certain aspects of new housing development. 0 being not concerned at all and 10 being very concerned.

Again the results were grouped according to their score. They are as follows:

#### Most concerning

- 8.8 Congestion / parking issues
- 8.4 Loss of green space
- 8.4 Negative impact on landscape

#### Concerning

- 8.1 Design not in keeping with village
- 7.8 Right type of housing needed
- 7.6 Flooding
- 7.5 Impact / strain on local services / amenities

#### Least concerning

- 6.6 Affordability

In-line with many responses throughout this survey, the biggest concern about new housing is its impact on **parking** and **congestion**. Followed by the **loss of green spaces** and its **negative impact on the landscape**.

**Design that is not in keeping with the village** is considered concerning, as is the **type of housing** to be built, the **impact on flooding** and the **additional strain on local services and infrastructure**.

The results of this question will help to shape the content of the Plan as outlined below.

**Parking and congestion** will be included in the Plan as will the **loss of green spaces**.

Policies and guidance will be developed which seek to reduce the **negative impact** new housing development will have on the **landscape**.

**Design and flooding**, as previously mentioned will be included in the Plan.

The right **type of housing** need will be included. This report will provide suggestions and encourage the development of certain types of houses to meet local needs. Additional data may need to be sourced to justify the house types or simply the Plan may try to encourage a mix of house types, including certain types such as medium sized family houses and smaller retirement homes.

The Plan will seek to **protect** and where possible **enhance** the level of **local services and amenities**.

## Q.26

### DO YOU HAVE ANY ADDITIONAL COMMENTS?

This question aims to give respondents an opportunity to make any other points that have not been covered in the survey.

'No' / 'N/A' and comments that did not relate to the survey or were inappropriate were grouped together. This totalled 67.

The other most popular responses were:

We do not need more housing	(111)
Traffic and parking issues	(71)
Lack of school places	(51)
Village is losing its character	(41)
Affordable housing is needed	(41)

With the exception of 'we do not need more houses' the other most popular responses to this question will be fed into the emerging Neighbourhood Plan. Most of them have been stated throughout this survey in other sections.

### SUMMARY

The results of this survey will now help inform the emerging Neighbourhood Plan.

Despite clear opposition for new housing from many respondents there are still useful pieces of information that can be extracted from this survey.

The most in demand house types are **affordable housing** for local people, **smaller retirement homes**, houses built to **high environmental** and **sustainability** standards, and **3-4 bed family houses**.

The biggest issues with the current stock of housing is **parking** and **traffic** related issues, low levels of **energy efficiency**, a lack of **mid-sized houses**, lack of **affordable houses** and strained local **infrastructure**.

The most desirable size of housing development is **individual homes**, **infill housing** and small schemes of up to **5 dwellings**.

The most important factor in new development is that the design is **in-keeping with the local vernacular**. The second most important is **suitable parking provision**. Third is the **location of new development** and its **impact on the local area**.

Local people feel the least important factors are **room sizes** and **overall affordability**.

The biggest concerns people had about new housing development was the **impact on traffic and parking**, **loss of green spaces** and its **negative impact on the landscape**.

TRAVEL SURVEY  
SUMMARY REPORT 2018

OXENHOPE  
NEIGHBOURHOOD PLAN



## INTRODUCTION

In 2017 a travel survey was produced by the steering group and consultants Integreat Plus. It was circulated around the village and respondents were encouraged to participate. The results of the survey will help paint a better portrait of Oxenhope and the issues it faces relating to travel, movement, traffic, parking and congestion.

It is hoped the survey results will help inform the Neighbourhood Plan, its policies and guidance.

133 people responded to the travel survey.

This report aims to give a summary of the responses and explain how these will feed into the Plan itself.

## EXECUTIVE SUMMARY

This report finds that traffic issues, parking and congestion are common problems throughout the village. Residents are concerned that additional development will exasperate the problem.

The most common number of cars owned in Oxenhope is **2 per household**. Although the sample size is much smaller than the 2011 census, the data indicates that in the last 7 years the percentage of people with 2 cars has risen from 35.8% to **47%**.

**This means that almost half of households in the village have access to 2 vehicles.**

Meanwhile the percentage of households with access to 0 cars has dropped from 11.2% in the 2011 census to **5%** according to the survey.

The most common location for car storage is on a driveway with 38% of responses. Joint second is on-street parking and garages both with 24%. **This means that almost a quarter of all surveyed households park their cars on-street.**

**Cars or motorbikes** are the most popular mode of transport by the people surveyed with **78%** using them more than other modes of transport. Of those surveyed, **87** people use their cars to commute to work, whilst only **12** people use bus or rail to commute to work and only **6** walk or cycle to work. Most people surveyed work within **10 miles of Oxenhope (57%)** whilst only 4% work more than 20 miles from Oxenhope.

The main traffic-based issues facing respondents to the survey are **cars parked on-streets causing poor visibility and obstructions, a lack of suitable pavements for pedestrians and speeding vehicles.**

Respondents to the survey feel that new development should have adequate **parking provision, including garages, driveways and visitor parking. Traffic calming measures and improved pedestrian and cycles infrastructure** is also highly requested. Many respondents would like to see **better public transport** including bus and rail serving the village.

## Q.1

### HOW MANY VEHICLES ARE THERE IN YOUR HOUSEHOLD?

The survey would like to gauge how many vehicles there are in each household. This will be useful to know as we can see how it compares to CBMDC guidance for parking spaces per dwelling.

Census data from 2011 shows that Oxenhope has a fewer people without access to a car (11.2%) than district (30.5%) and national averages (25.8%). People with access to one car is similar to both district and national levels, however beyond this, Oxenhope has higher levels of people with access to 2 (35.8%), 3 (8.3%) and 4 vehicles (3.1%) when compared to Bradford (21.3%, 4%, 1.2%) and England (24.7%, 5.5%, 1.9%) (2011 census).

Given the rural nature of Oxenhope and its relative level of prosperity it is expected that car ownership exceeds national and district averages.

Below are the results from the survey which received 133 responses.

No. of vehicles	No. of responses	%
0	7	=5%
1	39	=29%
2	63	=47%
3	20	=15%
4+	4	=3%



As shown above, 2 cars per household is the most popular response, followed by 1 car, then 3 cars.

Whilst the number of people who completed the survey is much lower than the number that completed the 2011 census, this survey gives us a more recent snapshot of car ownership locally.

From this we have established that, in our sample size, the number of households with 2 cars has increased from 35.8% to 47% in the last 7 years.

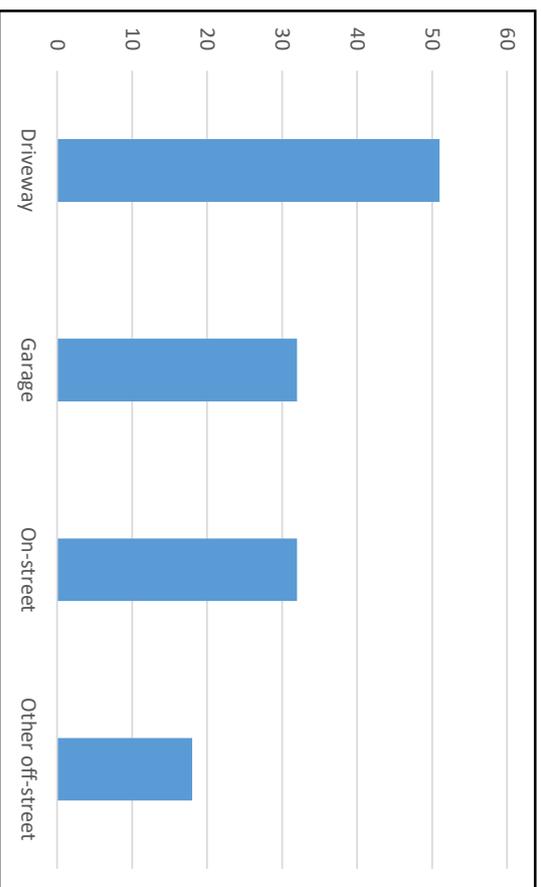
## Q.2

### WHERE ARE THESE VEHICLES USUALLY PARKED?

The survey would like to try and establish where respondents usually park their cars. This will give an indication to the proportion of households who use their garage or driveway to park their vehicle, the number who park on-street and those that use other arrangements.

Oxenhope has a high number of cars parked on-street throughout the village which can cause traffic issues and contribute to an unsafe environment for pedestrians and vehicle users. As much of the village was designed before motor vehicles were commonplace the local infrastructure, including roads and residential parking facilities is often not suitable for the needs today's resident population.

133 people responded to this question, the results are below.



As shown in the table the most popular location for car parking is the **driveway with 38%**, followed by **garage and on-street** which were tied with **24%**. Other off-street parking arrangements is the least popular response with 14% of the responses.

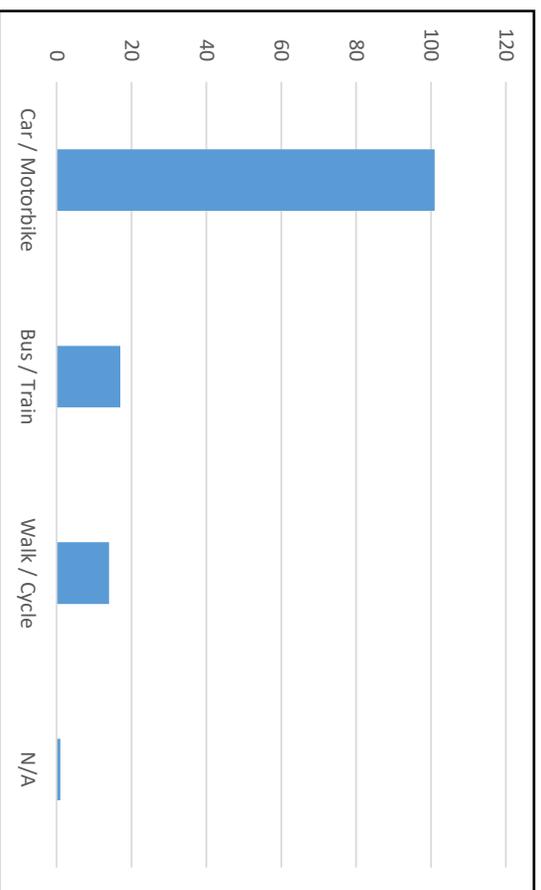
Although this is a snapshot of the issue, it demonstrates that almost a quarter of respondents park their vehicles on-street.

### Q.3

## WHAT MODE OF TRANSPORT DO YOU USE THE MOST?

This question seeks to understand the most common mode of transport used by residents in the village.

133 people responded to this question, the results are below.



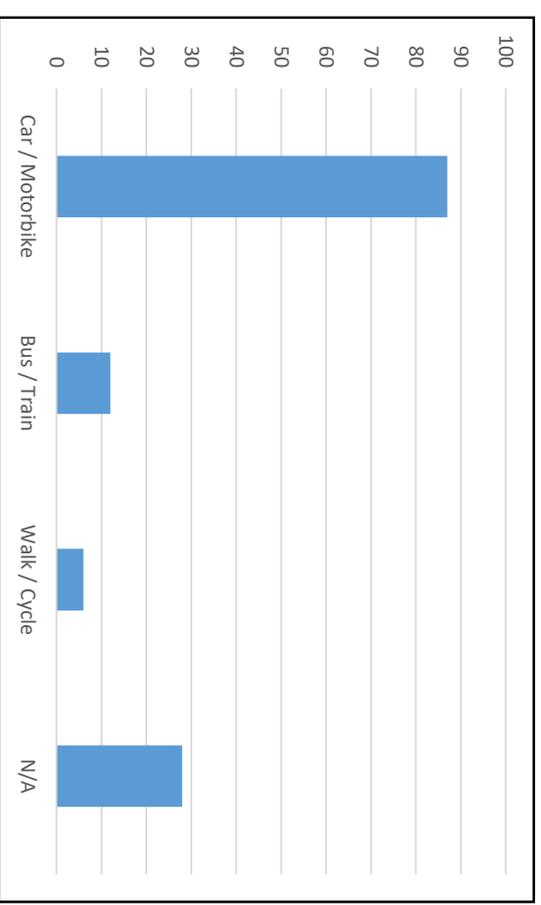
As shown above Car / Motorbike is the most popular mode of transport used by residents with 76% using it most often. Bus / Rail travel received 13% of responses whilst Walking / Cycling received 11%.

### Q.4

## IF YOU COMMUTE TO WORK, WHAT MODE OF TRANSPORT DO YOU USE?

This question aims to establish what mode of transport people use the most when commuting to work.

133 people responded to this question, although given the demographic of Oxenhope not all of the respondents work, therefore it is expected some responses will not be applicable.



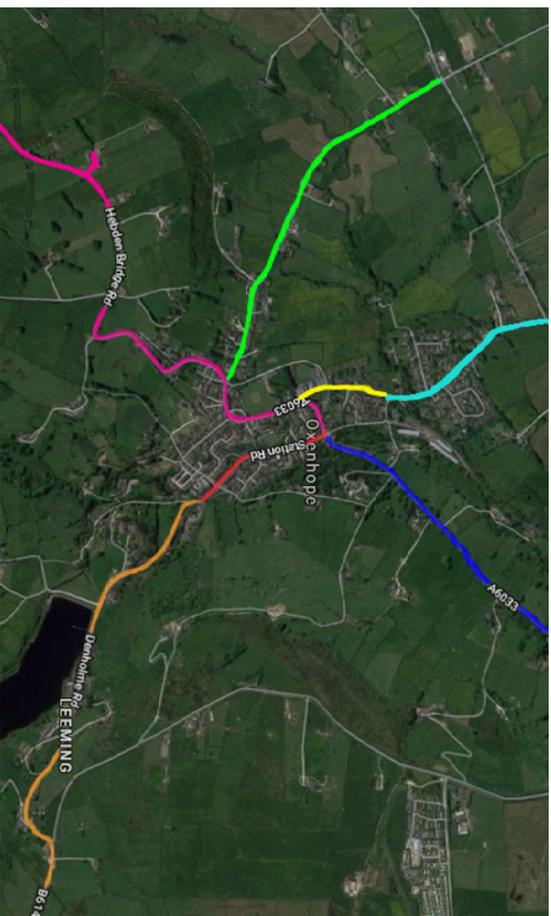
The table above shows that 87 people use their car or motorbike to commute to work. The second most popular response was N/A which indicates they either do not work, or that they do not commute to work. 12 people use bus or rail to commute to work and only 6 walk or cycle to work.

**Q.5****WHAT ARE THE MAIN ROUTES YOU TAKE IN AND OUT OF THE VILLAGE?**

This questions seeks to understand what roads residents use most frequently when travelling in and out of the village. This is useful to know as it will highlight what routes residents take when travelling to certain locations and may indicate what the most popular routes are.

Hedben Bridge Road  
 Keighley Road  
 Denholme Road - Long Causeway  
 Shaw Lane  
 Station Road  
 Moorhouse Lane  
 Marsh Lane

The map below highlights the key routes in and out of the village.

**Q.6****ARE THERE ANY ROADS OR ROUTES THAT CAUSE CONCERN (TRAFFIC, PARKING ISSUES, ACCIDENTS, VISIBILITY)?**

Respondents were asked to articulate any issues there were with certain roads such as accident black spots, areas with poor visibility, roads prone to speeding motorists and parking issues.

The most popular responses were:

1. Denholme Road / Long Cause way **(60)**  
[Speeding, parked cars, no pavements, dangerous for HGVs]
2. Station Road **(40)**  
[Parked cars, speeding]
3. Best Lane **(19)**  
[Parked cars, difficult for the bus]
4. Shaw Lane / West Shaw **(15)**  
[Speeding, parked cars, no pavements, poor visibility]
5. Cross Lane / Hedben Bridge Road **(11)**  
[Parked cars outside school, poor visibility]

**Q.7****ARE THERE ANY ROUTES USED BY HGVS THAT CAUSE ISSUES?**

This questions seeks to understand the impact of HGVs on the village and establish where particular issues may take place.

Respondents felt that the following roads were commonly used by HGVs and that their usage was unsuitable and causes issues. 133 people responded to this question. 29 of those either wrote N/A or No.

The most popular responses are below:

1. Denholme Road / Long Causeway **(46)**
2. Station Road **(14)**
3. Hebden Bridge Road **(10)**

**Q.8****WHAT CAN NEW HOUSING DEVELOPMENTS DO TO PROVIDE ADEQUATE PARKING PROVISION?**

This questions aims to gather local views on how new housing developments can help address traffic related issues.

133 people respondent to this question.

The most popular responses were:

1. Providing suitably sized garages
2. Providing driveways
3. Providing visitor parking bays
4. Improving pedestrian and cycle movement and access throughout the village
5. Improving public transport

**Q.9**

**DO YOU HAVE ANY OTHER COMMENTS?**

This question seeks to give people an opportunity for people to raise and other issues that the survey has not addressed.

The most common response to this question was:

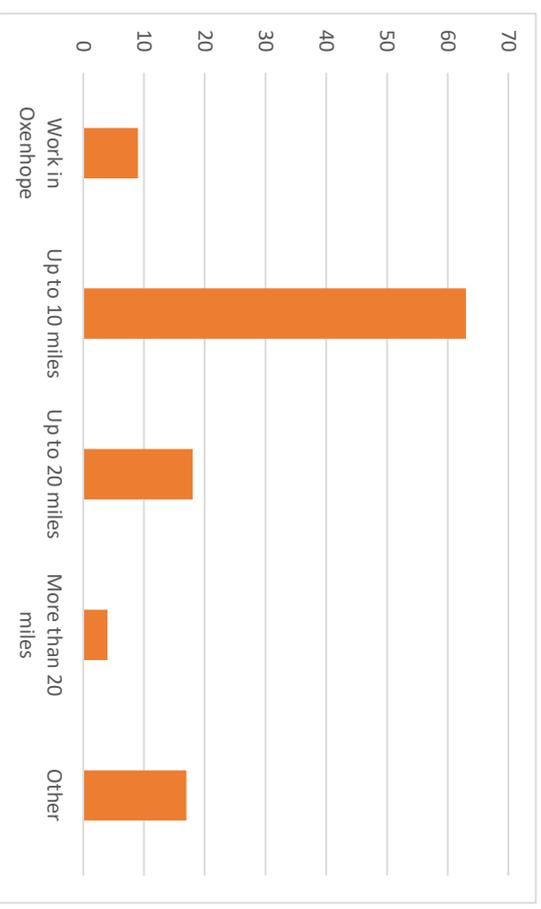
- Need to promote better public transport **(26)**
- Greater focus on pedestrian movement **(11)**
- Introduce traffic calming measures **(6)**
- Introduce a one-way system **(5)**
- Reduce congestion at school pick-up times **(4)**

**Q.10**

**IF YOU WORK, HOW FAR DO YOU USUALLY COMMUTE TO WORK?**

This question aims to understand how far people travel to work from Oxenhope.

The results are as follows:



The majority of respondents travel up to 10 miles for work (57%) and only 4% work further than 20 miles from Oxenhope.

This suggests Oxenhope has a reasonably localised workforce.

## SUMMARY

This survey has helped identify and establish certain issues relating to travel and transport in the village of Oxenhope.

The responses to the survey will help inform the scope and content of the Plan and its policies.

The Neighbourhood Plan will include several policies that aim to ensure that new development, both residential and non-residential, provides adequate parking arrangements that should not lead to an increase in on-street parking throughout the village, and will not add to the problems that this can cause for other road users and pedestrians. This includes policies around the inclusion of driveways, garages and other off-street parking facilities and design guidance around best practice.

Policies will be included that aim to encourage new developments to incorporate improvements to the pedestrian environment and add or enhance cycle routes throughout the village and into the wider environment. This will be addressed through policy but there may be scope to include principles of best practice in the design guidance.

Whilst the Plan cannot contain policies around public transport it is clear there is local demand for increased services to help reduce the need for car usage. The Plan can however contain aspirations which can communicate local preferences over non-land-use issues such as this.

Again the Plan is limited in what it can do to influence existing highways but it can draw attention to local issues and concerns and contain aspirations around these issues.

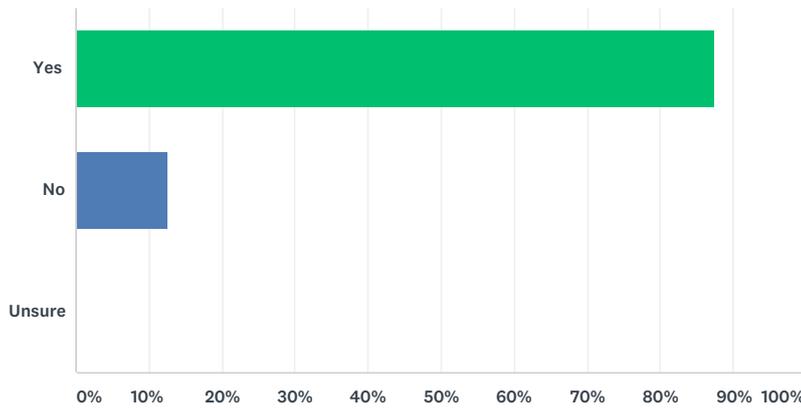
In addition to posting physical feedback forms through every house in the village, an online survey was set up to gauge local responses to the draft Plan. There were 8 responses to the online survey which are shown below.

Oxenhope Neighbourhood Plan - Initial Feedback

SurveyMonkey

Q1 Do you agree with the vision for Oxenhope set out above?

Answered: 8 Skipped: 0



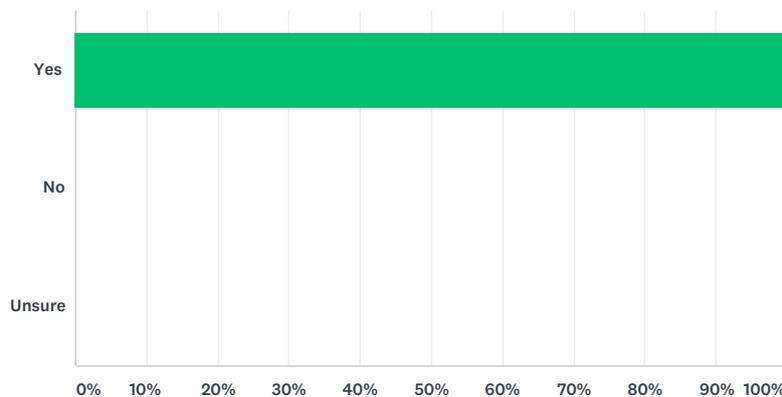
ANSWER CHOICES	RESPONSES	
Yes	87.50%	7
No	12.50%	1
Unsure	0.00%	0
TOTAL		8

Oxenhope Neighbourhood Plan - Initial Feedback

SurveyMonkey

Q2 Do you agree with the aims and objectives set out above?

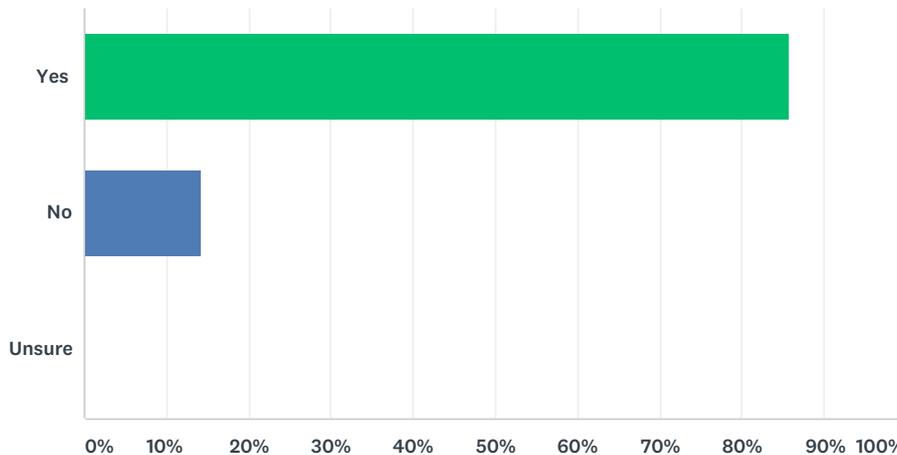
Answered: 7 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	100.00%	7
No	0.00%	0
Unsure	0.00%	0
TOTAL		7

### Q3 Do you agree with the General Policies?

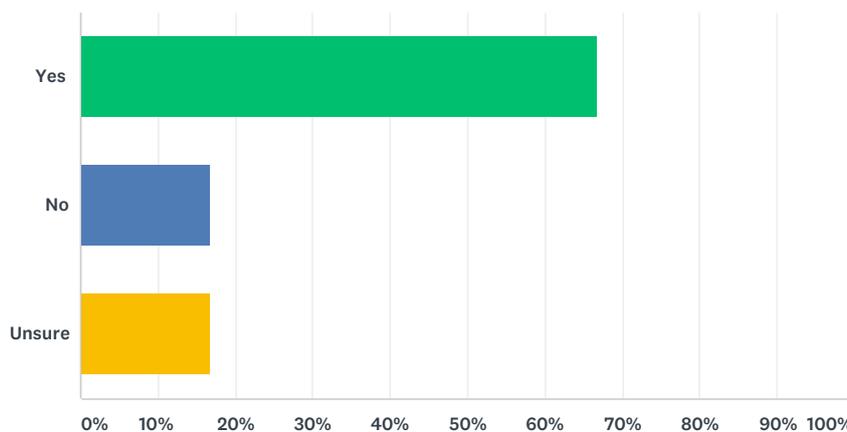
Answered: 7 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	85.71%	6
No	14.29%	1
Unsure	0.00%	0
<b>TOTAL</b>		<b>7</b>

### Q4 Do you agree with the Housing Policies?

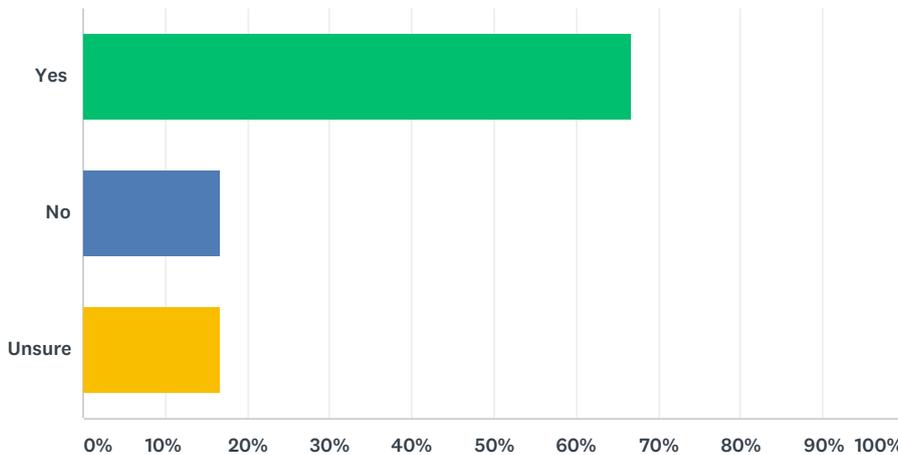
Answered: 6 Skipped: 2



ANSWER CHOICES	RESPONSES	
Yes	66.67%	4
No	16.67%	1
Unsure	16.67%	1
<b>TOTAL</b>		<b>6</b>

### Q5 Do you agree with the Local Economic Development Policies?

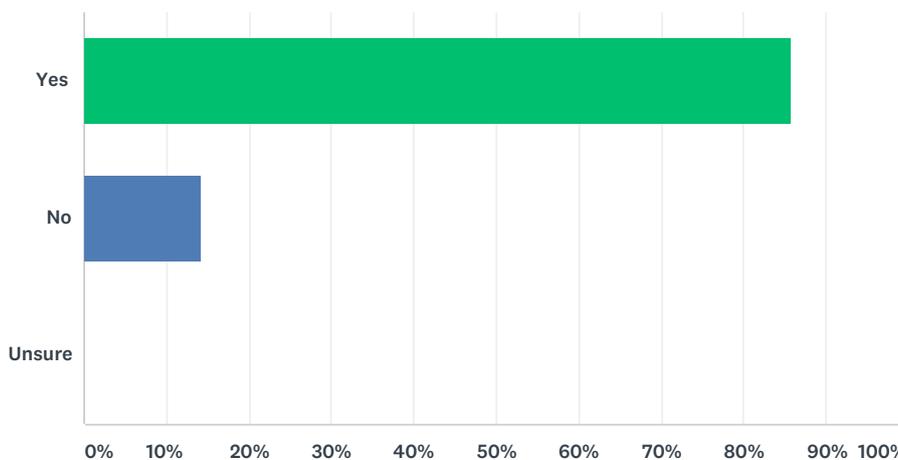
Answered: 6 Skipped: 2



ANSWER CHOICES	RESPONSES
Yes	66.67% 4
No	16.67% 1
Unsure	16.67% 1
<b>TOTAL</b>	<b>6</b>

### Q6 Do you agree with the Local Green Space Policy?

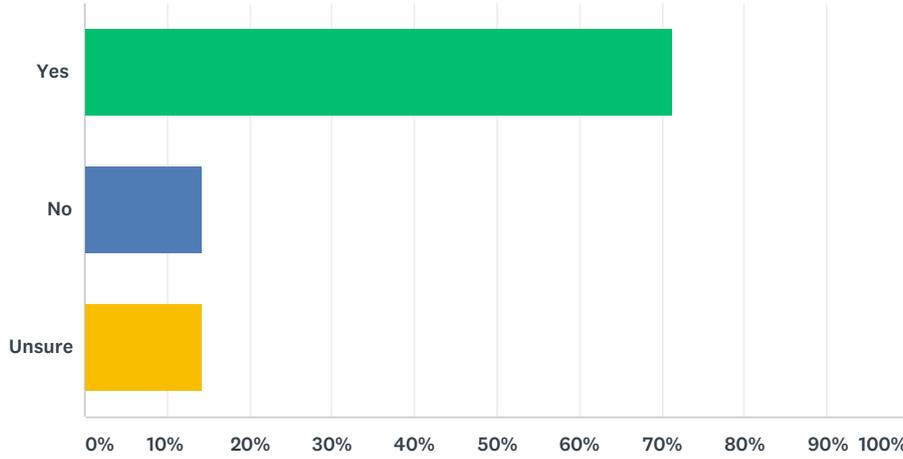
Answered: 7 Skipped: 1



ANSWER CHOICES	RESPONSES
Yes	85.71% 6
No	14.29% 1
Unsure	0.00% 0
<b>TOTAL</b>	<b>7</b>

### Q7 Do you agree with the Movement and Transport Policies?

Answered: 7 Skipped: 1



ANSWER CHOICES	RESPONSES
Yes	71.43% 5
No	14.29% 1
Unsure	14.29% 1
TOTAL	7

Name	Section of ONP	Comment	Response / Action
Phillip Balmforth, Tour Guide Keighley and Worth Valley Railway Preservation Society Ltd.	Tourism	<p>Many thanks for dropping off the printed copy of the Neighbourhood Plan, and you got to see/meet VAB!</p> <p>We have both read through it as Oxenhope Parish (not Village) residents, living in the Leeming Conservation Area.</p> <p>There is little, or nothing I can say on behalf of the KWVR, other than we sell over 100,000 full line tickets each year - as to how many come to Oxenhope or even leave the station is open to question, I would say very few with the exception of those who may wish to enjoy the 'Railway Children Walk' to Haworth, or, even fewer, who may make their way to the Bay Horse or The Lamb. We bring in literally thousands of visitors to our annual beer/ music festival at Oxenhope each year in October.</p> <p>I should point out a 'full line' ticket is the same price Keighley to Haworth or Oxenhope, so many passengers alight at Haworth and may just ride to Oxenhope on their return journey and stay on the train to go back to Keighley.</p> <p>However we wish to raise some observations regarding the report re 'typo's' as residents of the Parish....</p>	Additional info about KWVR added
Phillip Balmforth, Tour Guide Keighley and Worth Valley Railway Preservation Society Ltd.	Para 1.3.6 & 1.4.14	Para 1.3.6, 1.4.14 (the heading and the text), GP2, refers to Lowertown, yet elsewhere (1.4.5, 1.4.12, and 1.4.15, GS1, Green Space Policy, it becomes Lower Town)	Amended to Lower Town throughout ONP
Phillip Balmforth, Tour Guide Keighley and Worth Valley Railway Preservation Society Ltd.	Para 1.3.18	Para 1.3.18, 4 churches? we can only name 3, 2 Methodist, West Drive and Marsh, and the Parish Church of St Mary the Virgin. Where is the 4th?? If you are referring to 'Mercy Mission' at Uppertown, they come to worship at St Mary's (we are 'regular' attenders there, 'regular' meaning once a month - they come to the services).	Amended to 3 churches. The incorrect 4th church is in Haworth but includes part of Oxenhope in its Parish.

Name	Section of ONP	Comment	Response / Action
Phillip Balmforth, Tour Guide Keighley and Worth Valley Railway Preservation Society Ltd.	1.4.2 & 1.4.5	At 1.4.2., 1.4.5 we have Upper Town, At 1.5.9. on the map we see 'Upper Town' yet it is Uppertown throughout the rest of the document	Amended to Upper Town throughout ONP
Phillip Balmforth, Tour Guide Keighley and Worth Valley Railway Preservation Society Ltd.	1.5.5	Para 1.5.5. refers to birds. We often go walking on the moor (towards Halifax/ Hebden Bridge Road), it may be of no significance but, we have seen the occasional curlew but the rest are a mystery to us. We regularly see Pheasant and Partridge at our house and, of course, Grouse are reared on the moor for sporting activity, many hundreds of them, we disturbed, literally, hundreds, if not thousands, of them walking towards the 'top conduit' last week.	Species and habitats information were provided by West Yorkshire Ecology.
Phillip Balmforth, Tour Guide Keighley and Worth Valley Railway Preservation Society Ltd.	1.5.11	Para 1.5.11, (also GP3) should Leeming Water be Leeming Reservoir? (Leeshaw is). It becomes Leeming Reservoir in Local Green Space Policy. It is also a reservoir at 1.4.6	Amended
Phillip Balmforth, Tour Guide Keighley and Worth Valley Railway Preservation Society Ltd.	3.4.1	Para 3.4.1 Travel Survey Responses, Long Cause Way, shouldn't this read 'Long Causeway' (as at 1.4.12)	Amended
As above	GP1	General Policies, GP1, the photo of Leeming Reservoir appears, to me, to be out of focus, bit not that important.	Compressed image in draft may have affected picture resolution

Name	Section of ONP	Comment	Response / Action
Phillip Balmforth, Tour Guide Keighley and Worth Valley Railway Preservation Society Ltd.	GP4	GP4 - should 'The Lamb' and 'Dog and Gun' be included as 'protected'? (it could be that they may should be designated as such, first)	All the facilities listed do provide specific community activities. The Bay Horse has been registered, for some time now, by the Parish Council as an Asset of Community Value.
Phillip Balmforth, Tour Guide Keighley and Worth Valley Railway Preservation Society Ltd.	H3	Housing Policies, H3 shows a map. Sun Hill Clough shows and incorrect spelling of Oxenhope. (its possibly a copy of the map that has been reproduced where it is incorrect)	That is correct. The base map provided by West Yorkshire Ecology contains the wrong spelling of Oxenhope although we cannot amend this.
Phillip Balmforth, Tour Guide Keighley and Worth Valley Railway Preservation Society Ltd.	4.3	4.3. mentions tourism Bronte should have an affliction over the 'e' (which I do not seem to be able to find on my lap top!)	Affliction added
Phillip Balmforth, Tour Guide Keighley and Worth Valley Railway Preservation Society Ltd.	4.3	Whilst 'we' mention tourism, we have had the 'Tour de Yorkshire' pass through the area, now appears to be a regular feature, which brings in lots of people from outside the area.	Additional info around cycling added
David Ashcroft Resident	4.2	With the reduction in housing allocation now announced should the Plan take a more determined stand against inappropriate and disproportionate building in the village - and strengthen its commitment to keep keep areas of undeveloped land between the separate settlements that make up Oxenhope?? Section 4.2. 25 is a lot less than 100 as an allocation!	The draft was produced prior to the housing allocation being revised down but has now been amended to reflect this change. The plan now includes a policy about design and development in the conservation areas which encourages retention of key open spaces and requires development to be appropriately design for their context.

Name	Section of ONP	Comment	Response / Action
David Ashcroft Resident	Design guide	I know that the NDP is meeting a different set of criteria and requirements, but it feels a missed opportunity not to acknowledge the previous foundations of the Village Design Statement and the Parish Plan. The former is only referred to in passing in 3.2, and the Plan does not feature at all. Although section 5 updates and replaces much that was set out in the VDS it would be good to recognise that Oxenhope has had a proud tradition of articulating standards and seeking to enforce them for over 20 years. Both documents were produced following wide consultation and community engagement, and therefore also provide a context and history for the work done to develop the NDP.	Design guidance will be updated to include more content from the Village Design Statement
David Ashcroft Resident	Design guide	It is a pity that we could not source more of the illustrations and photos for Section 5 from at least the Worth Valley if not Oxenhope itself.	There are quite a few from Oxenhope in there but there are also other images are from elsewhere. We will assess what other images we could use in the design guide from Oxenhope.
David Ashcroft Resident	Design guide	Should the design guidance also refer to the Conservation Area appraisals as key documents which set out detailed context for the village and its built environment?	Yes, greater reference to the CAA has been added on the first page of the design guide and on p.56 of the design guide which relates specifically to development in the conservation area.
David Ashcroft Resident	GP2	GP 2 Hillcrest is one word not two and the capitalisation (and spelling) in the list of heritage assets is a bit wayward and differs from the photo captions.	Amended

Name	Section of ONP	Comment	Response / Action
David Ashcroft Resident	Design guide	The section on designing for dementia is great - but should we not also be clear that better standards are needed to provide appropriate accommodation options for people with other disabilities and mobility issues?	Lifetime homes and building for life policies achieve this
David Ashcroft Resident	Transport & movement	All good content, but it feels that there is an imbalance in the coverage on traffic and movement. Traffic calming does not come through as a key challenge for the village - with unsuitable routes used as transit routes across the village footprint - and an A road through the centre. Nothing that we have included is not valuable - but the balance seems to minimise this aspect which i suspect is more of a day to day problem for most residents.	More can be added around these issues, which we agree is a problem for many in the village. Unfortunately the NDP is limited in that it can address in this topic.
Ann Rees Resident	4.2	The housing section should make reference to 'Bradford Core Strategy Partial Review' page 75 which states- The Local Service Centre of Oxenhope will see the creation of 25 new homes from sites within the existing settlement boundaries, with no local green belt changes.	Yes this has been included. The announcement was made after the draft went to print.
Phil Hudman Resident	GP4	Strongly agree, i would like to see bowling green specifically mentioned as part of list/ map	Bowling green is included in the community facilities list
Phil Hudman Resident	P.48	Some errors with G & H	Amended
Phil Hudman Resident	GP5	Gp5 good use of potential monies towards footpath improvements and maintenance	Noted
Phil Hudman Resident	4.3	Agree with parking proposals in EDsb and ED5a	Noted
Phil Hudman Resident	4.3	4.3 Local green space - agree horseshoe dam is important - cil could be used to clear Japanese knotweed near station rd - mallard view	Noted
Phil Hudman Resident	MT4.4	Garage dimensions are an improvement	Noted

Name	Section of ONP	Comment	Response / Action
Phil Hudman Resident	5.0	AGREE FRONTAGES SHOULD NOT BE DOMINATED BY CARS, NEED BETTER PROVISION FOR PARKING	Noted
Phil Hudman Resident	3.0	PRINCIPLES ARE VERY PROMISING, PARTICULARLY GREEN ROOFS AND POCKET PARKS	Noted
Phil Hudman Resident	General	A WELL THOUGHT OUT AND DETAILED PLAN WITH MUCH GUIDANCE AND ADVICE IN SECTION 5 SENSIBLE CONSERVATION WITH AN EYE ON THE FUTURE NEEDS FOR BUSINESS, AGRICULTURE, K.W.V.R	Noted
I & A Jowett Resident	4,2	Housing section should reference CBMDC partial review of no green belt changes and revised housing figure of 25	Yes, the draft plan went to print days before this was announced.
Not provided Resident	4.5	It is impractical to consider cycling paths. The roads are too narrow and double yellow lines should be painted on Station Road. Lowertown should be made One Way similar to the B3 bus route. HGV,S should be banned completely up Denholme Road, it is not good enough to simply have a Sign saying Not suitable for heavy vehicles. Too many hedges overhang onto pavements thus making it impossible to use footpaths, West Lane in particular. A Bye law is required to fine householders who do not prune bushes to within the property boundary.	Cycle paths may not be strictly on-streets and could possibly off-road to ensure greater safety to users. The NDP cannot propose double yellow lines, alter road layouts or ban HGVs. The NDP also cannot create a byelaw regarding bushes.
Not provided Resident	General	CCTV should be considered in strategic points in the village to improve security and help reduce crime and anti social behaviour	Noted
Not provided Resident	General	Not much coverage given to Near Oxenhope on the northern side of Moorhouse Beck. This area contains many historic buildings highly valuable to Oxenhope's heritage as well being largely a viable agricultural area	Noted

Name	Section of ONP	Comment	Response / Action
Not provided Resident	General	Overall I think that the first draft is very good & presents a positive vision of the future for Oxenhope. My main concerns are with regard to traffic in the area. HGVs & speeding cars are on the increase in Station Road, where I live. I hope that the local Co-operative shop & Pharmacy remain. They are vital & well-used assets in the village.	Noted. The NDP is limited in terms of what it can do to address speeding and HGVs.
CBMDC Planning Policy Team	General	Ensuring that the policies are in general conformity / consistent with the strategic planning policy context – NPPF; Planning Policy Guidance, Bradford Local Plan (Core Strategy DPD; Core Strategy Partial Review; Saved Replacement Unitary Development Plan policies). It is noted that the plan makes links to Core Strategy policies, however the Plan would benefit from a full policy assessment as highlighted above.	This work is being produced
CBMDC Planning Policy Team	General	There needs to be a clear link between policy and evidence base used to support the plan. This is useful to readers, including the examiner, as it tells the story of how the plan has emerged. Also, where policies go beyond national/local policy standards. If it is not considered appropriate to include this information into the plan, it would be helpful to produce an accompanying document setting this out that will form part of the evidence base / supporting information which can be referred too. This could be updated at the NDP progresses through to submission.	Supporting document showing link between evidence and policies has been produced.
CBMDC Planning Policy Team	General	It is noted that the Design Guide now forms an appendix to the NDP. Reference should be made to this within the contents page and any other supporting appendices. In terms of presentation, the Design Guide should have a separate cover.	Noted and amended.

Name	Section of ONP	Comment	Response / Action
CBMDC Planning Policy Team	Para 1.1.2	Please refer to Bradford Council within your Plan as 'District Council' and 'CBMDC', not 'Borough or CBMBC'.	Noted and amended
CBMDC Planning Policy Team	Section 3.5	<ol style="list-style-type: none"> <li>1. Referencing – it is noted that some of the references or linkages to the Housing policies within the Plan do not reflect the changes made since in the informal draft and the subsequent deletion of a housing policy, e.g.</li> <li>2. Objective 6 – remove reference to GP8 and H2</li> <li>3. Objective 9 – Check Policies H2, H3 and there is no H6</li> <li>4. Objective 12 – There is no Policy H6</li> </ol>	Amended
CBMDC Planning Policy Team	Section 4	<p>Policies (General comment)</p> <ol style="list-style-type: none"> <li>1. Page number referencing is incorrect</li> </ol>	Amended
CBMDC Planning Policy Team	Policy GP2 Heritage assets	<p>Policy GP2: Impact on Heritage</p> <ol style="list-style-type: none"> <li>1. The undesignated heritage assets that have been identified within the plan should ideally be supported by information to how these have been chosen and their historical significance.</li> <li>2. The un-designated heritage assets should be mapped and this should sit alongside the policy for easy of reference to assist both applicants and the Council in the future determination of applications affecting such assets.</li> <li>3. The supporting text makes reference to assessment criteria and reasons for selecting these assets, however this has not been made available and therefore I cannot comment on this. It is recommended that this is forwarded on to allow comments to be made.</li> </ol>	<p>Owners / occupiers of assets have been contacted. Letter included in appendix.</p> <p>Assets were selected during discussions on heritage using CAAs to help identify key unlisted buildings. Assessments are now included in the appendix to the NDP.</p> <p>Once suitable maps have been sourced mapping of the assets will be undertaken.</p>

Name	Section of ONP	Comment	Response / Action
CBMDC Planning Policy Team	Para 1.1.2	Please refer to Bradford Council within your Plan as 'District Council' and 'CBMDC', not 'Borough or CBMBC'.	Noted and amended
CBMDC Planning Policy Team	Section 3.5	<ol style="list-style-type: none"> <li>1. Referencing – it is noted that some of the references or linkages to the Housing policies within the Plan do not reflect the changes made since in the informal draft and the subsequent deletion of a housing policy, e.g.</li> <li>2. Objective 6 – remove reference to GP8 and H2</li> <li>3. Objective 9 – Check Policies H2, H3 and there is no H6</li> <li>4. Objective 12 – There is no Policy H6</li> </ol>	Amended
CBMDC Planning Policy Team	Section 4	<p>Policies (General comment)</p> <ol style="list-style-type: none"> <li>1. Page number referencing is incorrect</li> </ol>	Amended
CBMDC Planning Policy Team	Policy GP2 Heritage assets	<p>Policy GP2: Impact on Heritage</p> <ol style="list-style-type: none"> <li>1. The undesignated heritage assets that have been identified within the plan should ideally be supported by information to how these have been chosen and their historical significance.</li> <li>2. The un-designated heritage assets should be mapped and this should sit alongside the policy for easy of reference to assist both applicants and the Council in the future determination of applications affecting such assets.</li> <li>3. The supporting text makes reference to assessment criteria and reasons for selecting these assets, however this has not been made available and therefore I cannot comment on this. It is recommended that this is forwarded on to allow comments to be made.</li> </ol>	<p>Owners / occupiers of assets have been contacted. Letter included in appendix.</p> <p>Assets were selected during discussions on heritage using CAAs to help identify key unlisted buildings. Assessments are now included in the appendix to the NDP.</p> <p>Once suitable maps have been sourced mapping of the assets will be undertaken.</p>

Name	Section of ONP	Comment	Response / Action
CBMDC Planning Policy Team	Section 4 Policy GP3	Policy GP3: Sustainable Urban Drainage 1. It is noted that this policy has been significant reworded. The previous draft included references to the Design Guide, you may wish to re-state this?	Reference to design guide added to what is now GP4
CBMDC Planning Policy Team	Section 4 Policy GP4	Policy GP4: Protecting Existing Community Facilities 1. The referencing on the map is sufficient, and does not need the additional arrows which do not appear to be accurately drawn. 2. Site C – Oxenhope Recreation Ground - this refers to 3 separate sites, are these all the Recreation Ground as they appear to be separate parcels of land. This is very unclear and should be addressed. 3. Site D – Oxenhope Community Centre – does this refer to the building or its curtilage as well. Further clarity is needed. 4. Site F – Oxenhope Cricket Ground – there appears to be a referencing error on the map as it refers to two separate sites. The second of these would appear to be Site H: St Mary’s Church. 5. Site G is not mapped correctly. It is currently shown as Site H.	1. Arrows removed 2. Recreation ground for the purposes of the plan now includes Oxenhope Recreation Ground, Playing Field, Playground, Bowling Green, Tennis Court and changing rooms. Made clearer in the text. 3. Mapping amended to just the building not the curtilage. 4. Referencing amended 5. Mapping and annotation amended.
CBMDC Planning Policy Team	Section 4 Policy H1	Policy H1 – House Type, Tenure, Size 1. Have you undertaken a Housing Needs Assessment to provide the evidence for this policy?	Policy deleted as PC felt no longer needed due to revised housing allocation now 25 instead of 100
CBMDC Planning Policy Team	Policy H3	Policy H3 – Green Infrastructure 1. The map is noted and welcomed, however its current presentation makes it somewhat unclear. Can this be improved? 2. Typo – full stop needed – 6th line ‘residents Proposals’	1. Map rotated 90 degrees and slightly enlarged 2. Typo amended

Name	Section of ONP	Comment	Response / Action
CBMDC Planning Policy Team	Policy ED2	Policy ED2 – Retention of building for retail use 1. Reference could be made to Policy EC5 of the Core Strategy.	Reference added
CBMDC Planning Policy Team	Policy ED3	Policy ED3 – Sustainable tourism 1. In the supporting text there is reference to ‘preserving’ and enhancing the local natural and built environment – should this wording be to ‘conserve’ to reflect the wording of the objectives and policies?	Wording amended
CBMDC Planning Policy Team	Policy GS1	Policy GS1 – Local Green Space Designations 1. The policy wording should provide a clear a link to the map i.e. “.designated local green spaces, as shown on the Policies Map.”, and the map would benefit from being alongside the policy. 2. The map should be made clearer by using an OS basemap with street names on it to help the reader identify the locations of the sites. 3. The policy is missing supporting text which explains the justification and reasoning for this policy. 4. There is a concern that this policy, through the site descriptions, is being used to prevent development of sites as opposed to the aspiration to conserve these for the benefit of the local community. The wording should lean towards the latter, 5. Site C –The inclusion of a criteria relating to land acting as a physical barrier between existing settlement areas is not a valid reason for LGS designation.  6. Whilst the inclusion of the Table setting out the reasons for the proposed LGS designations is welcome. It is suggested that there should be clearer linkages to the criteria set out in the NPPF (paragraph 100). As mentioned in previous comments, other areas have prepared a separate document or appendix to set this out. 7. Have you sought to consult with relevant landowners of these identified sites?	1 & 2 OS map added next to policy  3. Supporting text and justification added  4. Wording amended  5. Amended justification for that site  6. LGS designation criteria added in appendix as set out in para 100 of NPPF  7. Landowners have been contacted.

Name	Section of ONP	Comment	Response / Action
CBMDC Planning Policy Team	Design guidance	The Design Guidance would ideally benefit from being more locally distinctive to Oxenhope. The Oxenhope Village Design Statement (1999), although not a statutory document, was highly regarded by Development Management and considered to be very useful for getting improvements to proposals. It would be useful to see some of the principles / guidance carried through to this design guide to make it more locally distinctive to Oxenhope.	Contents from the VDS have been incorporated into the design guide to make it more locally distinctive
CBMDC Planning Policy Team	Design guidance	There is reference to the NDP supporting infill housing, however this policy has now been removed.	Wording amended
CBMDC Planning Policy Team	Design guidance	It should be noted that "Safer Places: The Planning System & Crime Prevention" was withdrawn as Government guidance in May 2014 and replaced by the on-line Planning Practice Guidance on Design.	Amended
CBMDC Planning Policy Team	Design Guidance	In the Green Spaces section of the design guidance many of the key principles could in fact be policy points and could form part of the NDP itself.	Policy H3 now references this section in design guide
CBMDC Conservation Team	Design guidance	Development in Conservation Areas - There is a reference to Bradford City Council. The Council should be referred to fully as the City of Bradford Metropolitan District Council OR Bradford Council.	Amended
CBMDC Planning Policy Team	General	It is advised that a statement on monitoring and/or reviewing the plan in included at the end of the document.	Added

