

# OXENHOPE NEIGHBOURHOOD PLAN 2018 - 2030



## 1st DRAFT FOR INFORMAL CONSULTATION



# EXECUTIVE SUMMARY

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**This is a first draft of the Oxenhope neighbourhood plan which has been produced for a series of informal consultation events.**

**The neighbourhood plan will be amended to reflect the comments received during these consultation events to ensure that the plan is a genuine response to local needs and aspirations.**

**This draft of the plan reflects the outcomes of community engagement and consultation activities and a series of project group meetings over 18 months.**

**This document has been prepared by Integreat PLUS for Oxenhope Parish Council**

## **Integreat plus**

Integreat PLUS is the trading name of the Cultural Industries Quarter Agency (CIQA), a social enterprise which provides planning, regeneration, design and economic development support for communities, local authorities & other social enterprises.

[www.integreatplus.com](http://www.integreatplus.com)

## **Project manager**

Jamie Wilde



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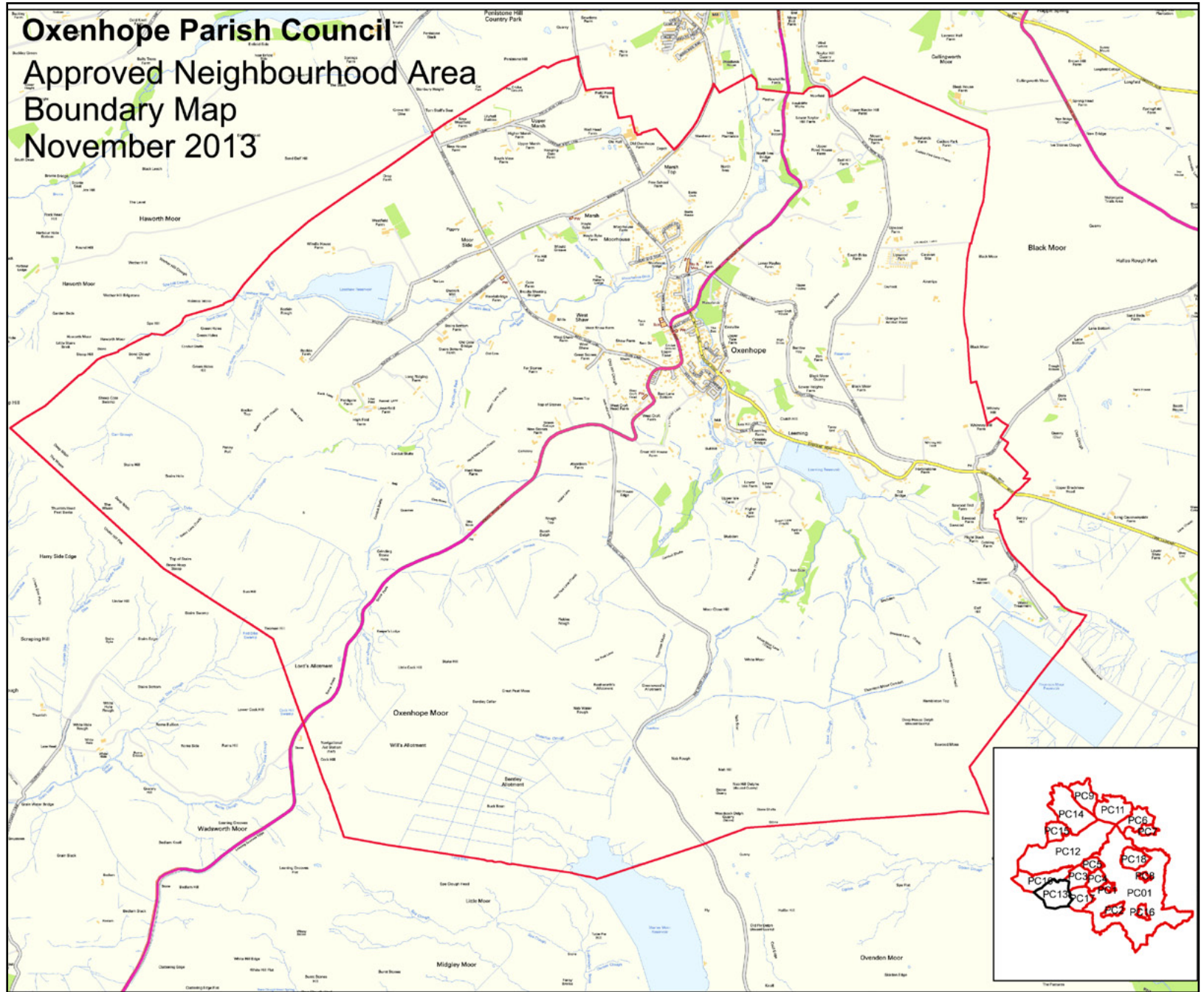
# 1.0 INTRODUCTION

## 1.1 INTRODUCTION

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- 1.1.1** The Neighbourhood Plan covers the whole of the Civil Parish of Oxenhope as indicated on the Boundary Map.
- 1.1.2** The Oxenhope Neighbourhood Plan Area was formally approved by City of Bradford Metropolitan Borough Council (CBMBC) in November 2013 in accordance with the Localism Act, 2011, and the Neighbourhood Planning (General) Regulations, 2012.
- 1.1.3** The Plan has been produced on behalf of Oxenhope Parish Council in accordance with the above-mentioned statutory provisions together with guidance contained in the National Planning Policy Framework, (“NPPF”) and Planning Practice Guidance (“PPG”), issued by the Department of Communities and Local Government (“DCLG”).
- 1.1.4** The strategic planning policy background to the Neighbourhood Plan is provided by the emerging CBMDC Local Plan (2017) and the CBMDC Core Strategy Adopted 2017.
- 1.1.5** The Neighbourhood Plan covers the same 15 year period as the emerging CBMDC Local Plan: 2017 - 2030

# Oxenhope Parish Council Approved Neighbourhood Area Boundary Map November 2013



**Figure 1**  
Oxenhope  
Neighbourhood  
Plan Area

## 1.2 PROCESS

**1.2.1** Below is an overview of the work undertaken so far on the Neighbourhood Plan. The diagram opposite illustrates the progress made and the next steps.

- Stall at community event in March 2016
- Stall at village fete July 2016
- Inception meeting with community 1st October 2016
- Key themes and issues workshop 15th November 2016
- Housing survey 2017
- Transport and movement survey 2018
- 10 Project group meetings

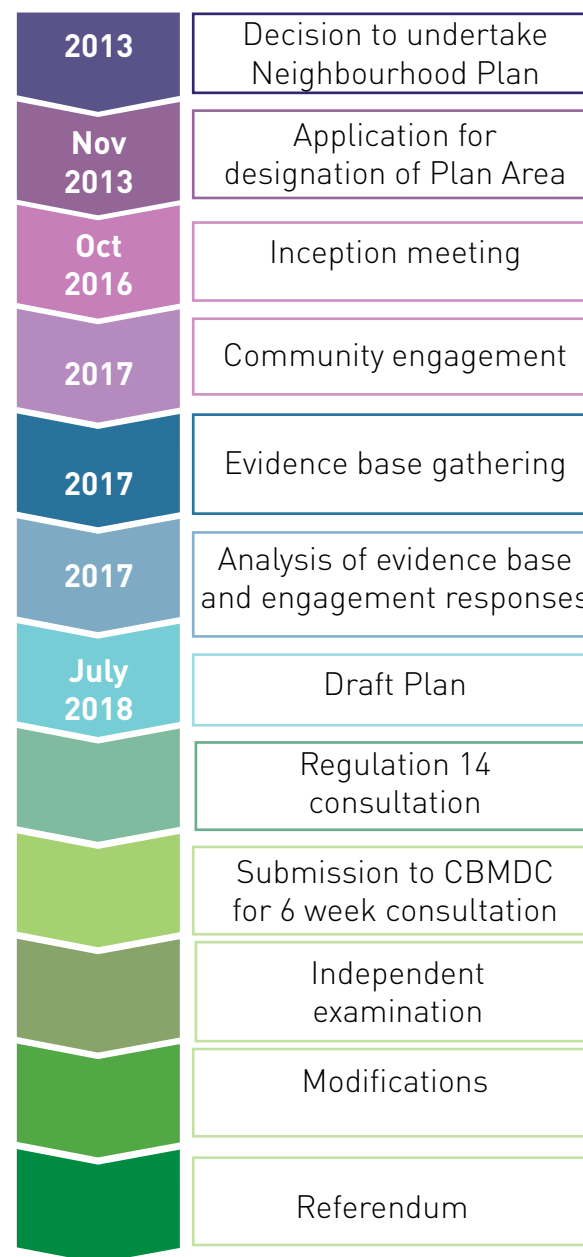
### 1.2.2 NEXT STEPS

Consultation events on 1st draft of Neighbourhood Plan:

Garden party 8th July 2018

Oxenhope village fete 14th July 2018

Social club open day July 2018



**WE  
ARE  
HERE**

## 1.3 CONTEXT

- 1.3.1** The first record of Oxenhope by name was in the 1191 Pipe Rolls. However, it is probable there were seasonal inhabitants as far back as the prehistoric Mesolithic period (Middle Stone Age) through to Roman and Saxon times.
- 1.3.2** Archaeological surveys in 1981 discovered flint tools dating back to between 12,000 and 8,000 years ago in Oxenhope.
- 1.3.3** Oxenhope derives its name from when it was used as upland grazing for ox. Oxen, is the plural of ox and hop which means valley head in old English.
- 1.3.4** Evidence suggests that Oxenhope was a poor and dispersed agricultural community which focussed on livestock farming and the production and milling of its own corn. Peat extraction and stone quarrying provided materials for local use.
- 1.3.5** Handloom weaving and woolcombing on a domestic level spurred trade at local centres such as Halifax market. Early industrial mills were primarily located at the valley bottoms and the labour force, including workers, managers and millowners were all housed within walking distance.
- 1.3.6** There were two manorial sub-units, Near Oxenhope and Far Oxenhope. Lowertown and Uppertown were developed quickly in the nineteenth century in line with the growth of local industry.
- 1.3.7** The boom of the industrial revolution brought with it many new mills and substantial increases in housing to support the needs of the flourishing economy.
- 1.3.8** Oxenhope grew further as infrastructure connections such as the turnpike road was developed in 1816 and then again by the railway in 1867.
- 1.3.9** The village remained a small industrial community until well after WW2. Oxenhope was less affected by post-war middle class urban sprawl than other Pennine communities which meant artisan makers and unskilled workers were still able to afford to live in the village.
- 1.3.10** The population of Oxenhope, like many industrial communities has followed the rise and fall of industry over the last 200 or so years, At its peak the village had around 3,000 residents in 1851 and has declined steadily up until recently. In the late 1960s and early 1970s the local population began to grow steadily and it continues to rise slowly today.

## 1.3 CONTEXT

- |  |  |
|--|--|
| <p><b>1.3.11</b> Employment within the parish boundary is limited as businesses have closed or relocated in the last few decades. The majority of working residents commute to nearby areas such as Bradford, Halifax and Keighley.</p> <p><b>1.3.12</b> The Sue Ryder Hospice, Manorlands, is one of the largest employers in the village. Other key sectors include agriculture and increasingly tourism and leisure.</p> <p><b>1.3.13</b> A business register was compiled for the purposes of this Plan. It gives an up-to-date portrait of employment and facilities within the village.</p> <p><b>1.3.14</b> The register shows there are 74 businesses operating out of Oxenhope.</p> <p><b>1.3.15</b> The business register showed that there are 10 active commercial farms in Oxenhope, farming mostly pigs, sheep, and cattle for both beef and dairy.</p> <p><b>1.3.16</b> There are 8 annual public events held in Oxenhope which contribute to the tourism and leisure sector locally.</p> <p><b>1.3.17</b> Oxenhope has 26 different tourist accommodation facilities including B&amp;Bs, holiday cottages, caravans and a hotel.</p> <p><b>1.3.18</b> Oxenhope has 4 churches and a community centre. All of these play an active role in supporting local groups and societies.</p> | <p><b>1.3.19</b> Oxenhope has an active number of sports, leisure and interest groups. A register was compiled for the purposes of this Plan and found there were 29 active groups within the village. These groups provide activities for all ages and abilities.</p> <p><b>1.3.20</b> There is a cricket ground, football pitches, tennis courts, play area and bowling greens, all clustered along Hebden Bridge Road and Cross Lane.</p> <p><b>1.3.21</b> The number of retired people in Oxenhope is growing, while younger people tend to relocate to find education, employment and affordable accommodation. This is evidenced in section 2 of the Plan.</p> <p><b>1.3.22</b> Local shops and services have steadily declined leaving just the Cooperative store on Station Road and the Pharmacy. The Post Office is located within the Cooperative store. There are still several pubs, the social club and Oxenhope fisheries in the village.</p> <p><b>1.3.23</b> The Primary School on Cross Lane is the only school in the village and older children travel to Haworth, Oakworth or Keighley.</p> |
|--|--|



# 1.4 HERITAGE

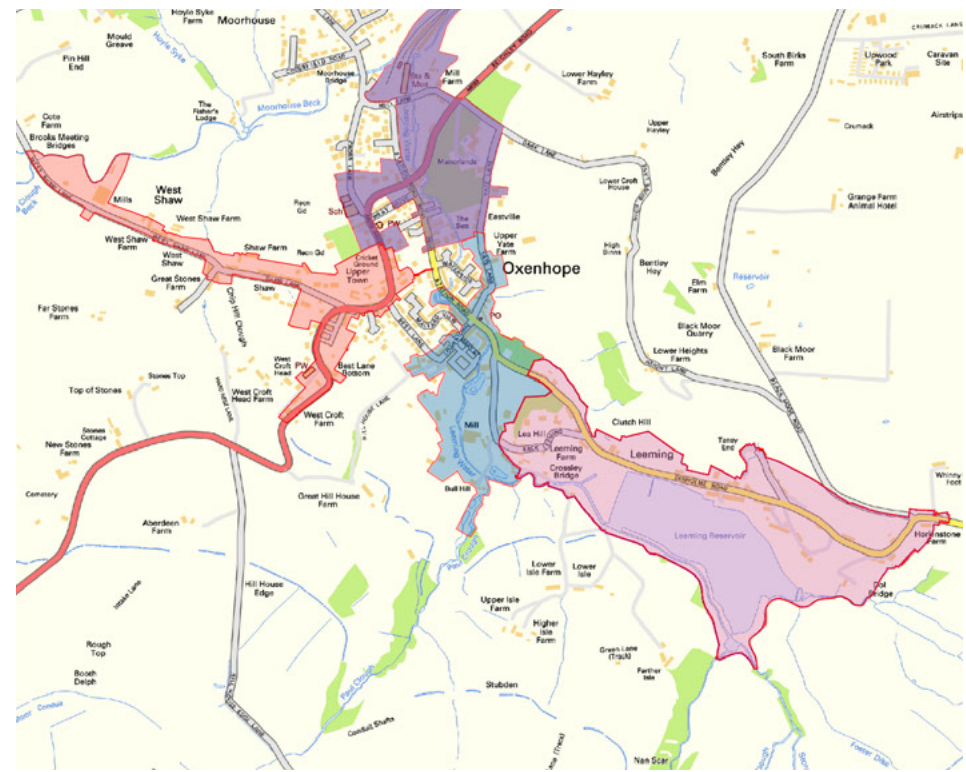
**1.4.1** Within the Neighbourhood Plan area there are four Conservation Areas each with its own distinctive characteristics and qualities. This reinforces the fact that Oxenhope has developed over time as a series of settlements each reflected by different building types, settlement patterns and types of open spaces. Despite this, there is often overlap between each conservation area contributing to a distinct sense of place overall.

**1.4.2 LEEMING**  
Despite having only one listed building, Leeming has a consistent villagescape of late 18th and 19th century development which relates to the village’s industrial and agricultural functions and elements of its social history.

**1.4.3 UPPER TOWN**  
28 Grade II Listed buildings are in this area including some of the earliest agricultural buildings in Oxenhope. It can be characterised by early mill worker homes and farm buildings.

**1.4.4 LOWER TOWN**  
19 Grade II Listed buildings of special architectural and historic interest are in Lower Town which date across four centuries. Different building types and styles of architecture were produced at different stages in the evolution of Lower Town contributing to a distinct sense of place.

**1.4.5 STATION ROAD**  
Despite containing no listed buildings Oxenhope Station was the catalyst for development in the area in the late 19th and early 20th centuries.



- Leeming Conservation Area
- Upper Town Conservation Area
- Lower Town Conservation Area
- Station Road Conservation Area

Map above is indicative only and CBMDC Conservation Area Appraisal maps should be referred to for accuracy.

# 2.0

## NEIGHBOURHOOD PROFILE

### **2.1 Neighbourhood Profile**

- Population
- Age Profiles
- Economic Activity
- Households
- Qualifications

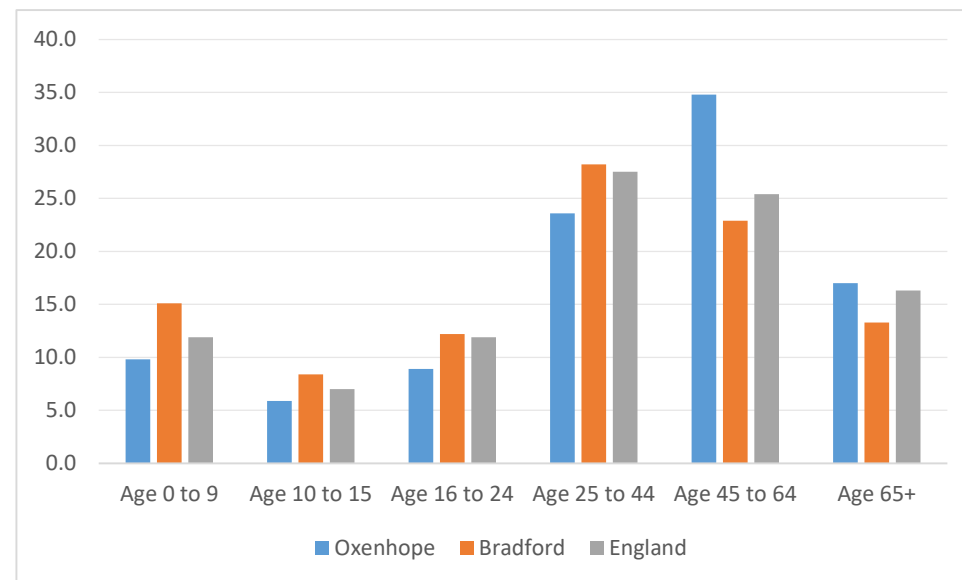
### **2.2 Neighbourhood Survey Results**

- Housing
- Transport & Movement

## 2.1 NEIGHBOURHOOD PROFILE

- 2.1.1** The population of Oxenhope increased by 150 people from 2,465 in 2001 to 2,626 in 2011. (2001& 2011 censuses)
- 2.1.2** 96.2% of people in Oxenhope identify as White British compared to 63.9% in Bradford and 79.7% in England. (2011 census)
- 2.1.3** When compared to national and district levels, Oxenhope has less young people (aged under 24), less young adults (aged under 44), more middle aged people (aged between 45-64) and more older people (aged 65+). The average age of people in Oxenhope is 43, compared to Bradford, 36 and England, 39. (2011 census)
- 2.1.4** Oxenhope has a higher rate of economic activity (73.7%) when compared to Bradford (66.6%) and England (69.9%). (2011 census)
- 2.1.5** Oxenhope also has a lower rate of unemployment (2%) when compared to Bradford (5.8%) and England (4.4%). (2011 census)
- 2.1.6** Oxenhope has a higher rate of people who are retired (16.9%) than the district (12%) and national levels (13.7%). (2011 census)
- 2.1.7** The sectors which employ the most residents are wholesale and retail trade, education, health and social work, manufacturing, and construction. Collectively these sectors employ over 62% of the working resident population. (2011 census)

% Of population in each age group, local, district and national (2011)



Wholesale & retail  
**13.9%**



Education  
**13.7%**



Health & social care  
**13.0%**



Manufacturing  
**11.7%**

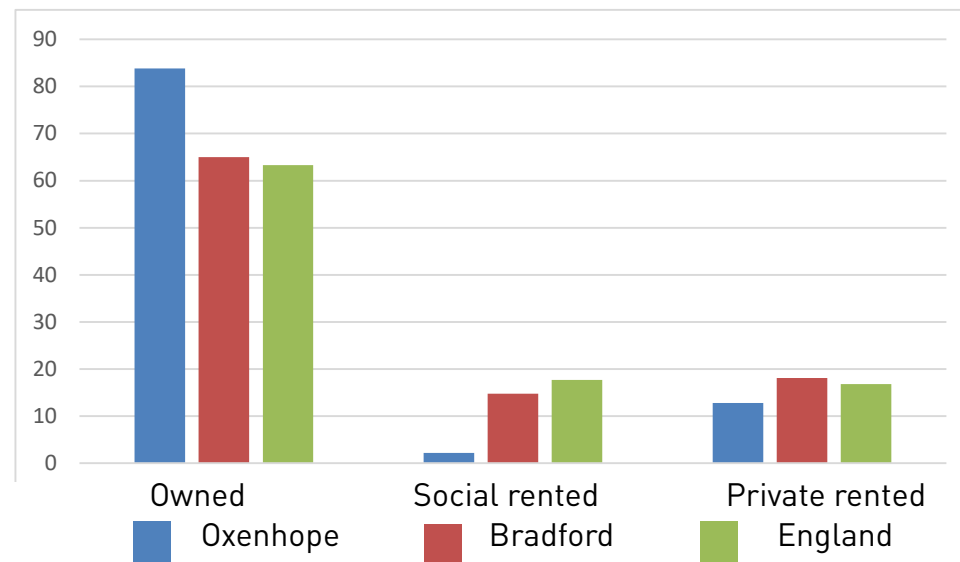


Construction  
**10.3%**

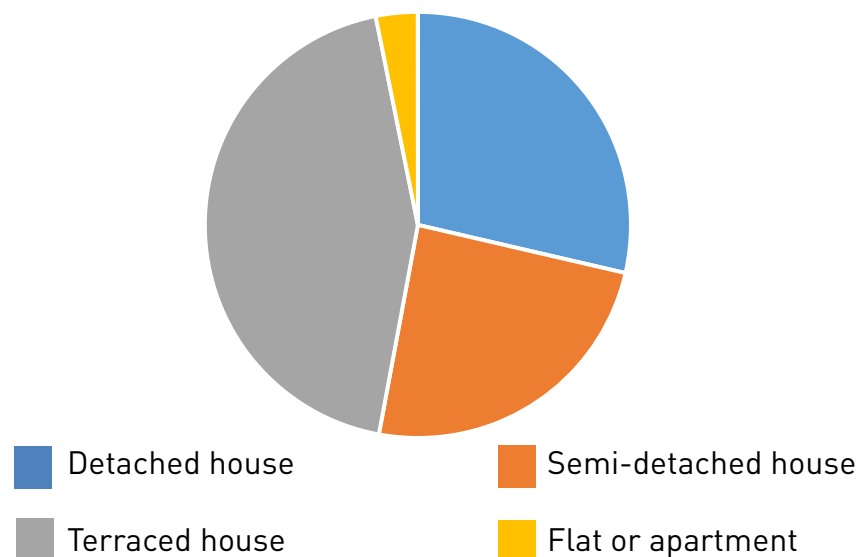
## 2.1 NEIGHBOURHOOD PROFILE

- 2.1.8** The proportion of homeowners is much higher in Oxenhope (83.9%), when compared to Bradford (69.4%) and England (64.8%). (2011 census)
- 2.1.9** The percentage of people who rent through both private (13.3%) and social (1.9%) landlords in Oxenhope is lower than both Bradford (16.5% & 12.3%) and England (16.9% & 16.5%). (2011 census)
- 2.1.10** Terraced houses are the most common house type in Oxenhope, making up 42.8% of the stock. Detached houses account for 27.9% of houses whilst 23.7% of houses are semi-detached. Only 3.1% of the houses in Oxenhope are flats or apartments. (2011 census)
- 2.1.11** Levels of car or van ownership in Oxenhope are higher in comparison to district and national levels. The proportion of people without access to a car (11.2%) is lower than Bradford (30.5%) and England (25.8%).
- 2.1.12** The proportion of people with access to one vehicle 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)

% Of housing tenure, local, district and national (2011 census)



% Of house types in Oxenhope (2011 census)

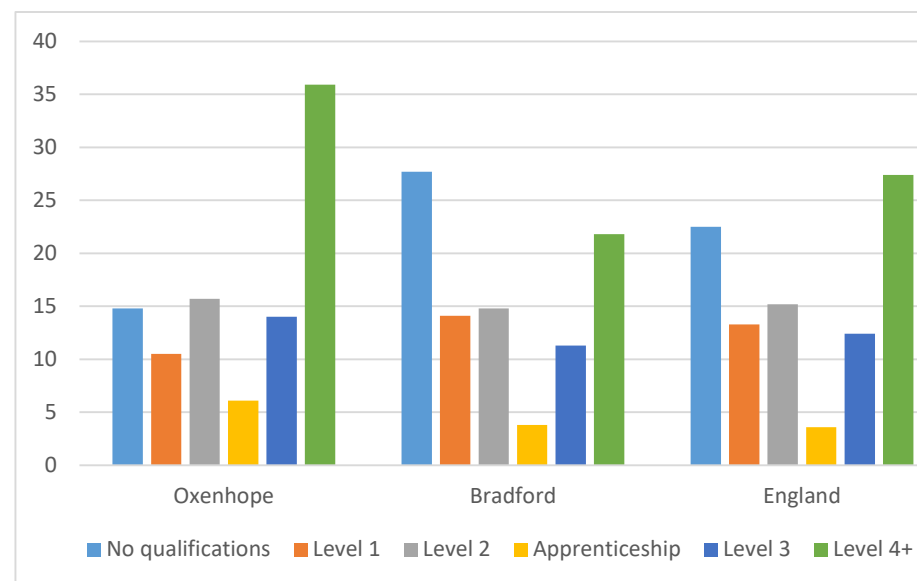




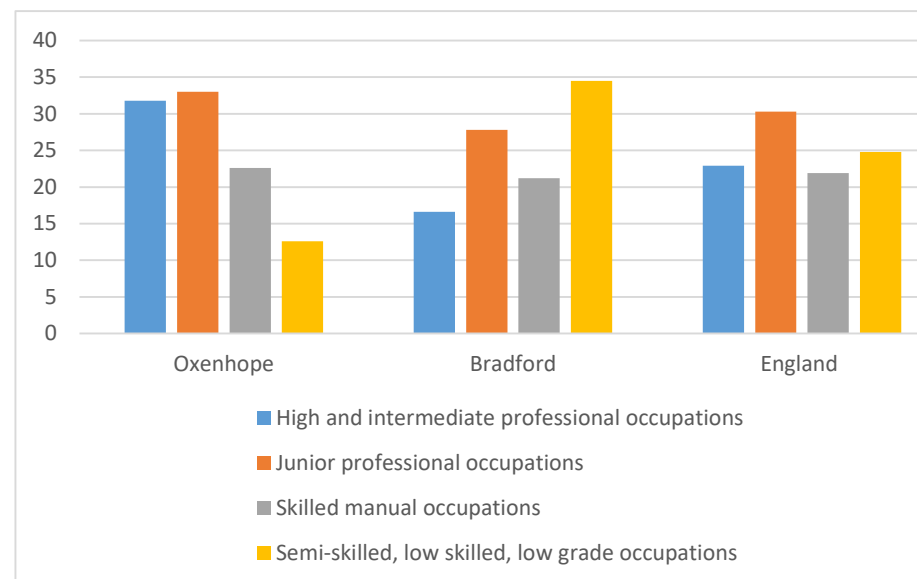
## 2.1 NEIGHBOURHOOD PROFILE

- 2.1.13** Oxenhope has a lower proportion of people with no qualifications, (14.8%) when compared to Bradford, (27.7%) and England, (22.5%). (2011 census)
- 2.1.14** Oxenhope also has a higher percentage of people with a level 4 qualification or higher (35.9%), when compared to Bradford, (21.8%) and England, (27.4%). (2011 census)
- 2.1.15** Almost twice as many people in Oxenhope have undertaken apprenticeships, (6.1%), than in Bradford, (3.8%) and England (3.6%). (2011 census).
- 2.1.16** Oxenhope has a higher percentage of people employed in jobs that are graded intermediate and high level professional occupations (31.8%), when compared to Bradford (16.6%) and England (22.9%). (2011 census).
- 2.1.17** Oxenhope has similar levels of people employed in junior professional occupations and skilled manual work when compared to district and national levels. (2011 census).
- 2.1.17** Semi-skilled, low skilled and low grade occupations account for only 12.6% of people in Oxenhope. This is drastically lower than in both Bradford (34.5%) and England (24.8%). (2011 census).

**% Of resident qualifications (2011 census)**



**% Of occupations by social grade (2011 census)**



## 2.2 NEIGHBOURHOOD PLAN SURVEY RESPONSES

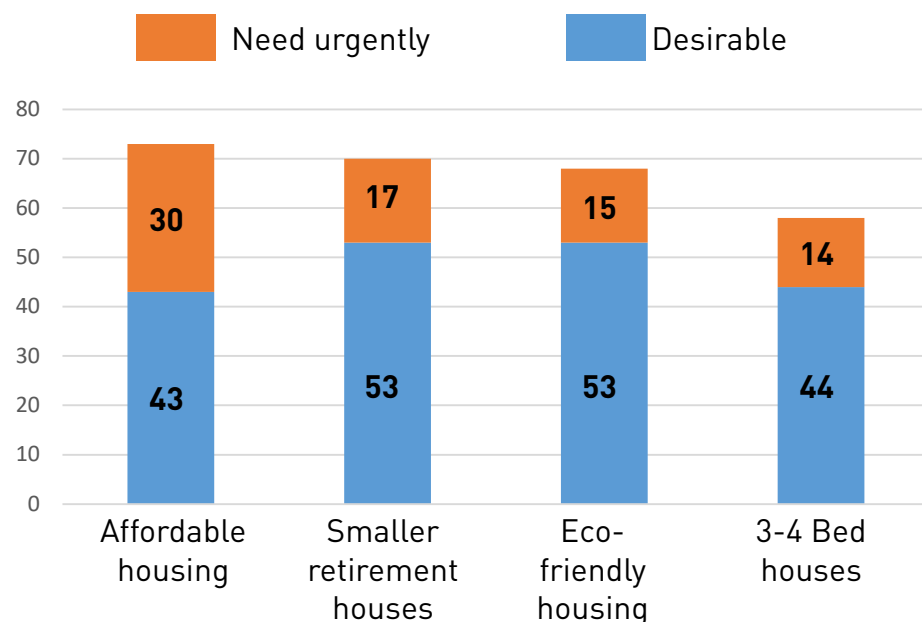
### HOUSING SURVEY

- 2.2.1** To better understand the key issues and concerns facing local people a series of surveys were circulated throughout the village. The surveys were jointly produced by the Neighbourhood Plan Project Group and consultants Integreat Plus.
- 2.2.2** A housing survey was undertaken which aimed to gather views on a variety of housing related topics. This includes understanding local perceptions of housing need, priorities for new housing development and issues with the existing housing stock.
- 2.2.3** 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.
- 2.2.4** 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**.
- 2.2.5** The most desirable size of housing development is **individual homes, infill housing** and small schemes of up to **5 dwellings**.
- 2.2.6** 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**.
- 2.2.7** 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**.
- 2.2.8** 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**.

## 2.2 NEIGHBOURHOOD PLAN SURVEY RESPONSES

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

119 Respondents were presented with 10 different house types and were asked to give their opinion of how much demand there was for each type of housing in Oxenhope.

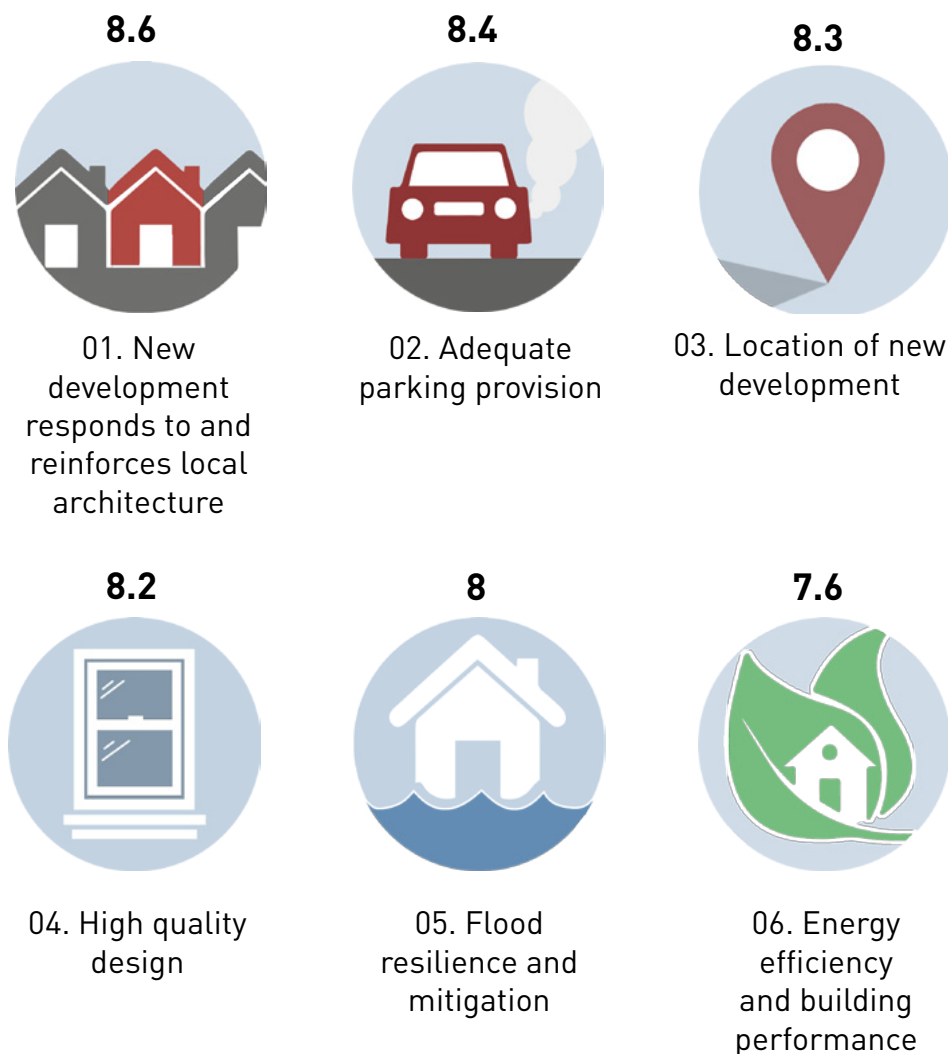


The house types shown above were voted the most in demand by respondents of the housing survey.

- 61%** felt there is demand for affordable housing
- 59%** felt there is demand for smaller retirement homes
- 57%** felt there is demand for eco-friendly houses
- 49%** felt there is demand for 3-4 bed houses

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

Respondents were asked to rank certain criteria by giving each one a score between 0 - 10.



## 2.2 NEIGHBOURHOOD PLAN SURVEY RESPONSES

### WHAT CONCERNS YOU ABOUT NEW HOUSING DEVELOPMENT?

Respondents were asked to rank certain criteria by giving each one a score between 0 - 10. This question aims to gain a better understanding of what concerns the local community have around new housing development.

8.8



01. Inadequate parking provision

8.4



02. Loss of green space

8.4



03. Negative impact on the landscape

8.1



04. Design not in keeping with the village

7.8



05. Housing does not meet local needs

7.6

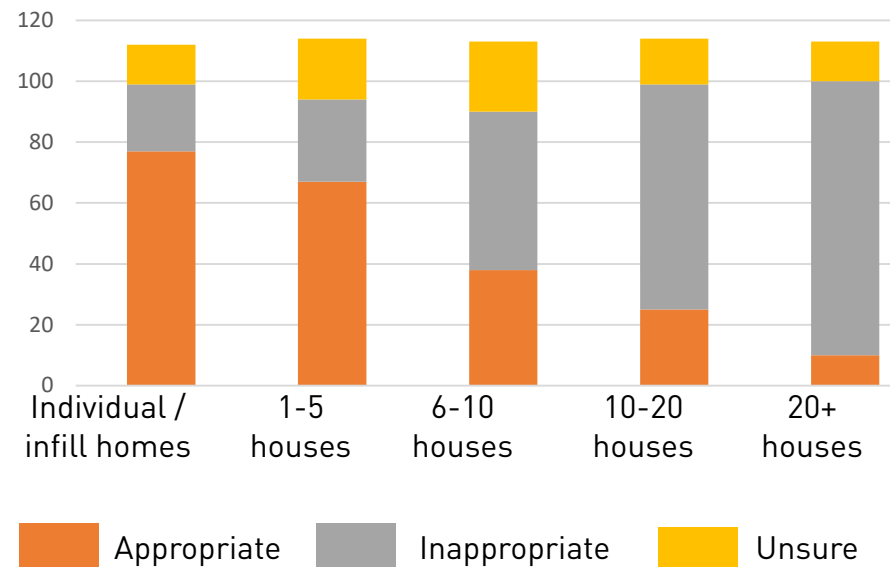


06. Issues with flooding

### 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.





## 2.2 NEIGHBOURHOOD PLAN SURVEY RESPONSES

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

Respondents were asked to share any issues they were aware of with the existing housing stock in Oxenhope.



01. Inadequate parking provision



19



02. Lack of affordable houses



12



03. Lack of medium sized family houses



8

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.

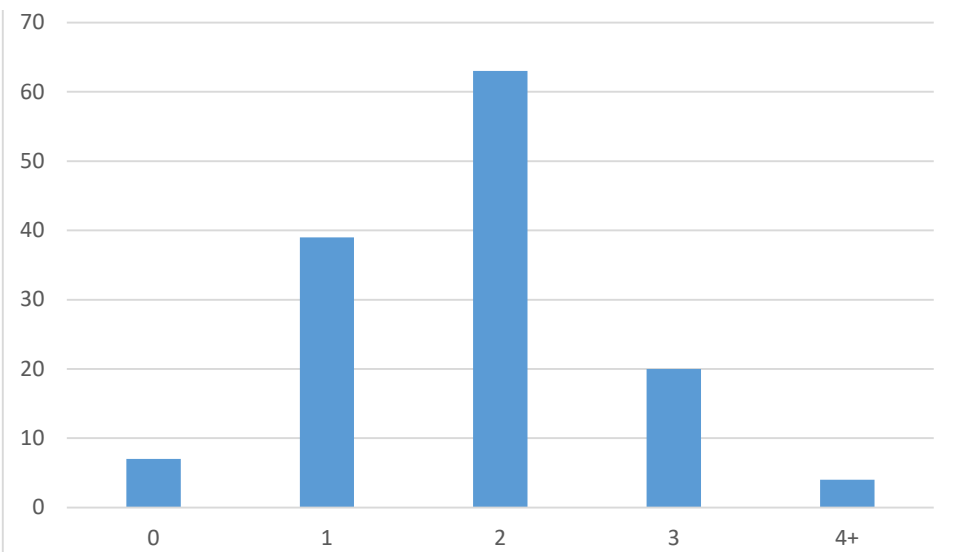
## 2.2 NEIGHBOURHOOD PLAN SURVEY RESPONSES

### TRAVEL SURVEY

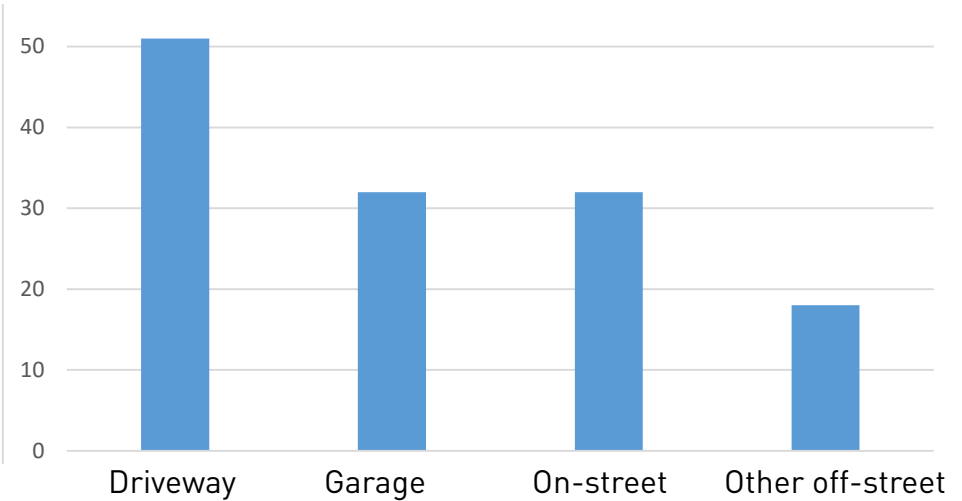
- 2.2.9** To gain a better understanding of vehicle usage, movement trends and other transport related data, a travel survey was produced and circulated throughout the village.
- 2.2.10** 133 people responded to the survey. A summary report which details the outcomes of the survey has been produced as an appendix to this Plan.
- 2.2.11** The responses to the survey helped to inform the scope and content of this Plan and has ensured that the Plan is a genuine response to local needs and aspirations.
- 2.2.12** In summary, 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 exasperate the problem.
- 2.2.13** 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.**
- 2.2.14** 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.
- 2.2.15** 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.**
- 2.2.16** **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.
- 2.2.17** 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.**
- 2.2.18** 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.

## 2.2 NEIGHBOURHOOD PLAN SURVEY RESPONSES

Number of cars per household



Location where vehicles are stored



### 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)

# 3.0

## VISION

### 3.1 Vision

### 3.2 Aims & Objectives



## 3.1 VISION

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A vision has been derived from initial community engagement which sets out how Oxenhope would like to be by the end of the Plan period.

**“Oxenhope will continue to develop and thrive as a community of settlements, each retaining their own rich heritage and identity. These settlements will continue to be separated by open green spaces and wildlife corridors which protect its distinctive rural character and the relationship between settlement edges and the countryside.**

**New developments will remain consistent in character, scale and density with the traditional and existing housing stock and local built environment. The village continues to encourage small-scale commercial enterprise without compromising its unique character or the wellbeing, quality of life and interests of its many residents.**

**Oxenhope will provide new opportunities for living, working and recreation for its many residents and visitors and aims to be a sustainable community for future generations.”**

## 3.2 AIMS AND OBJECTIVES

### AIM AND OBJECTIVE

### POLICIES

01

Preserve and enhance the natural environment including access to and the management of

GP2

H4

MT2

02

Preserve and enhance historic, cultural and heritage assets

GP1

03

Preserve and enhance local green spaces

GS1

04

Protect and enhance community services and facilities

GP6

05

Reduce traffic, congestion and parking issues

ED3

ED5

MT1

MT2

MT3

06

Ensure new housing development is in keeping with local vernacular, scale and density and contributes to retaining distinct village settlements

GP1

GP5

H2

H4

## 3.2 AIMS AND OBJECTIVES

### AIM AND OBJECTIVE

**07** Encourage small scale commercial development, support new and existing businesses

**08** Encourage and support recreational and leisure activities and opportunities

**09** Deliver the right house types in the right places to meet local needs

**10** Improve movement and wayfinding around the village including pedestrian and cycle movement

**11** Encourage and support key economic sectors such as tourism and agriculture

**12** Positively contribute to the wellbeing and quality of life for local people and visitors

### POLICIES

GP3 H3 ED1 ED2 ED3 ED4 ED5 ED6 ED7

GP6 ED3 ED4

H1 H2

MT2

ED3 ED6

GP1 GP6

# 4.0

## POLICIES

**THIS SECTION OF THE NEIGHBOURHOOD PLAN CONTAINS LAND-USE POLICIES TO HELP SHAPE AND INFLUENCE FUTURE DEVELOPMENT IN OXENHOPE.**

**THE POLICIES ARE A RESPONSE TO THE OUTCOMES OF COMMUNITY ENGAGEMENT AND SEEK TO ACHIEVE THE AIMS AND OBJECTIVES OF THE NEIGHBOURHOOD PLAN.**



4.1	GENERAL POLICIES	Page 26
4.2	HOUSING	Page 30
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# 4.1 GENERAL POLICIES

## GENERAL POLICIES

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### GP1

#### HIGH QUALITY DESIGN

**“New development, including housing, should respond to and be respectful of the distinctive character of Oxenhope and the settlements within it.**

**Details such as scale, massing, materials, boundary treatments, density, orientation and layout should reflect and reinforce the defining characteristics of the immediate area.**

**Any application should demonstrate how the proposals respond to the local vernacular and the design guidance contained within this plan.”**

Many residents have strongly emphasised how important they consider it is that new development is in-keeping with the local vernacular. This was the most important factor in new development according to the results of the housing survey.

# GENERAL POLICIES

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## GP2 SUSTAINABLE URBAN DRAINAGE

**“Support will be given to new developments that incorporate sustainable urban drainage systems and other flood mitigating features where appropriate.”**

Flood mitigation was an important consideration when residents were asked in the housing survey, what concerns them about new development and what factors they consider important in new development.

## GP3 BROADBAND

**“All new development must be designed to connect to high quality communications infrastructure. Support will be given for proposals that help to provide improved or additional connectivity for the parish as a whole.”**

In order to support local businesses, homeworkers and to provide a better service to residents, enhanced broadband services is in high demand for the village.

# GENERAL POLICIES

## GP4 IMPACT ON HERITAGE

**“Any designated historic or heritage assets in the Parish and their settings, and including listed buildings, and any monuments that may be scheduled or conservation areas, will be conserved and enhanced for their historic significance and their importance to local distinctiveness, character and sense of place.**

**Proposals for development that affect non-designated heritage assets will be considered, taking account of the scale of any harm or loss and the significance of the heritage assets.”**

There are 44 listed buildings in the Parish and 4 conservation areas. Residents highly value the contribution these both make to the distinctiveness and character of Oxenhope. This policy seeks to preserve heritage assets and their immediate setting.

## GP5 DESIGN REVIEW

**“Major developments (of 10 or more dwellings) should be referred to the Yorkshire Design Review Service as early in the design process as possible.”**

High quality design and design that reflects and is sensitive to the defining characteristics of the local area is one of the key priorities of the Neighbourhood Plan. This has been consistently raised throughout the engagement process by local participants.

The Yorkshire Design Review Service is an independent and impartial peer review system that encourages and promotes the best in design and placemaking throughout the region.

Developers are encouraged to engage in the process which can result in higher quality built outcomes.

# GENERAL POLICIES

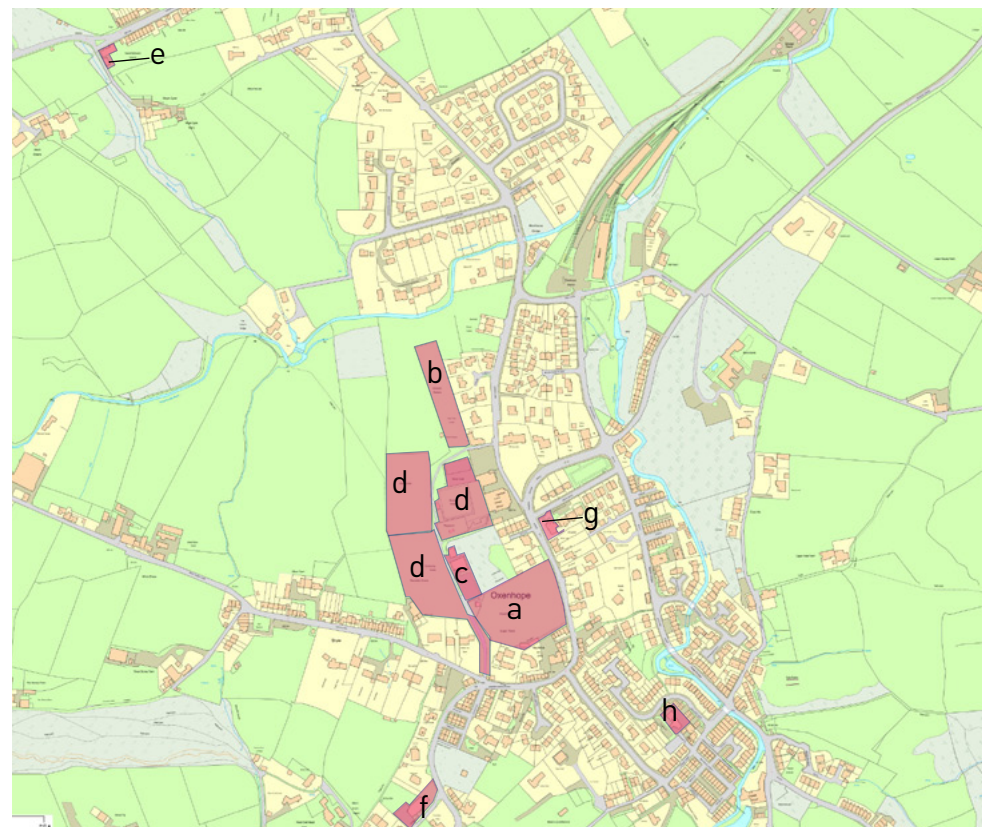
## GP6 PROTECTING EXISTING COMMUNITY FACILITIES

**“The following community facilities will be protected, where appropriate, for continued community use:**

- a) Oxenhope Cricket Ground
- b) Oxenhope Allotments
- c) Oxenhope Community Centre
- d) Oxenhope Recreation Ground
- e) Marsh Methodist Church
- f) St Mary’s Methodist Church
- g) West Drive Methodist Church
- h) Oxenhope Social Club

**The change of use of these existing facilities to other uses will not be permitted unless the following can be demonstrated:**

- a) **The proposal includes alternative provision, on a site within the locality, of equivalent or superior facilities. Such sites should be accessible by public transport, walking and cycling and have adequate car parking; or**
- b) **There is no longer a viable use or demonstrable need for the facility.**



This policy aims to protect existing community facilities which provide a range of activities locally including sport and recreation, other interests and hobbies and help contribute to fostering community cohesion and promotes healthy and active lifestyles.



# 4.2 HOUSING POLICIES

## HOUSING POLICIES

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### H1

#### HOUSE TYPE, TENURE AND SIZE

**“New housing developments will be expected to provide a mix of dwelling types, sizes and tenures to meet local needs, in line with CBMDC Local Plan policies and guidance.**

**Support will be given to new housing developments that:**

- a) Include house types to support the needs of an ageing population including single level and accessible housing;**
- b) Include medium sized family houses with 3 or 4 bedrooms; and**
- c) Includes the appropriate level of affordable housing that is designed to be indistinguishable from market housing”**

The housing survey found that the most in demand house types locally are: Affordable housing, Medium sized family houses, Smaller retirement houses.

# HOUSING POLICIES

## H2 INFILL HOUSING

**“Support will be given to infill housing sites of up to 5 units where the siting and design demonstrably reflects and adds to the coherence and integrity of the immediate villagescape or rural setting, whilst also responding to the need to add to local provision.”**

Respondents to the housing survey were most in favour of small housing sites. Infill housing can contribute to the number of houses built locally but in a more discreet way with less visual impact than large sites.

## H3 HOMWORKING

**“Support will be given to new housing developments which enable and facilitate homeworking through the provision of adequate space for this form of activity.”**

Oxenhope, like many rural communities, is experiencing a rise in the number of people working from home. The Neighbourhood Plan is keen to support and encourage various types of economic activity including homeworking.

## H4 GREEN INFRASTRUCTURE

**“New housing developments will be expected to include the provision of green infrastructure such as wildlife corridors and green buffers between:**

- a) **New and existing developments; and**
- b) **New developments and existing green spaces**

**This is to facilitate and encourage wildlife and biodiversity, and to reinforce the characteristics of the historic evolution of the village as a series of distinct settlements separated by green spaces.”**

As Oxenhope is a village of smaller settlements separated by green spaces people are keen to ensure that new development contributes to retaining this distinctive feature.

The loss of green space may contribute to the loss of wildlife or biodiversity locally and this policy seeks to ensure new development provides suitable green infrastructure provision to encourage the movement of wildlife and the growth of biodiversity.

## 4.3

# LOCAL ECONOMIC DEVELOPMENT POLICIES

## LOCAL ECONOMIC DEVELOPMENT POLICIES

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### ED1

#### RETENTION OF BUILDING FOR ECONOMIC USE

**“Support will be given to proposals that retain Pawson’s mill for non-residential uses. The Neighbourhood Plan encourages its continued use as a place for economic activity.”**

There is no immediate suggestion that this site will be come available, however, it is felt, as this is one of the biggest employment sites in the Parish it should be included in the Plan.

There are a limited number of spaces and buildings for economic activity in Oxenhope and the Neighbourhood Plan seeks to retain these buildings for this purpose.

# LOCAL ECONOMIC DEVELOPMENT POLICIES

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## ED2 RETENTION OF BUILDING FOR RETAIL USE

**“Proposals that would change the use of the existing Co-operative store will be resisted unless:**

- a) It can be demonstrated that its use as a retail outlet is not viable; or**
- b) Alternative retail provision of similar or superior standard is provided in a suitable location with suitable off-street parking facilities.”**

There are a limited number of spaces and buildings for economic activity in Oxenhope and the Neighbourhood Plan seeks to retain these buildings for this purpose.

## ED3 SUSTAINABLE TOURISM

**“Support will be given to the development or expansion of recreational, leisure and tourism related enterprises providing:**

- a) It is sensitively sited and does not have an adverse impact on the ecology, biodiversity or visual amenity of the rural landscape and, where necessary, steps have been taken to mitigate any visual harm; and**
- b) Adequate parking provision is included that would demonstrably result in no additional on-street parking as a result of the proposal”**

The Neighbourhood Plan is keen to strike a balance between supporting and encouraging new and existing economic sectors whilst preserving and enhancing the local natural and built environment.

# LOCAL ECONOMIC DEVELOPMENT POLICIES

## ED4

### OXENHOPE SOCIAL CLUB

**“Support will be given to the expansion or development of Oxenhope Social Club to add to its current level of facilities and improve its offer to the community.”**

The social club is an important asset for the community in Oxenhope and provides space for a variety of social and cultural events. It has the potential to provide additional services and facilities for the community to meet the needs of local people.

## ED5

### BUSINESS SPACE

**“Support will be given to the development of new small-scale business space to support start-up and small businesses, creative and digital industries, or artisanal and workshop based businesses, providing the proposals:**

- a) Provide adequate parking provision resulting in no additional on-street parking and would not have an negative impact on the road network through the increased use of HGVs; and**
- b) Are designed in a way which is sensitive to the defining characteristics of the local area, including local wildlife, biodiversity and visual amenity.**

**Outside of the settlement boundary, support will be given to the conversion of redundant agricultural buildings for the economic uses set out above, providing they satisfy the above conditions and Green Belt criteria set out in both the NPPF and the CBMDC Core Strategy.**

This policy aims to strike a balance between encouraging local economic development, especially in unused buildings, and protecting the distinctive character of the area.

# LOCAL ECONOMIC DEVELOPMENT POLICIES

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## ED6 AGRICULTURAL EXPANSION OR DIVERSIFICATION

**“Proposals for agricultural expansion or diversification should provide a statement which demonstrates:**

- a) that it contributes to achieving sustainable economic development and there is a clear and viable economic case for the proposal;**
- b) that it will have no negative impact on the existing road network through the increased use of HGVs;**
- c) that the siting and design does not negatively impact the visual amenity of the village and that if necessary, steps have been taken to mitigate any negative visual harm.”**

This policy strikes a balance between supporting the rural economy and protecting and enhancing the natural environment, the road network and the village’s visual quality as a whole.

## ED7 KEIGHLEY & WORTH VALLEY RAILWAY

**“Support will be given to applications which seek to improve and enhance the Keighley and Worth Valley Railway station and its facilities for community and tourism related activities.”**

The K.W.V.R is an important tourist attraction and local people are keen to support proposals which would secure its long term future.

# 4.3

## LOCAL GREEN SPACE POLICIES

### LOCAL GREEN SPACE POLICY

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#### GS1

#### LOCAL GREEN SPACES

**“The sites identified on the following map are designated as local green spaces due to their importance locally as they contribute to the character, distinctiveness and visual quality of the village.”**

People highly value open green spaces in Oxenhope as they help contribute to the distinctiveness of the village providing physical separations between settlements and allowing local wildlife and biodiversity to flourish. It was felt that these two spaces contribute to the character and visual quality of the village and should be protected to help retain the identity of Oxenhope and its distinct settlements. The fields are bounded by traditional dry stone walls which is a typical boundary treatment in Oxenhope. Due to topography of the area these fields allow panoramic views across the valley which can be enjoyed by a bench located on Marsh Lane at the intersection of the two roads. The fields sit high above the village and their future development would be visible from the village below, causing negative visual impact.

It is therefore felt that these fields play an important role in framing the setting of Oxenhope and the future development of them would drastically compromise and negatively affect the visual quality of the village.



# LOCAL GREEN SPACE POLICY



View looking south west from Marsh Lane over Site A

	Name	Location	Reason	Area
A	Land to the west of Moorhouse Lane and Marsh Lane junction.	Northern fringe of settlement boundary.	This space acts as a physical barrier between existing settlements and contributes to the distinctive character of Oxenhope.	0.86 ha
B	Land to the east of Moorhouse Lane and Marsh Lane junction.	Northern fringe of settlement boundary.	This space acts as a physical barrier between existing settlements and contributes to the distinctive character of Oxenhope.	1.58 ha



View looking south from Marsh Lane over Site B

# 4.4

## MOVEMENT & TRANSPORT POLICIES

### MOVEMENT & TRANSPORT POLICIES

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#### MT1 RESIDENTIAL PARKING

**“New housing development must provide adequate parking provision, including visitor parking, comprising of appropriately sized garages (minimum internal dimensions 3m x 6m) that are designed in the same architectural style of the house they serve , driveways, parking bays, undercroft parking or other off-street parking arrangements.**

**Driveways and garages should, where possible, be within the curtilage of the property and placed to the side of dwellings to avoid dominating the street scene and causing visual harm.**

**Development proposals will be supported only if they include the maximum level of off-street parking consistent with the current standards under the CBMDC Local Plan.”**

A key theme arising from engagement is that there is currently an excessive amount of on-street parking in Oxenhope and residents are keen to ensure new development does not further add to this issue.

# MOVEMENT & TRANSPORT POLICIES

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## MT2 PEDESTRIAN AND CYCLE NETWORKS

**“New developments should demonstrate how they will link with existing walking and cycling routes and where the existing provision is poor, enhance and contribute to the network including public footpaths and bridleways.**

**Elsewhere proposals that expand and enhance walking and cycling routes both in urban and rural locations will be supported.”**

Oxenhope enjoys great access to existing walking networks throughout the Parish, however there are many parts of the village which have a poor level of pedestrian and cycle infrastructure. The Plan seeks to address this issue and aims to secure improved footpaths and cycle ways.

## MT3 NON-RESIDENTIAL PARKING

**“Non-residential development should provide suitable parking provision for staff and/or customers and provide a statement demonstrating how the parking strategy will not contribute to additional on-street parking.”**

A key theme arising from engagement is that there is currently an excessive amount of on-street parking in Oxenhope and residents are keen to ensure new development does not further add to this issue.

# 5.0

## DESIGN GUIDANCE

This section is yet to be produced.

Design Guidance will be included in the latter part of the Plan to help developers, housebuilders and decision makers.

The guidance will show what materials and architectural details should be included in new development to ensure they respond to and reinforce the local context. The Design Guidance will give examples of best practice relating to parking provision, green infrastructure, sustainable urban drainage, public realm enhancements and more.

A Village Design Statement was produced in 1999 and is highly regarded by local people. Given its age and that fact it carries no statutory weight it was felt that this Plan should contain some guidance to encourage and promote the best in design and place making.

