

Harrogate Local Plan

# **The South and West of Harrogate Joint Forum**

A scenic photograph of a rural landscape. In the foreground, a rustic wooden gate with a cross-brace design stands closed, flanked by wooden posts. To the right of the gate, a dirt path leads into the distance. The middle ground is a vast, lush green field. In the background, a line of trees with varying shades of green and brown stretches across the horizon under a bright blue sky with scattered white clouds.

# Welcome

Rene Dziabas

*CHAIRMAN*

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Harlow and Pannal Ash Resident's Association

# AGENDA

- 1 Introduction and Purpose
- 2 Presentations
- 3 Questions and contributions from the floor
- 4 Communication and ways to respond
- 5 Close

# Councillor Rebecca Burnett

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Cabinet Member for Planning  
Harrogate Borough Council

# Dr Rosemary Carnaghan

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Duchy Residents' Association

# **THE NUMBER PROBLEM**

**Overall target for Harrogate District has  
been increased by over 2,500**

**New total for Local Plan is 15,000 new  
housing units by 2035**

**We need a larger new settlement  
And probably some more**

# **The three choices**

- 1 Growth in the main urban areas and other close villages**
- 2 Growth at Flaxby + supplements in Harrogate and Knaresborough**
- 3 Growth at Cattal and Green Hammerton**

## Possible sites close to A1M

- Site north of A59, **West** of Junction 47 of A1M:  
**Flaxby** – possible **2800** houses
- Sites on A59, **East** of Junction 47 on A1M:  
**Cattal** – **1300** houses  
**Green Hammerton** – **3800** houses  
**Total from these 2 sites** – **5100** houses



# Infrastructure /Services needed

- Water Supply and Sewerage
- Gas
- Electricity
- Schools and Social Services – NYCC
- Secondary health care – Hgate & Dist NHS Trust
- Primary care & Dentistry – Hgate & Rural Dist CCG
- Road network & transport including buses – NYCC
- Coach & car parking and cycling
- Telecommunications – private companies

# Funding the services and who pays?

Developers must contribute on developments of 25 or more houses and 40% may be affordable. The expected contributions for the three options considered are:

Main urban areas + villages could contribute **£41 million**

Flaxby + Hgate +Knsbr could contribute **£35 million**

Cattal and Green Hammerton could contribute **£102 million**

# **What is needed for the occupants of new housing?**

- Schools and work nearby?
- Health and Social Care integrated locally?
- Travel opportunities by rail, bus, and cycle rather than having to use the car?
- Able to walk to the local shops?
- Recreational facilities available close?

**We need a new community of sufficient size!**

# THE BEST WAY FORWARD

Use both Cattal and Green Hammerton sites to deliver more than 5000 houses

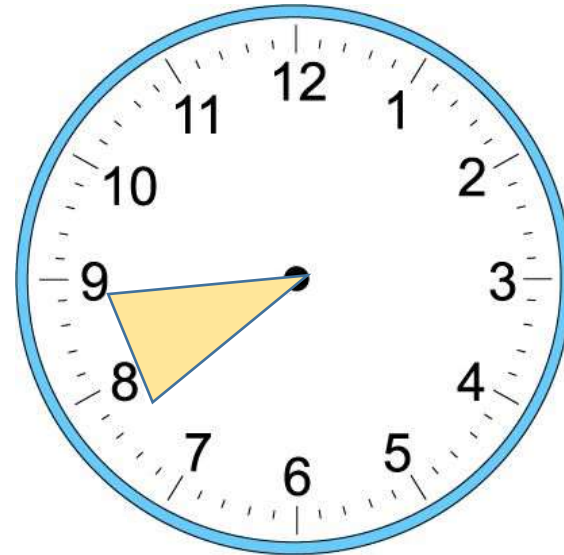
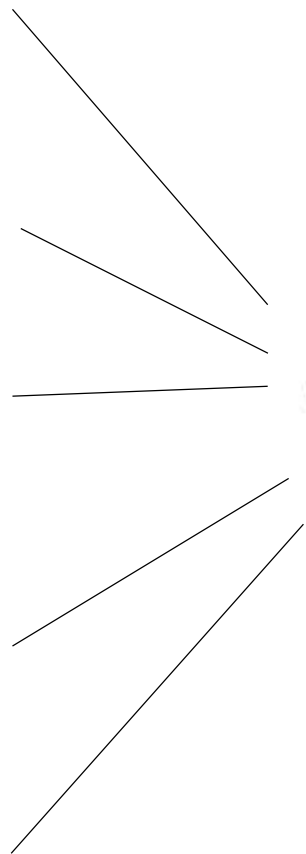
These settlements would be large enough to fund the connections and services required

Piecemeal development on West side of Harrogate will not provide the same facilities

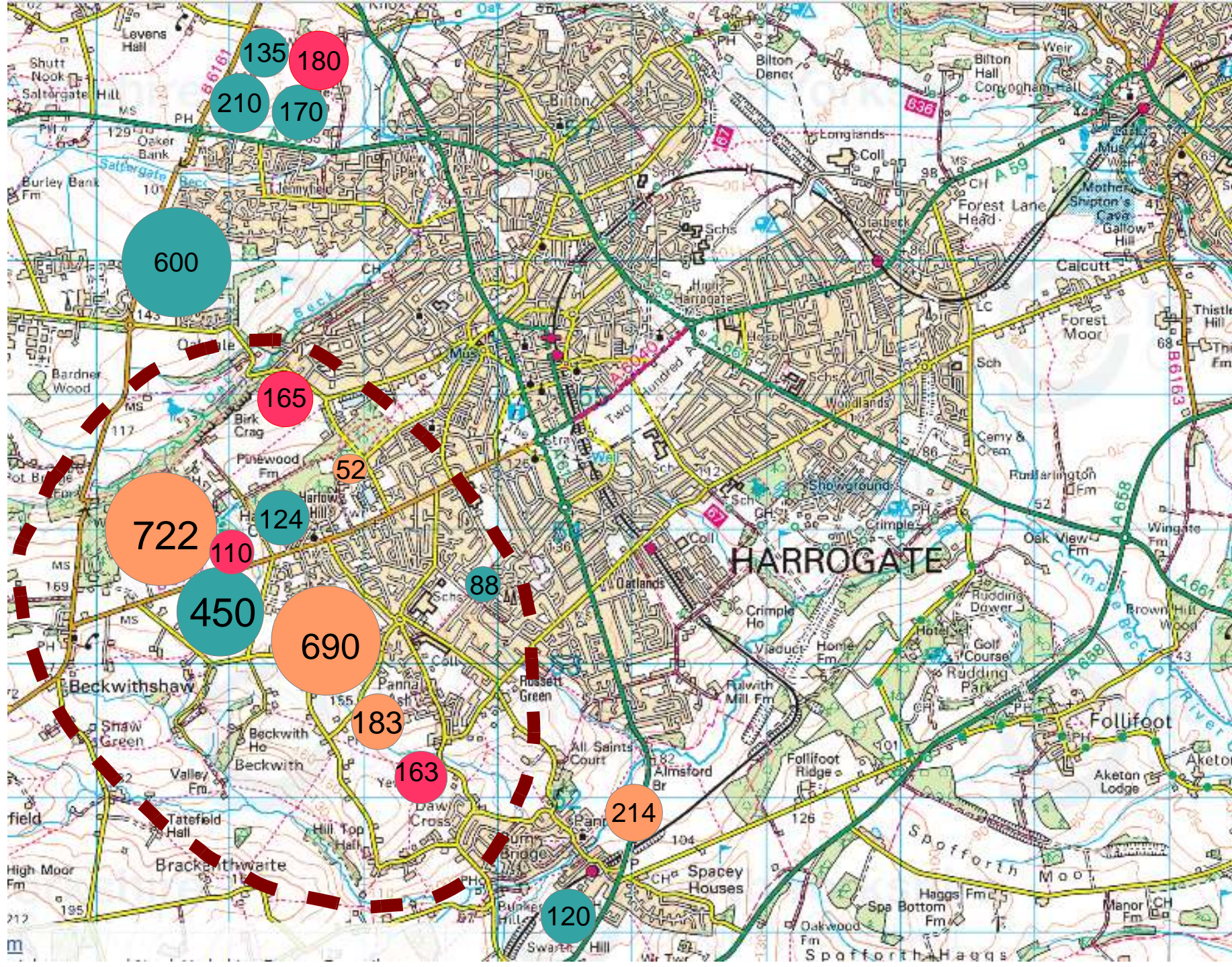
David Siddans

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Harlow and Pannal Ash Residents' Association



















- Longer queues
- More delays
- Economic impacts
- Air pollution
- Rat runs

- Seek reductions in traffic congestion ...
- Promote ... measures to reduce air pollution
- Ensure development proposals ... minimise the need to travel ...
- Locate ... the majority of future development so that it is accessible to ... the railway or within a Key Bus Service Corridor.

Cllr Dave Oswin

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Pannal and Burn Bridge Parish Council

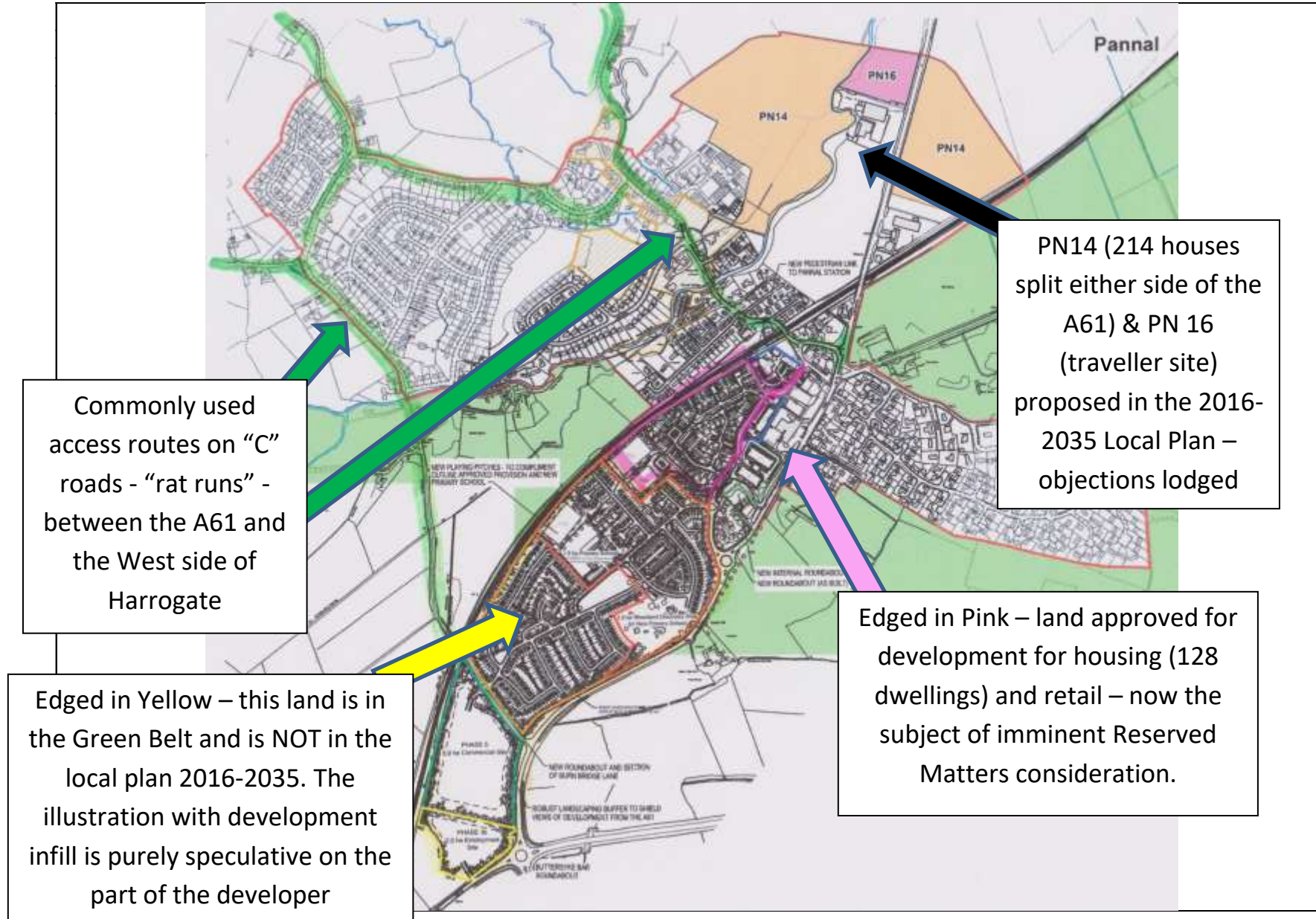
# Current & Future Problems, Pannal & Burn Bridge

- Many live in Leeds/Bradford but work in Harrogate
- traffic am and pm in and out of village inc. school
- More employment and housing on Dunlopillo site and another 3000 houses up the road will exacerbate the problem of “rat runs” on minor roads already at capacity



## DEVELOPMENT IN PANNAL AND BURN BRIDGE

with a focus on traffic to and from the A61 and development on the former Dunlopillo site

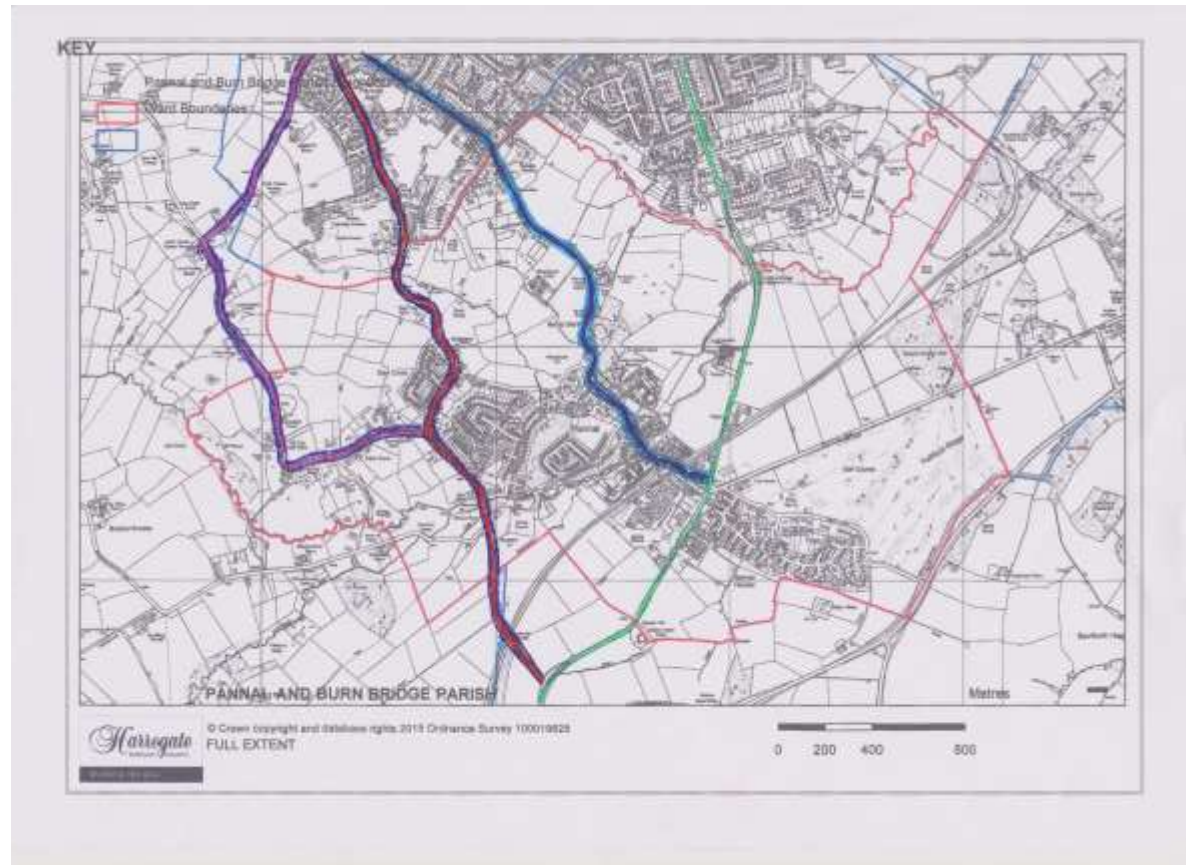




Definition: A Classified Unnumbered road will be of lower significance and be of primarily local importance, but will perform a more important function than an unclassified road

Rat Run: “a minor, typically residential street, used by drivers during peak periods to avoid congestion on main roads.

*‘our road was used as a rat run between two main roads’*

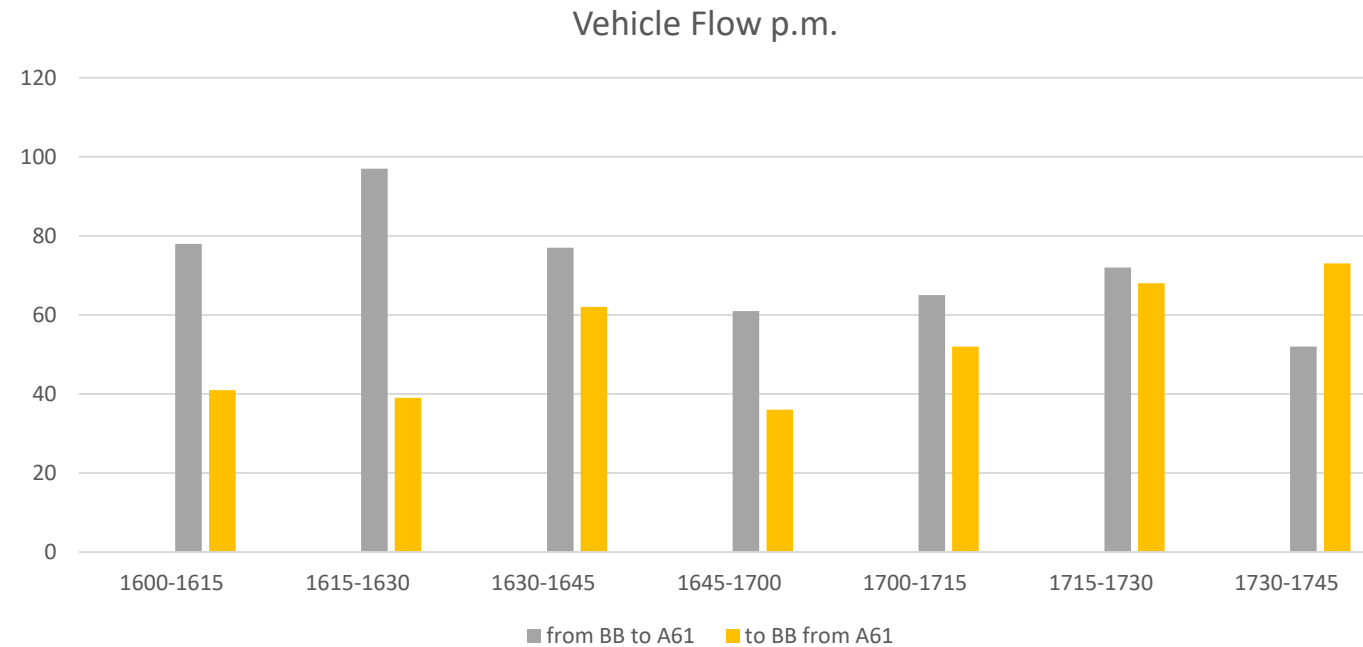
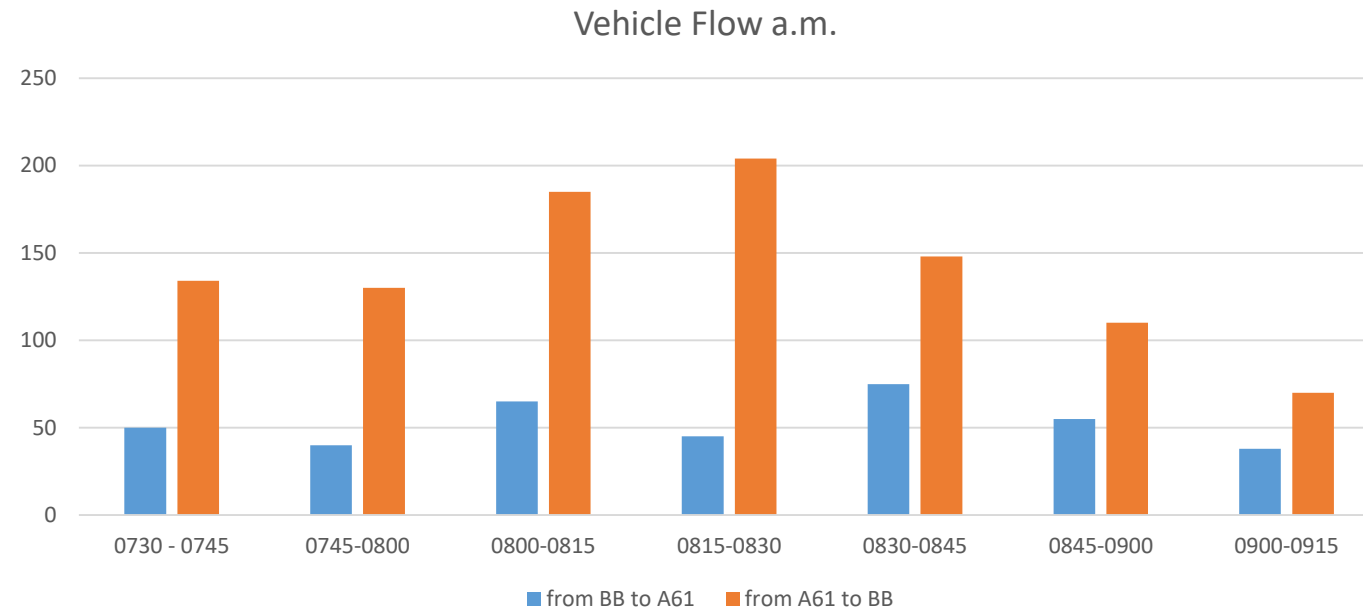




# Traffic flow through Pannal & Burn Bridge

- Without a western by-pass the situation is never going to get better – deemed unacceptable & too expensive a decade ago!
- An up to date traffic flow survey through our parish is essential now to confirm the situation and to help forecast future demand from housing AND employment.
- We have done our own surveys at Buttersyke Bar.

Vehicle  
movement  
→  
– peaks at  
250  
between  
0815-0830



# Congestion – on rat runs through Pannal & Burn Bridge



# Summary - Pannal & Burn Bridge Traffic

## NOW

Rat Runs am & pm  
Out of town business traffic  
increased  
Meaning unsafe traffic congestion  
Inevitable pollution from standing  
traffic  
No-go areas for residents at peak  
times  
Inaccessibility for emergency  
services  
Virtual car parks at peak times  
Trains service under severe stress  
Inadequate parking provision  
Buses adequate but underutilised

Current Approved Planning – only the 128  
houses at the former Dunlopillo site



Enough traffic issues on doorstep right now!

# **We have in short – no “joined-up thinking”**

- Draft Local Plan was too “local” - no borough-wide picture for the public.
- NYCC do highways.
- HBC do housing.

**PLEASE TALK TO EACH OTHER!**

# Cllr Mary Hopkins

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North Rigton Parish Council



**NRPC represents 460 residents in rural south west Harrogate**

**We are opposed to developments to the west/south west on the basis that:**

- They lack the infrastructure required to support them
- They do not conform to Harrogate BC's own declared objectives
- They pose an adverse risk to the safety of residents and the rural environment of North Rigton from significantly increased traffic flows
- Better development options exist to the east and west of the A1

**Increased traffic impact on  
North Rigton not factored into  
the HBC plan**



- North Rigton on west Harrogate 'rat-run'
- Speeding an issue
- Blind bends
- Verge erosion
- Surveys confirm traffic increasing:  
May 2012 - 1,790 vehicles per day  
Dec 2016 - 2,080 vehicles per day
- Village popular with cyclists, walkers and horse riders
- Limited pavements, white lines and no street lighting
- Roadside parking increases hazard







Dr Michael Clarke

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Beckwithshaw Parish Council

- Now: 171 houses  
By 2035: 1500 houses ??
- Environmental impact of traffic  
Reliability of traffic predictions ??
- Plan proposals – an easy fix for housing targets ??  
At expense of impact on local community.



Lucy Hind

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Cardale Business Group

# Cardale Park User Group

- Around 30 businesses and groups involved (including RHS Harlow Carr, Harrogate Policy, Horticap and HAPARA).
- Regular forums held with HBC and NYCC to share info and concerns.
- Focus on key issues and priorities including:
  - Growth of Harrogate based businesses
  - Improvements to Cardale Park and surrounding area
  - Feeding into HBC Economic Development Plan
  - Transport links – roads, buses and cycling provision
  - Carparking shortages (and/or reducing cars to site)

Neil Hind

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Harlow and Pannal Ash Residents' Association



# Wider Consultation Needed

- Still only a small % of residents aware and engaged
- Group has sent out leaflets, issued press releases, put up posters
- HAPARA sharing more via social media
  - Web: <http://www.hapara.org/>
  - Twitter: <https://twitter.com/HaparaHgt> @HAPARAHgt
  - Facebook: <https://www.facebook.com/saveharlowsview/>
- **Help needed to share the word!**

# Replying to the Consultation

- Window to reply likely to be relatively short and views vital.
- Full local plan is 1000s of pages!
- Many people found portal difficult to navigate.
- HAPARA will issue relevant links, instructions and comments.
- Feedback via:
  - Online portal (preferred)
  - Email
  - Letter
- **Vital that residents make their views known.**



Over to you!

