

**PANNAL & BURN BRIDGE
NEIGHBOURHOOD DEVELOPMENT PLAN
2021-2035**

CONSULTATION STATEMENT

**PREPARED ON BEHALF OF
PANNAL & BURN BRIDGE PARISH COUNCIL**



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1. Introduction

This Consultation Statement has been prepared to meet the legal obligations of the Neighbourhood Planning Regulations 2012 in respect of the Pannal and Burn Bridge Neighbourhood Development Plan (NDP).

The legal basis of the statement is provided by Section 15(2) of Part 5 of the 2012 Neighbourhood Planning Regulations, which requires that a Consultation Statement should:

- Contain details of the persons and bodies who were consulted about the proposed NDP;
- Explain how they were consulted;
- Summarise the main issues and concerns raised by the persons consulted;
- Describe how those issues and concerns have been considered and, where relevant, addressed in the proposed NDP.

This statement:-

- Sets out the aims of the consultation process;
- Summarises the approach to consultation;
- Details the consultees;
- Sets out the consultation stages, the issues and concerns raised at each stage and the way in which they have been addressed.

2. Consultation Aims

Throughout the Neighbourhood Plan consultation process, the aims have been:-

- To involve the community so that the plan was informed by, and took account of, the views of local people living, working and carrying out business in the Neighbourhood Area;
- To involve a wide range of statutory and non-statutory bodies in the development of the plan at key stages;
- To consult with landowners whose interests were affected by plan policies and proposals;
- To ensure that consultation took place at critical points in the process where decisions needed to be taken;
- To consult regularly and closely with officers of Harrogate Borough Council (HBC) to ensure that the plan was developing in line with legal requirements.

3. Background to Neighbourhood Plan Consultation

Pannal and Burn Bridge Parish Council first took the decision to embark on a Neighbourhood Plan project in 2016, establishing a steering group and associated focus groups shortly thereafter. These covered Landscape and Environment, Transport, Traffic and sustainability, Housing and Community Facilities.

An application to HBC for the designation of the Neighbourhood Area was made on 1st May 2017. The Neighbourhood Area was approved by the council on 10th August 2017.

Following initial work, there was a hiatus while the council engaged with the Harrogate District Local Plan process and awaited final adoption of the plan, which took place in March 2020.

Between 2015 and 2022, extensive community engagement was undertaken, involving questionnaires, focus groups and occasional community drop-ins, together with consultation with HBC and a range of statutory and non-statutory bodies. The key engagement stages were:-

- 2015-2018 – utilization of an earlier Community-led Plan survey, incorporating a Young People’s Questionnaire (2015), a Save Crimple Valley Survey (2018) and detailed work by focus groups;
- July 2021 – Policy Intentions Document Consultation;
- April-June 2022 – Regulation 14 consultation on a Pre-Submission Draft Neighbourhood Plan;
- August 2022 – post Regulation 14 targeted re-consultations with HBC and selected statutory bodies.

4. Neighbourhood Plan Consultees

Over the six years of the Neighbourhood Plan preparation process, a wide range of people and bodies have been consulted at the various preparation stages. These may be summarized as follows:-

- All residents in the Neighbourhood Area;
- All businesses and landowners in the Neighbourhood Area;
- All community and voluntary groups in the Neighbourhood Area;
- Statutory consultees;
- A range of non-statutory consultees, e.g. North Yorkshire Clinical Commissioning Group, Yorkshire Wildlife Trust, Northern Rail.

A full list of statutory and non-statutory consultees can be found at Appendix 1.

5. Consultation Stages and Issues Raised

2015-2018

Before the decision was taken by the parish council to produce a Neighbourhood Plan, it had worked on and produced a Community-led Plan. The Pannal Area Questionnaire survey which underpinned the plan was carried out in February 2015 and was considered to still be a reliable barometer of local community concerns and wishes.

The survey involved each of the parish's 914 households, covering a population of 2,235 (2011 Census), receiving a questionnaire. The total returned was 464 (389 paper version, 75 online). Of these, 335 (72%) represented whole households with 129 (28%) from individuals. Overall, the total number of individuals represented in the survey was 1077, out of a population of 2,235, equating to a very healthy 48% response rate.

Alongside the community questionnaire, young people (7 – 17 years) were invited to complete a separate online questionnaire. In support of this, the head teacher of Pannal Primary School set aside time in class for pupils to complete the questionnaire. Overall 58 responses were received from young people living within the area. Of the respondents, 22% lived in Burn Bridge; 65% in Pannal; and 12% in Walton Park – a distribution similar to that of the household questionnaire responses. The age distribution was 58% aged 7-9 years and 42% in the 10-13 age range.

The plan, including the survey questions and results, is included as Appendix 2.

In 2018, the local Save Crimple Valley Group carried out a survey of local residents and users to determine views on the conservation of and development within the Crimple Valley Special Landscape Area, which makes up a significant proportion of the parish/ Neighbourhood Area. This in response to policies and proposals in the draft Harrogate District Local Plan. The survey was completed by 180 people. The full results and results summary are included as Appendices 3A and 3B respectively.

Following the 2016 parish council decision to proceed with a NDP and the establishment of focus groups of local people and parish councillors, those groups carried out detailed work on their assigned topics, resulting in a series of focus group reports from three of the four groups, the Community Facilities Group being the exception. The Housing group's Housing Needs Survey of May/June 2018 was particularly valuable, eliciting a response from 257 households – 27% of the parish.

These reports, together with terms of reference for three of the four groups, are included as Appendices 4A-4F.

Based on these reports, the parish council commissioned consultants to produce a scoping report on possible NDP contents, which was finalized in December 2018.

Policy Intentions Document Consultation

In July 2021, a 'Policy Intentions Document' was circulated to all addresses in the Neighbourhood Area, including households and local businesses, with a request to feedback via an online or hard-copy questionnaire. HBC and other statutory and non-statutory bodies were also consulted. An online supporting drop-in event was also held as the ongoing pandemic precluded the holding of any face-to-face community drop-ins. This was however very poorly attended.

Over a hundred completed questionnaires and other representations were received (a roughly 10% response rate), indicating clear majority support for the proposed vision, aims and policy intentions, with approval ratings generally between 80% and 90%+.

Copies of the consultation letter and questionnaire, questionnaire survey results and composite consultation results grid are included as Appendices 5A to 5D.

The responses to the 'Policy Intentions Document' consultation were used during the second half of 2021 and early 2022 to develop a Pre-Submission Draft Neighbourhood Plan for Pannal and Burn Bridge.

Statutory Regulation 14 Consultation on Pre-Submission Draft Plan

The Pre-Submission Draft Pannal and Burn Bridge Neighbourhood Development Plan was the subject of a statutory six week Regulation 14 consultation from April to June 2022. The consultation was carried out in accordance with regulations and involved all those identified in the list at Appendix 1.

Documentation comprised the full draft plan, a plan summary and questionnaire available on Survey Monkey and as a hard copy. These were also available online, and on the HBC website, along with all previous documents from the NP process. A copy of the full plan was made available at locations around the area.

This attracted 38 separate detailed representations from a range of statutory consultees, organisations and individuals, via Survey Monkey, e-mail and written submissions. Although a small sample, relative to the Policy Intentions Document consultation response, the across the board, large majority support for the plan's policies mirrored that of the previous consultation.

The plan summary and questionnaire, questionnaire results and detailed composite consultation results grid can be found at Appendices 6A to 6D.

All representations were carefully considered and agreed actions in response reflected in the final submission plan.

Post Regulation 14 Targeted Consultations

In its response to the Regulation 14 consultation, HBC recommended specific consultation with its Parks and Estates departments and with North Yorkshire County Council (NYCC) Highways and Network Rail regarding particular proposed policies and non-planning community actions.

The parish council had already consulted both NYCC and Network Rail as required at Regulation 14 stage and received no response from either. It had also consulted HBC 'Planning' with the not unreasonable expectation that it in turn would consult internally with those departments whose interests were affected by plan policies/actions.

Nonetheless, it carried out further targeted re-consultations as recommended, receiving responses from HBC Parks and Estates by the deadline date set.

A sample consultation e-mail and the responses received are included as Appendices 7A-7C.

Summary of Main Issues Raised at Each Stage and How They Were Addressed

2015-2018

The 2015 Pannal Area Questionnaire survey indicated the following as particular matters of concern or interest:-

- Keeping of rural character
- Maintaining of separation from Harrogate
- Importance of the Green Belt for wildlife
- The area's peacefulness
- Provision of allotments
- Over-development as a threat to village identity
- Enthusiasm for cycling
- More and safer cycle routes
- Parking problems/hazards around the primary school, Methodist Church and on pavements
- Inadequate parking at the 'station end' of Pannal
- 'Rat-running' through the villages
- Traffic congestion
- Speeding on various routes through Pannal and Burn Bridge
- Value of community facilities on the doorstep, including post office, local shops, doctor and dentist surgeries, garage and pub
- Lack of a pub in either Pannal or Walton Park
- Need for local café/restaurant facility

- No need for new housing development in the parish
- Starter and retirement homes as priorities (NB for the minority who saw some need for new housing)

The accompanying young people questionnaire also showed high levels of enthusiasm for cycling and a strong desire for more safe cycle routes, but little else of relevance to the NDP.

The detailed data can be found at Appendix 2 (P6-19).

The 2018 Crimble Valley Survey indicated that the valley is something the community is anxious to protect from development, with residents and users making the need to preserve its special landscape and Green Belt status clear. The detailed data is to found at Appendices 3A and 3B.

The reports of three of the focus groups (ref Appendices 4A to 4C) provided an additional firm basis for the 2018 scoping report which in turn fed into the Policy Intentions Document. In particular, the Housing Focus Group's Housing Needs Survey indicated the following:-

- A large majority of residents would support relatively small scale development, designed to specifically meet identified local needs
- A strong general awareness that some need does exist
- Specific perceived needs in respect of downsizers and people with special needs; 'up-sizers' and 'upgraders'; young adults and young couples

The full Housing Needs Survey can be found at Appendix 4G.

These concerns and areas of interest specifically informed and underpinned the following NDP policies within the Policy Intentions Document:-

- Green and Blue Infrastructure
- Local Green Space
- Provision of New Open Space
- Pannal Conservation Area – Development and Design
- Non-Designated Heritage Assets
- Village Character Areas
- Improved Walking, Horse Riding and Cycling Provision
- Car Parking – various
- Highway Improvements
- Protection and Enhancement of Community Facilities
- Provision of New Community Facilities
- Housing Mix

- Small Scale and Infill Housing Development
- Housing on Non-Allocated Sites

Policy Intentions Document Consultation

80% to over 90% of consultation respondents agreed with the policy intentions in respect of all topics and policy areas.

The main detailed consultation comments received relating to planning issues were as follows:

- Need for explicit statement on climate change;
- Local road network fails to adequately support vehicle, cyclist and pedestrian users in Burn Bridge, including on Hill Foot and Hill Top Lane, Yew Tree Lane and Brackenthwaite Lane;
- Walkers need improved access to Public Rights of Way and cycle networks, e.g. via new paths – various suggestions made;
- Need to recognize full extent of Crimble Valley in the plan;
- Give greater protection against development to Woodcock Hill; land between west Harrogate (Rossett Green) and Pannal;
- Suggestions re possible Local Green Space sites;
- Need for a multi-sports pitch;
- Need for small children's play area;
- Use of 'open' rather than 'green' in relation to new recreational space provision;
- Policy provision to allow for 'correction' of over-provision of one type of open space by conversion of land to an alternative, currently under provided for type;
- Include reference to SINCs (Sites of Importance for Nature Conservation);
- Consider footpath (i.e. pavement) additions/improvements where narrow/non-existent on narrow roads/lanes;
- Use of 'local listing' rather than 'non-designated heritage asset' terminology in policy;
- Concern re possible proliferation of different types of area design policies;
- Controlled pedestrian/cycle crossing of Leeds Road needed as part of South of Almsford Bridge employment development;
- Need for segregated vehicle/cycle/pedestrian routes;
- Reference footbridge over River Crimble to link Park and Stride with Pannal Community Park and clarify purpose of Park and Stride provision;
- Include electric charging points for cars;
- Electric vehicle charging as part of Park and Stride not workable;
- Clarify Follifoot Lane/A61 junction improvement;
- Enhance Highway Improvements policy by reference to improved safety for all - people in vehicles, on 2 wheels and on foot;

- Frame Highway Improvements policy in context of the Regulations which state that any development contributions need to be necessary, directly related to the development and related in scale and kind;
- Add cycle parking/storage provision to Pannal Primary School educational facilities policy;
- Strengthen policy on housing development on non-allocated sites by reference to landscape and environmental impacts;
- Need to word Protection of Existing Employment Sites policy with Permitted Development rights in mind;
- South of Almsford Bridge development should provide jobs for local people, include 'green sides' to Leeds Road and take account of light/noise pollution.

The Pre-Submission Neighbourhood Plan addressed the majority of the above through policies GNE1, GNE3, GNE5, BE1-3, BE5, TTT1, TTT4-6, CFS3, H2, ED1 and ED2.

In particular:

- Policy GNE3 – all suggested Local Green Space sites were assessed against NPPF criteria and those considered eligible included under the policy. Assessments of those sites not considered eligible are to be found in the plan's evidence base;
- Policies BE1-3 and BE5 – this suite of built environment policies was considered to avoid the feared proliferation of different types of area design policies, by having separate policies for heritage areas (BE1-3) and single policy covering character areas outside the heritage areas;
- Policy ED2 – the policy includes provision re 'green sides' to Leeds Road and light pollution but not re local employment and noise pollution as there was considered to be no local evidence/justification for such provision.

The issues not addressed and the reasons for not doing so are as follows:

- Climate change – considered to be comprehensively covered by national planning policy and practice guidance and adopted Local Plan policies, with little or no scope for the NDP to add anything;
- Corrective open space over-provision approach – policy provision to address this not considered feasible or particularly desirable;
- Local Listing vs Non-Designated Heritage Asset – decision made to continue use of non-Designated Heritage Asset terminology as this is consistent with NPPF and with precedents set in already made NDPs.

All the many other issues raised and the response to them are detailed in the composite results grid at Appendix 5D.

Statutory Regulation 14 Consultation

The main consultation comments related to the following:-

- Consider potential of 'Demand Responsive Transport' initiatives to address local public transport needs;
- Clarify location of the different areas of Green and Blue Infrastructure on Policies Map;
- Re Policy GNE2 – need for policy questioned relative to Local Plan Policy NE4; remove 'seriously' from 1st sentence to bring in line with NE4;
- Clarify different status of SINCs on Policies Map;
- Re Policy GNE3 – number Local Green Space sites in line with Policies Map;
- Re Policy GNE6 – suggested minor wording deletions in policy and preamble;
- Re Policy GNE7 – clarify preamble wording re Local Plan policy encouragement of tree planting;
- Re Policy BE2 – number Local Heritage Areas in line with Policies Map; minor amendment to policy wording suggested;
- Re Policy BE5 (Leeds Road Corridor section) – requested amendments to policy wording to better conform with Local Plan policy;
- Re Policy TTT1 – suggested additions to specified route improvements;
- Re Policy TTT5 – make reference to HBC low emissions strategy rather than West Yorkshire Strategy; reference to provision standards does not future proof policy;
- Re Policy TTT4 – clarify that footbridge over River Crimple is part of Park and Stride policy/proposal; add design criteria to ensure provision is environmentally sensitive;
- Re Policy TTT2 – suggested policy addition re cycle parking;
- Re Policy TTT6 – amend/update preamble text to reference west of Harrogate highway improvement measures;
- Re Policy CFS3 – amend preamble text to reference additional Local Plan policy;
- Question need for Policy H1 and role/status of Design Codes 'Annex';
- Re Policy H2 – address cumulative effects of development in policy provision; reference Air Quality SPD in preamble text;
- Re Policy H3 – reference additional Local Plan policy in preamble text;
- Re Policy ED1 – number employment sites in line with Policies Map;
- Re Policy ED2 – amend policy wording to make it more positive re landscaping;

Changes were made in accordance with the vast majority of the above comments to address the concerns/suggestions made.

In relation to Policy GNE2 – this was considered relative to Local Plan Policy NE4, the conclusion being that GNE2 adds valuable local detail regarding the special features and character of the Crimple Valley which are not present in the generic Special Landscape

Areas Local Plan policy.

In relation to Policy TTT5 – additional reference was made to HBC’s Low Emissions Strategy in preamble text. Due however to the absence of standards within the strategy, policy reference to standards informed by the earlier West Yorkshire strategy were retained. Wording was however added to future proof the policy against future amendments/improvements to standards.

In relation to Policy H1 – the majority of the policy wording was deleted in order to simplify/rationalize policy coverage relative to the NDP’s other design-related policies. The status/role of the Design Codes document was clarified.

Demand Responsive Transport potential was addressed by a new non-planning community action.

All other issues raised and the response to them are detailed in the composite results grid at Appendix 6D.

Post Regulation 14 Targeted Consultations

HBC Estates stated that it did not support the designation of Almsford Wood as a Local Green Space (LGS) under Policy GNE3, arguing that it is not in close proximity to/easy walking distance of the Pannal and Burn Bridge community and therefore cannot have demonstrable value to that community. It also points out an inconsistency in the plan between the LGS assessment and text elsewhere in the plan, regarding an underpass beneath the A61, and considers the site to be adequately covered/protected by Local Plan policies.

The parish council response is that the assessment makes it clear that the site particularly serves the closely situated Harrogate communities of Fulwith/Daleside and Stone Rings, that Pannal/Walton Park are 1km distant and that the site also serves a wider community of visitors/walkers given its location on a well-used part of the Public Rights of Way Network. There is nothing in the LGS criteria to say that LGS within a Neighbourhood Area cannot have community value to proximate communities just outside the area. It is maintained that the site does meet LGS criteria and that GNE3 adds to and strengthens Local Plan policies covering the site. The underpass inconsistency in the assessment was duly corrected but no other change made to the plan.

HBC Estates also objected to Policy GNE6 (Land at Almsford Bridge), considering the policy/designation confusing and not deliverable/achievable/evidenced or justified. It also references the underpass, referred above. The parish council response is that policies of this nature, i.e. worded as ‘presents an opportunity for’ and linked to a

defined area of land are commonplace in 'made' NPs – they represent policy aspirations for particular pieces of land. The policy looks to extend the open space resource of Almsford Wood, south into the fields abutting the South of Almsford Bridge employment site, to create an improved natural area of recreational benefit. Ownership is due to change with the disappearance of HBC and arrival of north Yorkshire Council. The reference to the underpass has been deleted from the plan. No other change was made to the plan.

6. Conclusion – Reflection on Consultation Process and Outcomes

The Process

In general terms, it is the parish council's view that the overall consultation process, over a period of some seven years, has provided ample and appropriate opportunity for local community and wider stakeholder engagement, involving two non-statutory consultation stages (early engagement surveys and Policy Intentions Document consultation) plus engagement via focus groups, leading up to the final statutory Regulation 14 consultation and targeted post regulation consultation. This has been supplemented throughout by the opportunity to attend regular and frequent NP Steering Group meetings and full parish council meetings where the NP has been a regular agenda item, albeit severely curtailed during the period of the pandemic.

What has been noticeable over the plan preparation period – in pure numerical terms - is a gradual dropping away of public interest, from the relatively high initial levels, including at Policy Intentions Document stage, down to quite modest numbers at Regulation 14 stage.

Inevitably, 'plan fatigue' is likely to account for a degree of 'dropping-off' over the years – similarly, latterly, the impact of the pandemic. The plan has been a long time in development, with the process both elongated and complicated, in the public's mind, by the parallel preparation of the Local Plan. It is notoriously difficult to generate and maintain community engagement in what can quite often seem to be quite remote and abstract matters.

The absence, for the most part, of controversial planning issues of particular concern to the local community is also likely to be a factor – these were largely dealt with through the Local Plan. However, where local issues did exist, e.g. in relation to transport/traffic, this clearly generated significant comment and concern at all stages. What seems to be clear from both Policy Intentions Document and Regulation 14 stage consultations is the general high level support for all NP policies and other provisions. What is also noticeable is the healthy response from statutory consultees and other stakeholders at the Policy Intentions Document stage.

What could perhaps have been done better over the preparation process was the specific targeting of older, younger and disabled interests within the community, in order to better establish their specific needs, although younger people were targeted in the 2015 survey. That said, it is fair to say that younger people's interests are clearly identified under 'community actions' in the 'Community Facilities and Services' section of the Neighbourhood Plan (i.e. Section 5) and in Policies GNE5 and CFS1. Both the older population and disabled interests were felt to be already well-catered for.

The Outcomes

As a result of the consultation process, the parish council is satisfied that Neighbourhood Plan policies:-

- reflect key community concerns as expressed at initial issues, focus group and informal consultation stages;
- respond positively/reasonably to objections and comments received at the Regulation 14 consultation stage and thereafter, where considered to be appropriate and feasible.

Additionally, Neighbourhood Plan 'community actions' take on board many of the community's non-planning concerns, as expressed via consultations and as filtered by the parish council in the light of up-to-date circumstances and knowledge.

**PANNAL & BURN BRIDGE
NEIGHBOURHOOD DEVELOPMENT PLAN
2021-2035**

CONSULTATION STATEMENT

APPENDIX 1

List of Neighbourhood Plan Consultees

PANNAL & BURN BRIDGE NEIGHBOURHOOD DEVELOPMENT PLAN

CONSULTEES CONTACT LIST

Statutory Consultees

Harrogate Borough Council – planningpolicy@harrogate.gov.uk

North Yorkshire County Council – direct to Head of Planning Services, with request that they consult internally e.g. re PROW, Highways, Archaeology..... planning.control@northyorks.gov.uk

All neighbouring parish councils – direct to clerks

Local MP –

District ward councillor(s) –

The Coal Authority - planningconsultation@coal.gov.uk

The Homes and Communities Agency - mail@homesandcommunities.co.uk

Natural England - consultations@naturalengland.org.uk cc merlin.ash@naturalengland.org.uk

The Environment Agency – sp-yorkshire@environment-agency.gov.uk cc Claire.dennison@environment-agency.gov.uk

The Historic Buildings and Monuments Commission for England (Historic England) - yorkshire@HistoricEngland.org.uk cc e-yorks@historicengland.org.uk

Highways England – simon.jones@highwaysengland.co.uk

British Telecom- gssb@bt.com

Mobile telephone operators – eg. EE, 3, Vodafone, O2 ??? operating in the parish

Northern Gas Networks - stakeholder@northerngas.co.uk

The National Grid Company North East – National Grid, 1100 Century Way, Thorpe Park, Leeds, LS15 8TU, United Kingdom

Yorkshire Water – planningconsultation@yorkshirewater.co.uk

Voluntary/Community Bodies

info@communityfirstyorkshire.org.uk

Harlow & Pannal Ash Residents Association – David Siddans, Secretary?

Other neighbouring residents associations?

You will have a list I'm sure!

Diocesan Type Offices – NB not sure which C. of E. diocese applies

office@yorkdiocese.org

admin@yorkshiremethodist.org

communication@dioceseofleeds.org.uk

Non-Statutory Consultees

NFU – north.east@nfuonline.com

Country Landowners Association (CLA) - north@cla.org.uk

Disability Action Yorkshire - jackie.snape@da-y.org.uk

Sustrans – smarterchoices@sustrans.org.uk

Network Rail, The Old Carriage Works, Holgate Park Drive, York, YO24 4EH contactus@networkrailconsulting.com

Northern Rail

Welcome to Yorkshire - info@yorkshire.com

Your local Clinical Commissioning Group – nyccg.enquiries@nhs.net

Bus service providers –

Police –

Yorkshire Wildlife Trust – info@ywt.org.uk

Harrogate & District Naturalists Society

North Yorkshire Geodiversity Partnership

Save Crimple Valley

Yorkshire Causeway Schools Trust

Landowners/Businesses Based Outside the Parish

Wharfedale Developments

Other?

Owners of all named Local Green Spaces, Non-Designated Heritage Assets, community facilities & employment sites (NB probably covered in above, but just in case)

All businesses along Leeds Road.

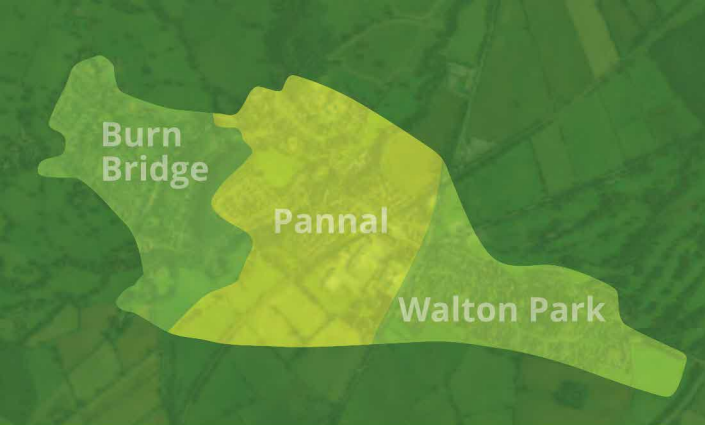
Owners of allocated development sites/developers of such sites

PANNAL & BURN BRIDGE
NEIGHBOURHOOD DEVELOPMENT PLAN
2021-2035

CONSULTATION STATEMENT

APPENDIX 2

Pannal Area Community-led Plan



Pannal Area Community-led Plan



Introduction

Our **Community-led Plan** is based upon a factual survey of residents' views as to what is needed for the future of the community over the next few years. It includes physical, organisational and social developments and improvements.



Why do we need a Community-led Plan?

Initially, Pannal Village Society felt the need to understand better what residents liked and disliked about our area and how it might be improved. Within a few months of setting up a Steering Group to take it forward, steps were put in hand for the creation of a Parish Council for the Pannal area. If a Parish Council is formed and elected in May 2016, the Community-led Plan will provide a ready-made work programme for the Council over its first couple of years in partnership with the Village Hall, local councillors, the Borough and County Councils, as well as local bodies like Pannal Primary School and the local churches.

What you told us

The response to the questionnaire, circulated to the 900 households in the area in January 2015, was exceptional with a near **50% return**. By any standards it is a remarkably good response and provides robust evidence on which to develop the Plan. The answers you gave in the questionnaire are described in this document together with an Action Plan which lists those developments and improvements generally considered most important along with how they might be taken forward and over what timescale.

Champions required

Although many of the actions listed in the Plan will be the responsibility of the Parish, Borough or County Councils, there are several which will rely on a champion coming forward from the community who has the enthusiasm and determination to deliver it.

You have said the Pannal Area is wonderful. It is up to all of us not just to preserve it but to make it even better, so Pannal Village Society would welcome hearing from anyone who is willing to become a champion for any of the relevant items listed in the Action Plan. Contact Peter Stretton on p.stretton@ntlworld.com or the Secretary, Dorothy Little on dorothylittle@tiscali.co.uk



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ACTION PLAN

The Action Plan is based on the results of the **Pannal Area Questionnaire, February 2015**. In drawing it up, the Steering Group has focussed on actions that, in its view, might realistically be achieved.

It will be noticed that delivering some of the actions relies on **"champions"** coming forward from the community.

Abbreviations: HBC - Harrogate Borough Council; NYCC - North Yorkshire County Council; PVS - Pannal Village Society; PVH - Pannal Village Hall.

Parish Council - HBC will take a decision in October on whether to approve the creation of a Parish Council for the Pannal area. If it is not approved, some of the actions in the Plan will fall to PVS to pursue, and others to local councillors.

Challenge	No.	Action	How to pursue it	Timescale	Delivery organisation
Planning and Development					
Housing - preserving the village rural setting, its separation from Harrogate, the Green Belt and limiting future development	1	Produce a Neighbourhood Plan	Future Parish Council to adopt as one of its first major tasks	Produce by end 2017	Parish Council
Traffic, Parking, Road Maintenance					
Traffic impact from existing and planned housing developments in N & W Harrogate	2	Assess impact against the capacity and suitability of roads through village	Residents and Parish Council to persuade NYCC to undertake necessary studies	Complete studies by early 2016	NYCC
Park & Stride for Pannal Primary School	3	Implement Park & Stride from School to Council-owned land behind St Robert's church	HBC to allocate land for parking & obtain access through church car park	Immediate	HBC / School / local councillors / church
Parking Permit scheme	4	Explore parking scheme to discourage commuter parking on roads close to station	Parish Council to consult with residents	2016	Parish Council / HBC
State of local roads	5	Urgent repair of most "distressed" roads	All to alert NYCC to pot-holes via https://www.fixmystreet.com/reports/Harrogate Local councillors to obtain NYCC commitment	Immediate	Residents and road users / NYCC
Winter gritting	6	Winter gritting of Walton Park	Local councillors to obtain NYCC commitment	Immediate	NYCC
Speeding Traffic	7	Undertake surveys on Church Lane / Main Street & Burn Bridge Road / Yew Tree lane with follow-up enforcement action	Local councillors have initiated this survey work via NYCC, surveys have been completed and enforcement actions are planned; consider also, if necessary, addition of 20mph detector signs	Ongoing	NYCC, Police, & local councillors
Street Lighting	8	Improve street lighting at junction of Main Street / Church Lane and at junction of Hilltop Rd / BurnBridge Rd	Parish Council to identify "dark stretches" & if necessary fund improvements	2016	Parish Council / NYCC
Public Transport, Cycling, Walking					
Review zebra crossing on Main Street for Pannal School	9	Look at alternatives of moving crossing or substituting traffic calming & removing crossing	PVS/Parish Council to press NYCC	2016	NYCC
Cycle paths	10	More cycle paths	Seek a "champion" to create local cycling group to survey the area and identify potential cycle routes and paths	End of 2015	HBC / NYCC
"No Cycling" signs	11	Strongly discourage cycling on path from duck pond to Malthouse Lane, and snicket between Crimble Meadows & Malthouse Lane	Erect more signs and renew existing signs - PVS to press HBC via local councillors	Late 2015	HBC
110 Bus	12	Secure a more regular & relevant service	PVS/Parish Council to liaise with local councillors' campaign	2016	NYCC / Bus operator

Challenge	No.	Action	How to pursue it	Timescale	Delivery organisation
Environment					
Dog fouling	13	a) More bins b) Publicity campaign to encourage all dog owners to clean up and make use of bins	PVS to identify where more bins are needed, Parish Council to fund emptying of extra bins and work with Borough Council's Dog Warden Service on a publicity campaign	Immediate	HBC / Parish Council
Improving village image	14	Repair turning circle at Co-op / Garage, seek removal of A-board signs on footpaths	PVS to progress	Immediate	Various
Preserve sites and features of natural beauty and potential scientific interest	15	Identify such sites and suggest actions/existing organisations to partner in preservation or restoration activities	Seek a 'champion' to lead the project	Immediate	Parish Council, HBC & National agencies
Health & Well-being: Support for elderly, disabled or lonely residents					
Good neighbour scheme	16	Organisation of drop-in visits, shopping, lifts to hospital/day care	Seek a 'champion' to form a Good Neighbour group of volunteers		New local volunteer group
(a) Lunch Club (b) Afternoon tea session	17	Encourage expansion of lunch club at St Robert's and afternoon tea sessions at Methodist Church	St Robert's and Methodist Churches to publicise more widely that they welcome non-parishioners	Ongoing	St Robert's Church, Methodist Church
Social coffee morning	18	Give support to newly started venture in Village Hall, possibly by linking with other activities e.g. reading group, photography, or art and craft displays	More publicity e.g. add to Village Hall Calendar of Events; seek entry in The Link. Seek a 'Champion' to lead Coffee Morning project	Ongoing	PVH
Community Activities & Facilities					
Football facilities incl. all-weather pitch	19	Delivery of HBC scheme on field designated for sports adjacent to Crimble Hall	PVS/local councillors to liaise with HBC & the Junior Football Club which secures lease of the land	Ongoing	HBC & Junior Football Club
Tennis Courts	20	Build 2 tennis courts, either on Crimble Meadows Recreation Ground or as part of action 19, or Dunlopillo development	Seek a tennis 'champion' to take forward		
Volunteers Register	21	Compile a register of volunteers with particular skills and interests	Seek a champion to organise a scheme under auspices of future Parish Council	2015	PVS / Parish Council
Village Hall activity volunteers	22	Attract more volunteers to run regular events for young and old	Ongoing campaign	Immediate	PVH
Allotments	23	Secure land behind Pannal Green from HBC for allotments	a) PVS to form an Allotment Society and to meet with HBC to secure land; b) Parish Council to develop the site	a) summer 2015 b) end 2016	a) PVS / HBC b) Parish Council
Create exhibition space for local art	24	To be provided at the the Village Hall	To be incorporated into the New Entrance Hall as part of the Phase Three works	2016/17 with S106 monies from Dunlopillo	PVH
Communications					
Publicity of all events happening in the area	25	Improve awareness of area events/activities	Have a weekly "what's on" list published on PVS & PVH websites, on Noticeboards and with links to Facebook/Twitter	Immediate	PVS & PVH publicity officer (Howard West)
Village Hall publicity	26	Create a database of "Friends"	Use given email addresses from the Village Questionnaire to send regular updates of Village Hall activities	In progress	PVH
Internet	27	Improve broadband speeds	'Champion' needed to take forward		
Mobile reception	28	Improve mobile reception	'Champion' needed to take forward		
Other suggestions requiring volunteers to take forward: Badminton and/or Table tennis in Scout Hall Bowls Yoga Dancing Local nature reserve					

PANNAL AREA COMMUNITY-LED PLAN RESULTS OF QUESTIONNAIRE

There was an exceptionally good, **48%**, response rate to the Pannal Area Community-led Plan questionnaire, distributed in February 2015. (Market researchers and survey professionals consider a response rate approaching **50%** very high). This was the first indication that the residents of Burn Bridge, Pannal and Walton Park (referred to here as the Pannal Area) are highly involved and concerned for the future of their area.

Each of the 914 households received a questionnaire. The total returned was 464 (389 paper version, 75 online). There were 335 (72%) representing whole households; 129 (28%) were from individuals. Overall, the total number of individuals represented in the survey was 1077, out of a population of 2,235 (2011 census).

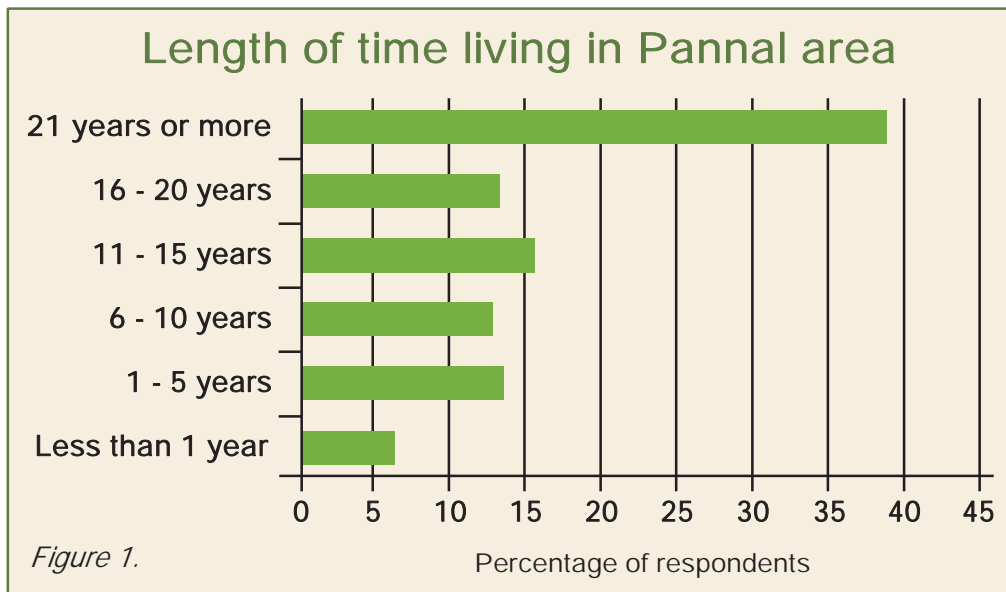


COMMUNITY PROFILE

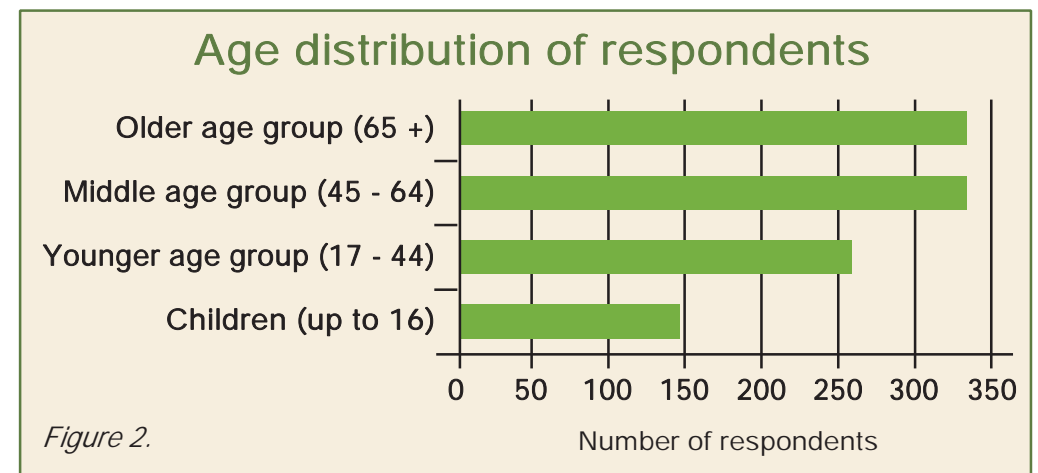
Of the total respondents: 36% live in Burn Bridge; 47% live in Pannal; 17% live in Walton Park

Responses showed that over half the residents in our community have lived here more than 16 years, **39%** for 21 years or more (*Figure 1*).

This was the same for all three parts of the area: Burn Bridge, Pannal village and Walton Park.



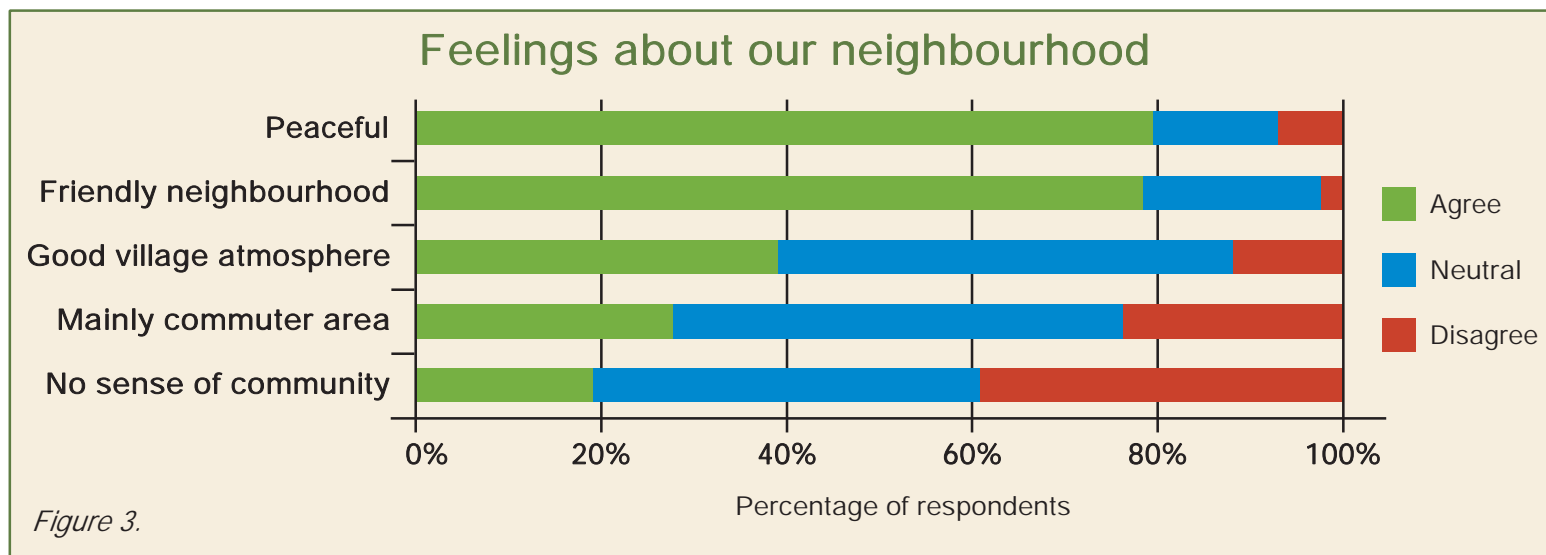
The age range is wide:



People choose to live in Pannal to enjoy a true village atmosphere and every effort should be made by us all to maintain this.

HOW YOU VIEW YOUR NEIGHBOURHOOD

There was a high level of contentment reflected in the responses to this section.



Overall this is a brilliant place to live. Any changes should be minimal.

Negative views of life in the Pannal area are relatively minor.

Most people are not concerned about anti-social behaviour (Figure 4).

Of those who expressed concerns, indiscriminate parking on pavements (58%) and dog fouling (48%) are the main irritations. Speeding cars, litter, graffiti, noise from children by day and teenagers by night were also mentioned in individual comments.

Similarly, property crime is not seen as a problem for 68% of residents (Figure 5). Concern was expressed at risk of break-ins rather than actual burglaries or theft from cars.

Are you concerned with anti-social behaviour?

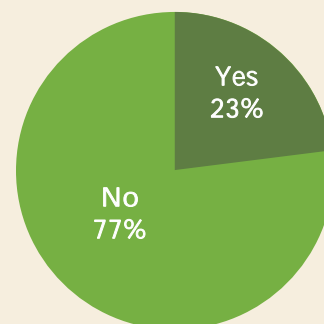


Figure 4.

Are you concerned about property crime?

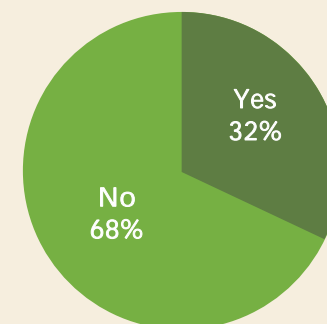
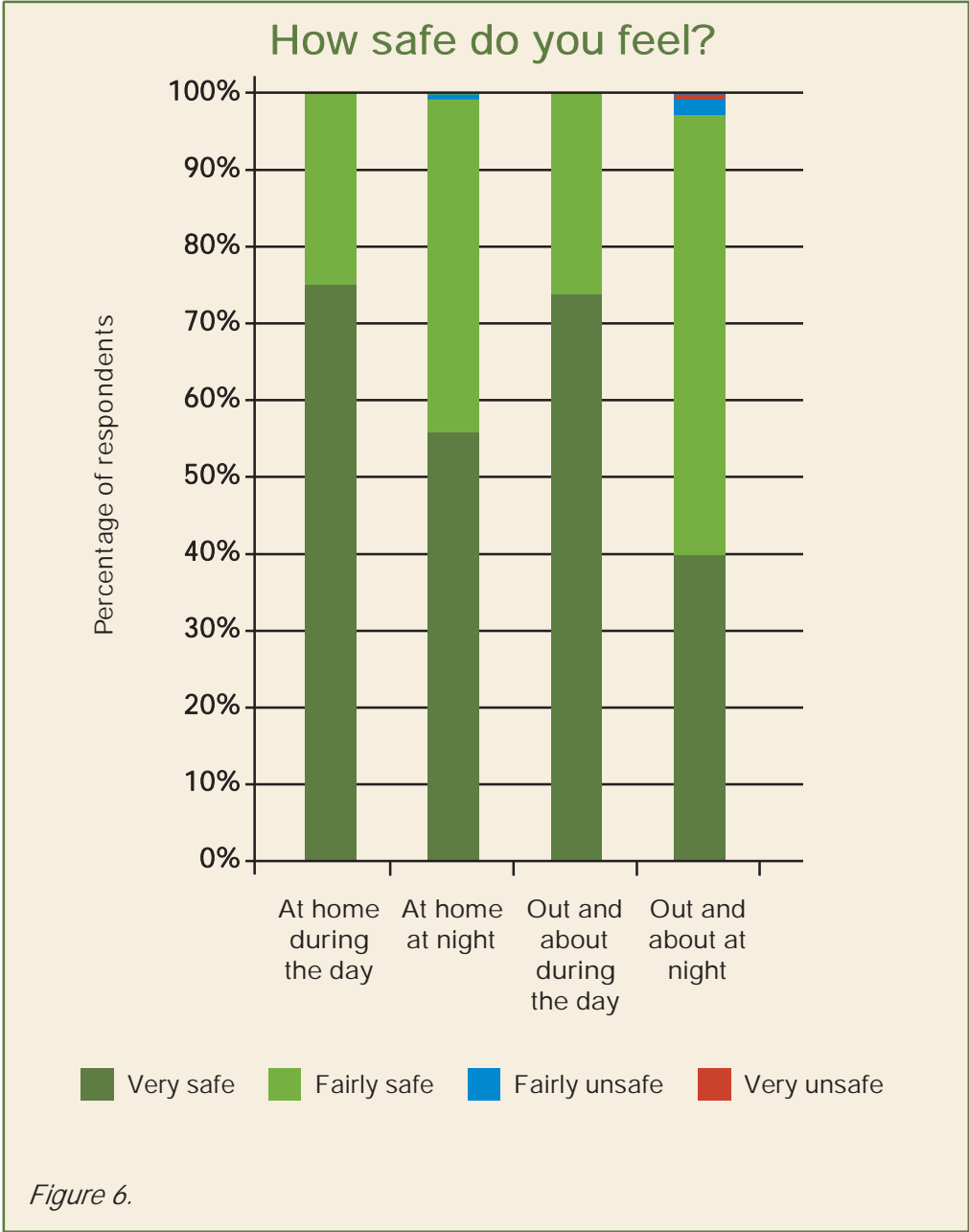
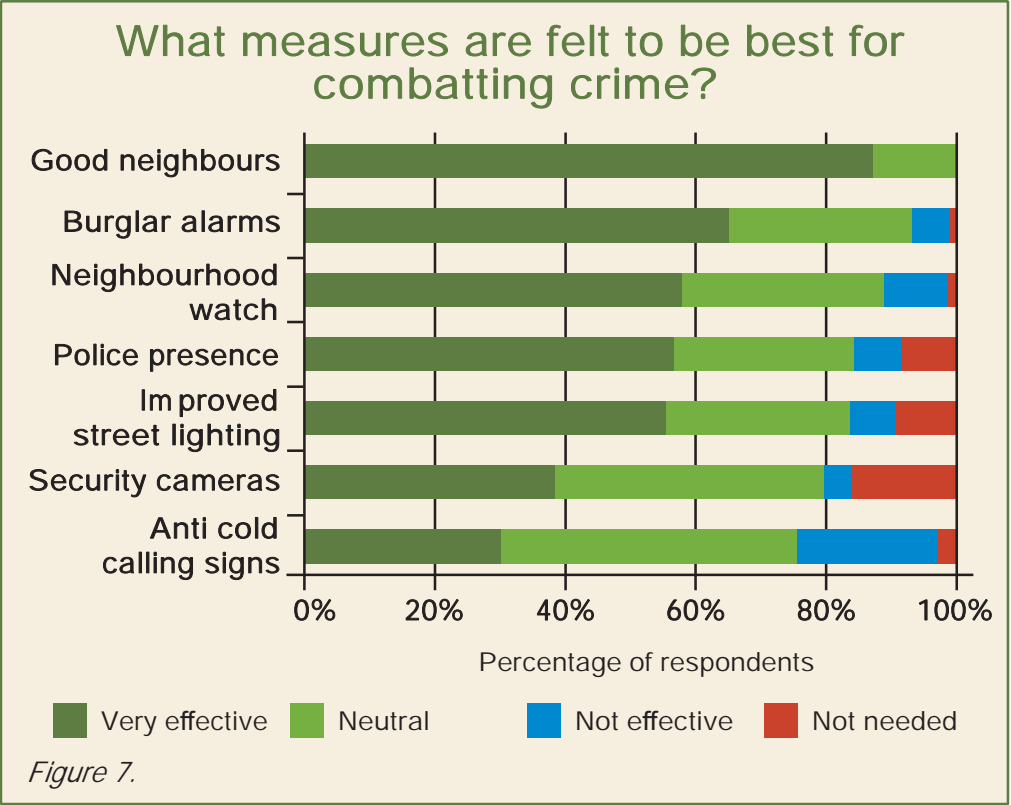


Figure 5.

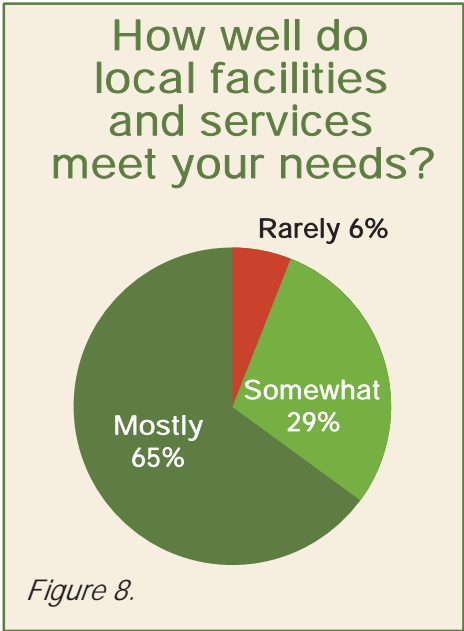
When asked how safe or unsafe people feel personally in their neighbourhood, **99%** of residents said they feel very or fairly safe at home or out in daytime, **91%** of residents said they feel very or fairly safe at home or out at night:



When asked what measures were felt to be most effective in combatting crime, the single largest response was “good neighbours” (*Figure 7*).



When asked how well facilities and services in the area meet needs:



Asked to write down which services and facilities they most valued:

55% said the Post Office
48% said local shops
19% specified the doctors surgery and 18% the dentist surgery

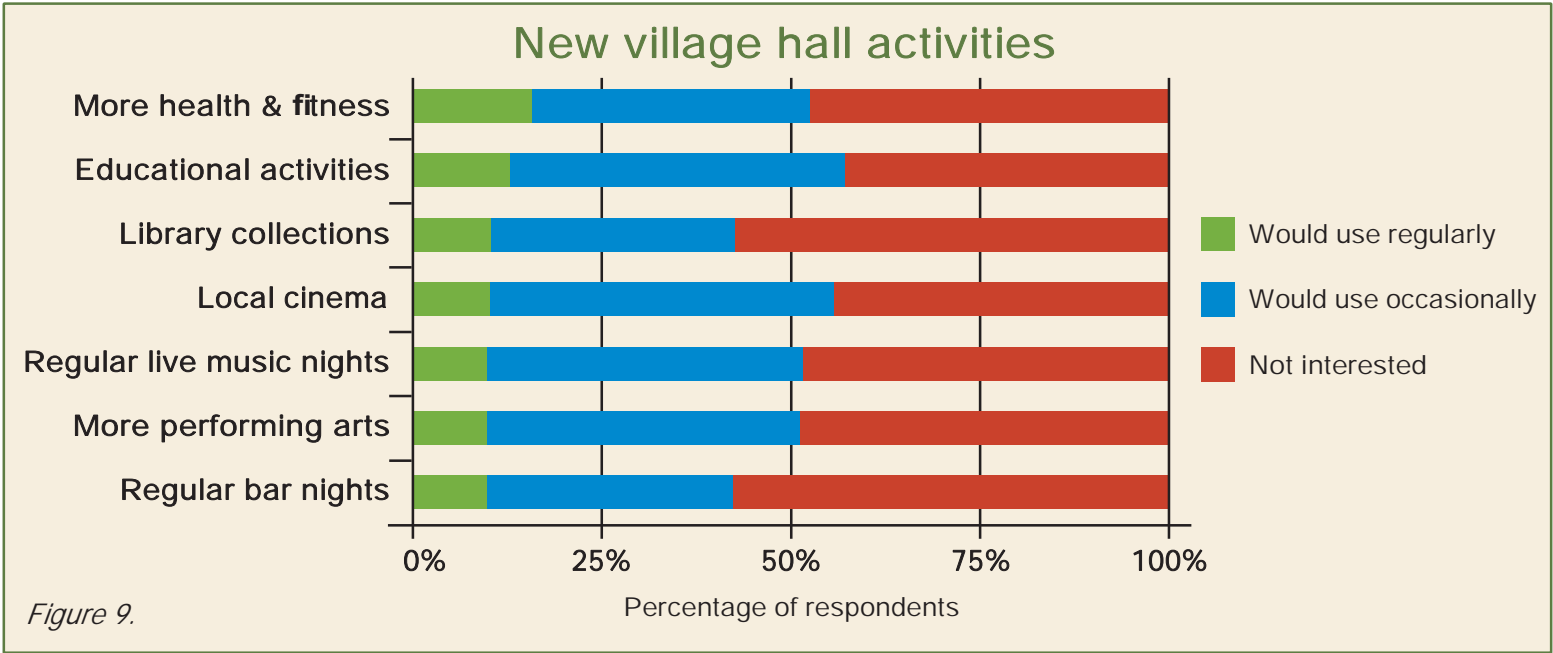
Also valued were the churches, train and bus services, and the garage. The pub was valued by the Burn Bridge residents.

When asked what facilities and services were lacking:

30% said a pub, particularly in Pannal and Walton Park
22% specified adequate public transport
8% expressed a need for a café/restaurant

*What I like about the area:
The community feel – pub,
post office, village hall and
its events, train station,
hairdressers, doctors,
church beer festival,
dentist, gym...it's all on
the door step to be used
and cherished.*

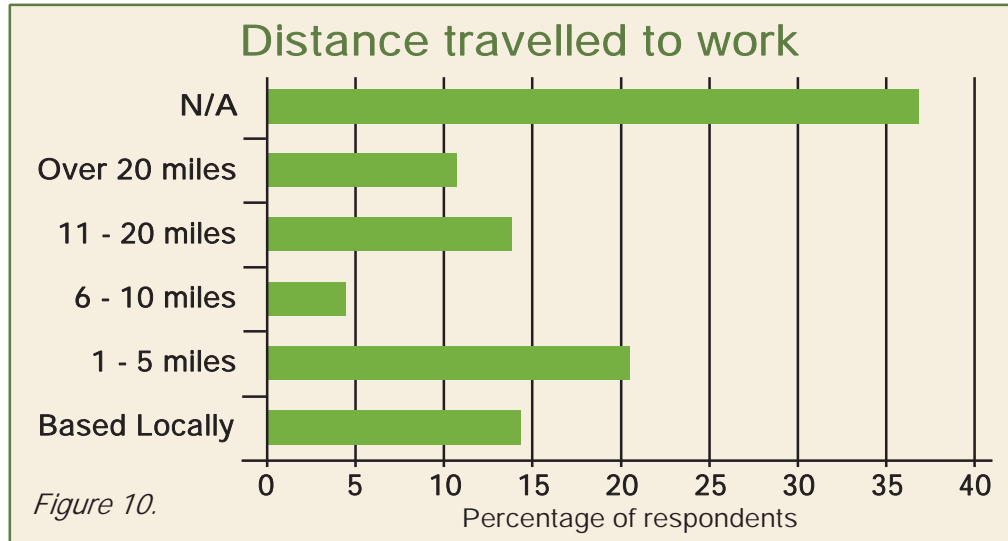
When asked for reactions to possible new Village Hall activities, responses showed:



TRAFFIC, PARKING, ROAD MAINTENANCE

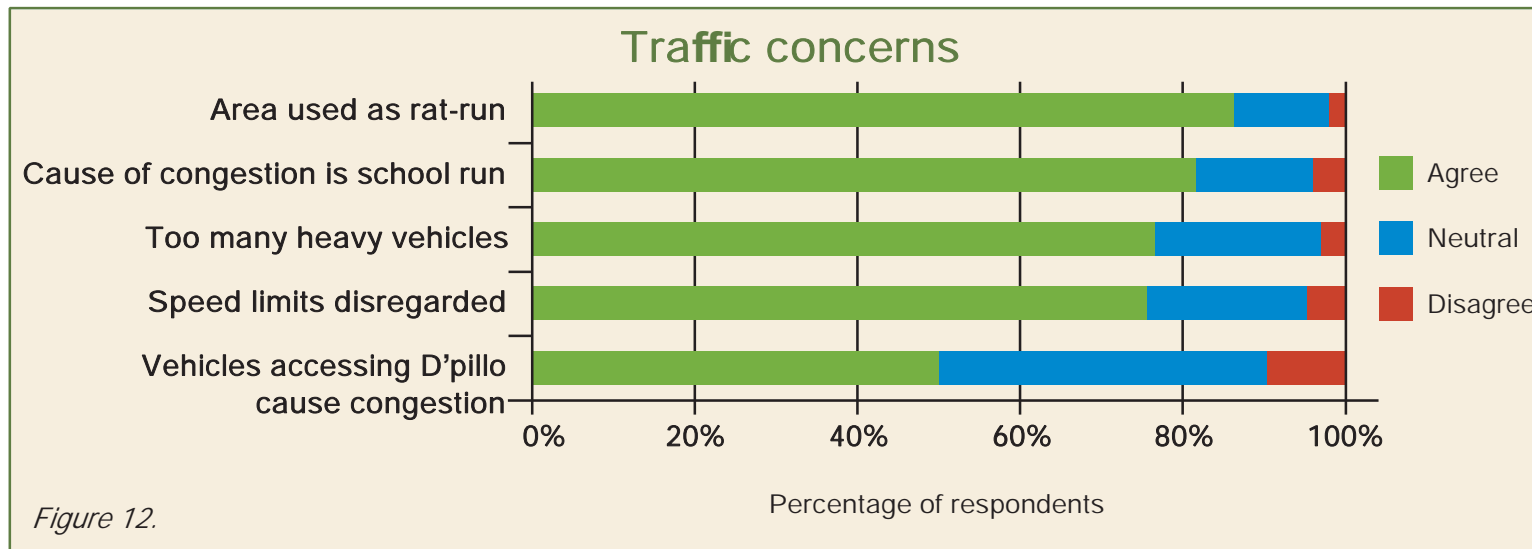
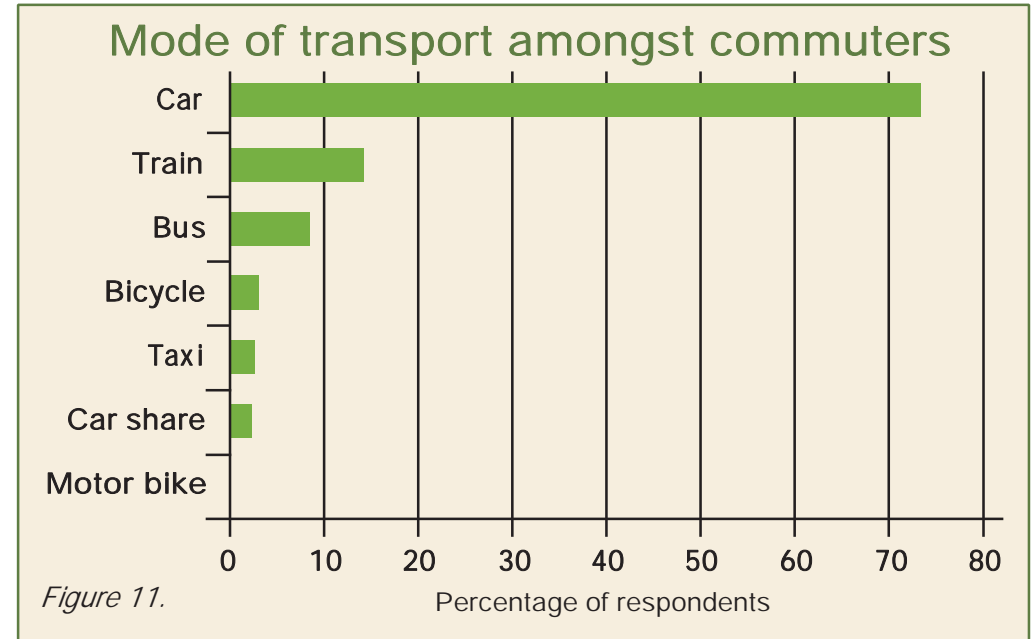
By far the greatest concerns for most survey respondents are traffic density, inconsiderate and inadequate parking and poor road maintenance.

When asked about their regular commute:



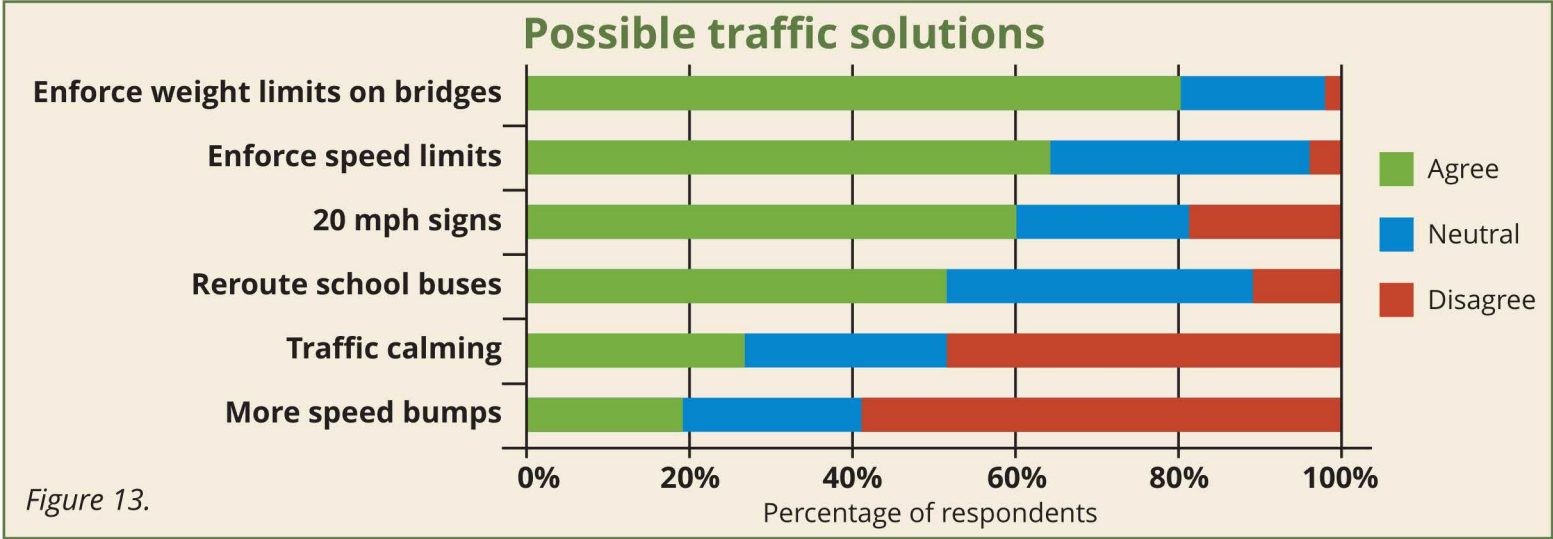
When asked about factors creating traffic speed and density, the main concern was people driving into and through the area.

By far the majority, **73%**, of these journeys are made by car (4 people car-share), **14%** are made by train, **8%** by bus and a small number of residents use bicycles, taxi, or motor bike.



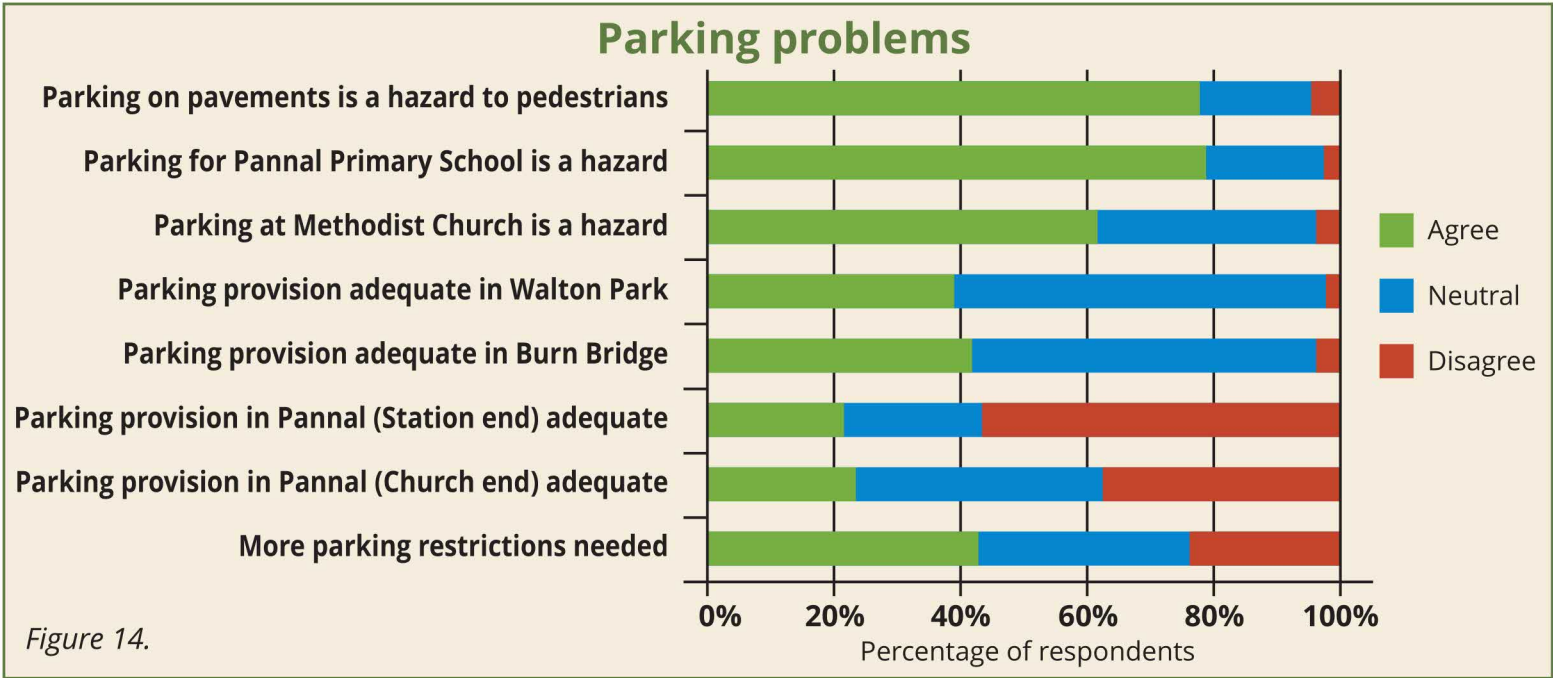
Life in the village depends on what happens elsewhere in the area. Rat runs develop because of inadequate or badly planned access roads.

When asked for suggested solutions to traffic problems:



When asked about parking, residents of Burn Bridge and Walton Park felt their parking provision was adequate. The main problems are seen to be in Pannal village.

However introducing restrictions on parking brought mixed reactions. Permits for local residents were favoured by **42%**, restrictions by **45%**. Widely favoured were creative solutions like 'Park and Stride' for Pannal Primary School (**76%**).



Parking solutions

Park and Stride for Pannal Primary School

Parking permits for local residents

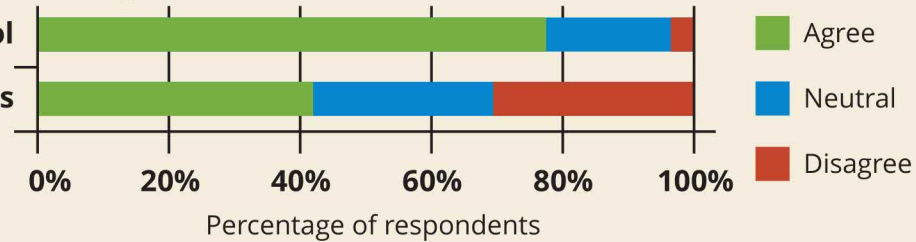


Figure 15.

Complaints about road maintenance are not confined to the Pannal area where **87%** agreed that maintenance is inadequate even though the local authority is seen by **56%** as quick to respond to reports of dangerous potholes. For Walton Park the primary road maintenance issue is gritting in winter and for Burn Bridge, the poor drainage on Yew Tree Lane.

Major Concerns

The major concerns for Pannal Area residents related to

- **Traffic, parking and road maintenance**
- **Environment, housing and development**

PUBLIC TRANSPORT, WALKING, CYCLING, DISABLED ACCESS



When asked how often public transport is used by local residents:

How often do you use public transport?

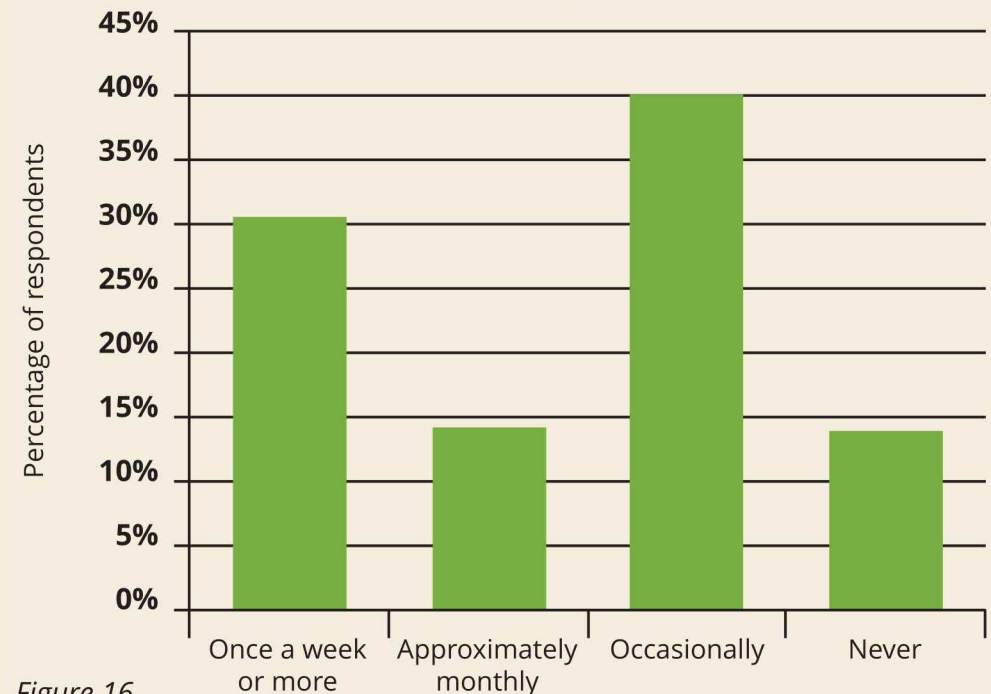
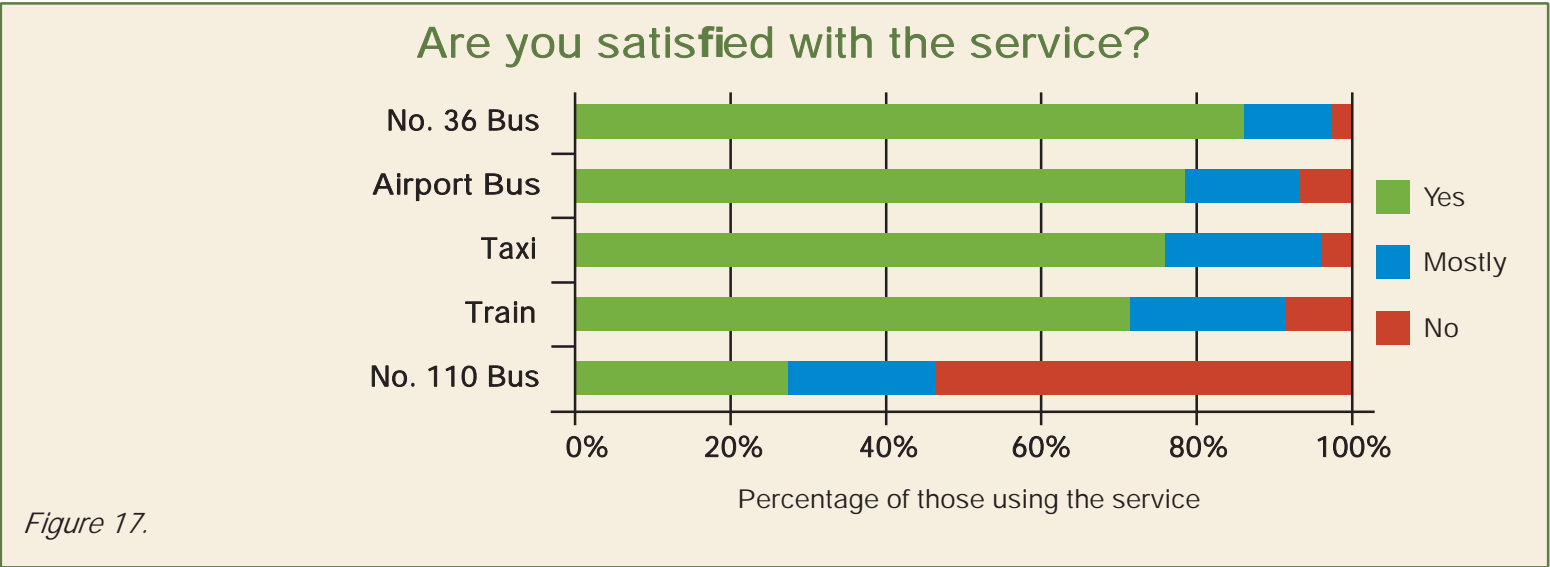
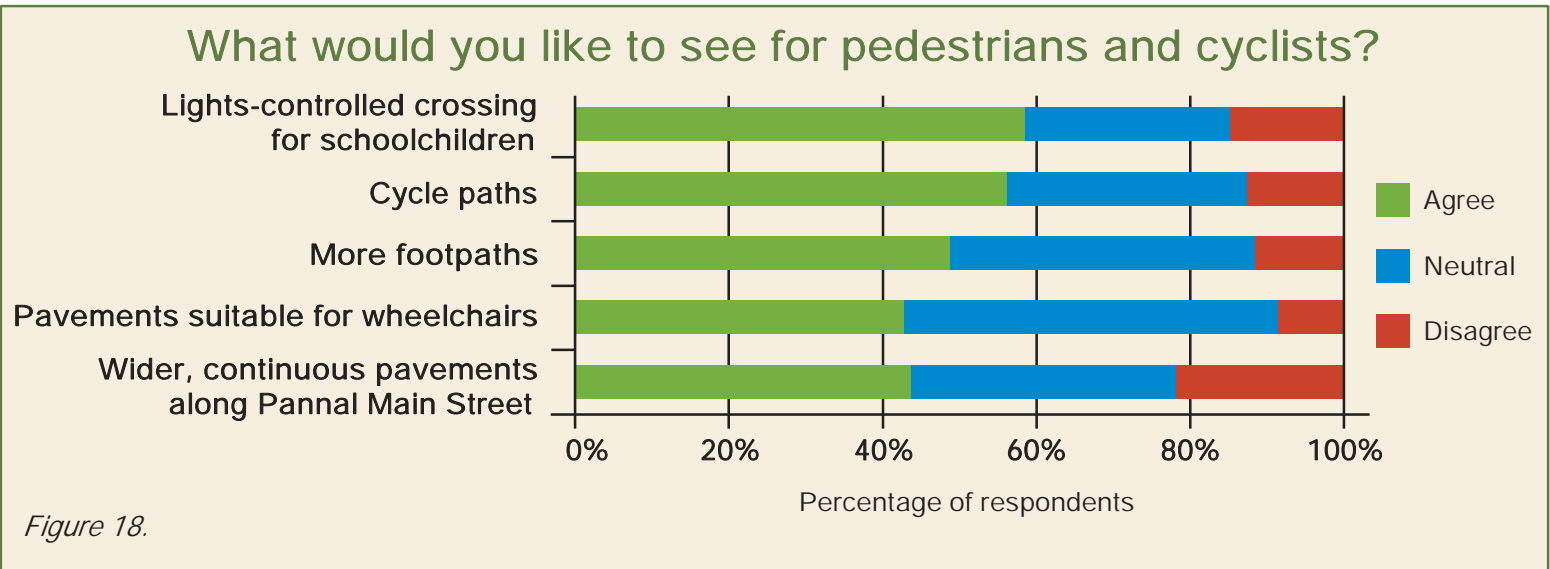


Figure 16.

The most used public transport modes were the train (88%), the No. 36 bus (74%) and taxi (65%). These were rated:

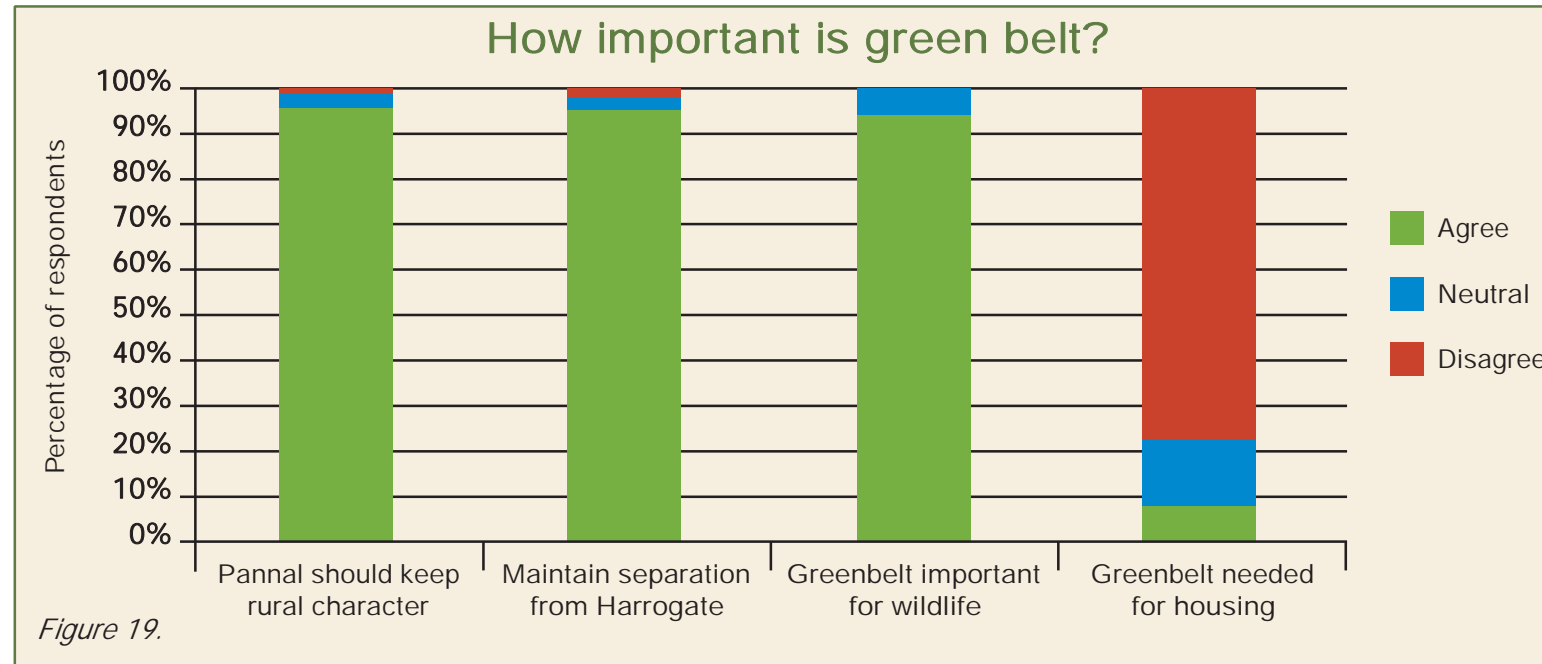


There was support for improving the local areas for pedestrians, cyclists and mobility vehicles. The following support for suggestions was:

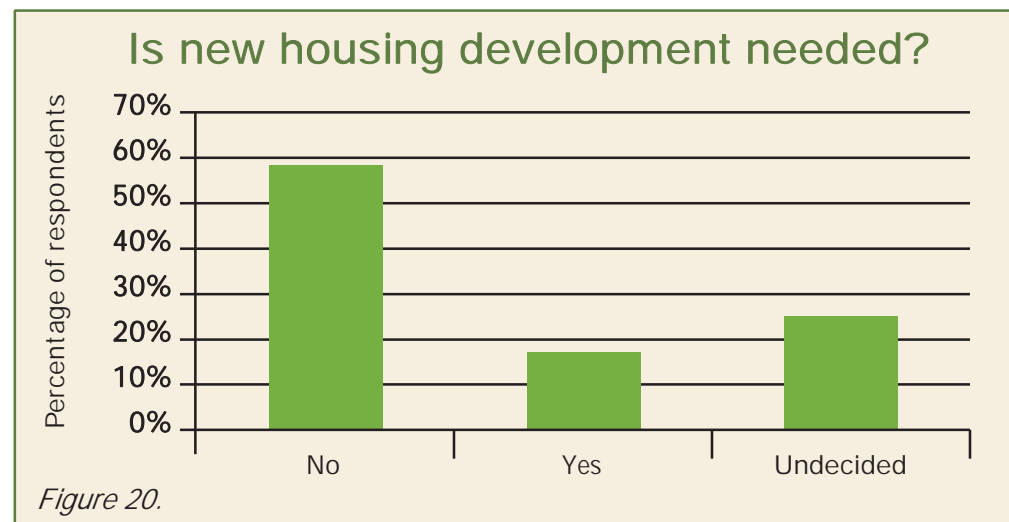


ENVIRONMENT, HOUSING AND DEVELOPMENT

There was overwhelming support for preserving Green Belt and SLA (Special Landscape Area) status land surrounding the Pannal Area:

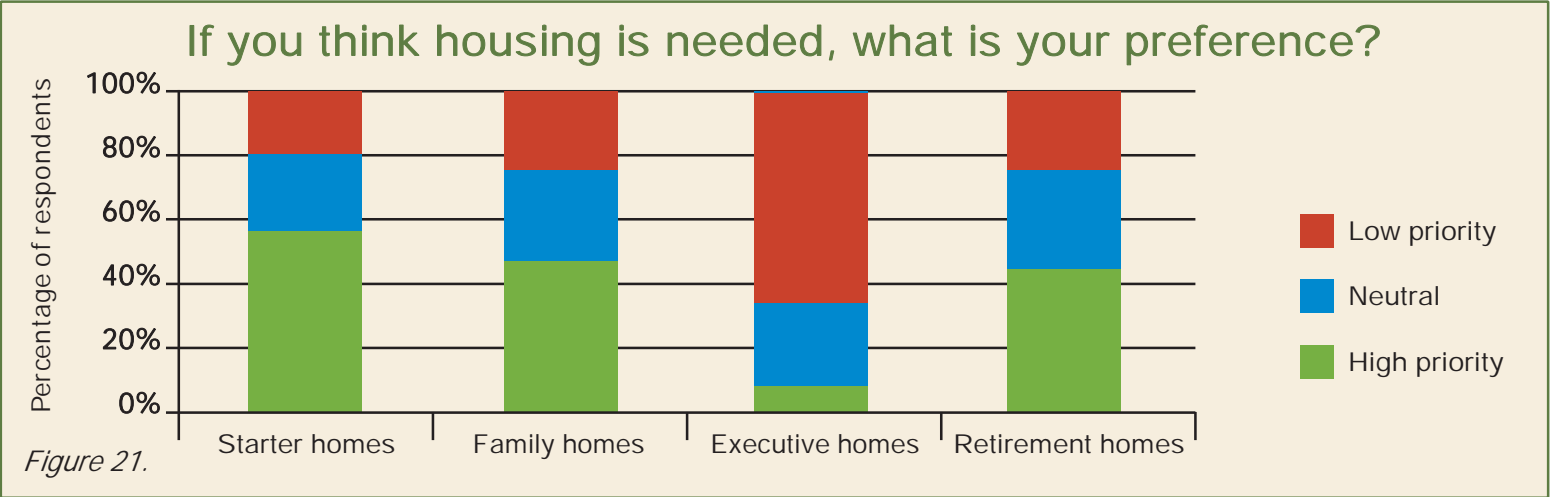


When asked whether new housing development was needed:



What I like about living here: being a village community close to yet separate from Harrogate.

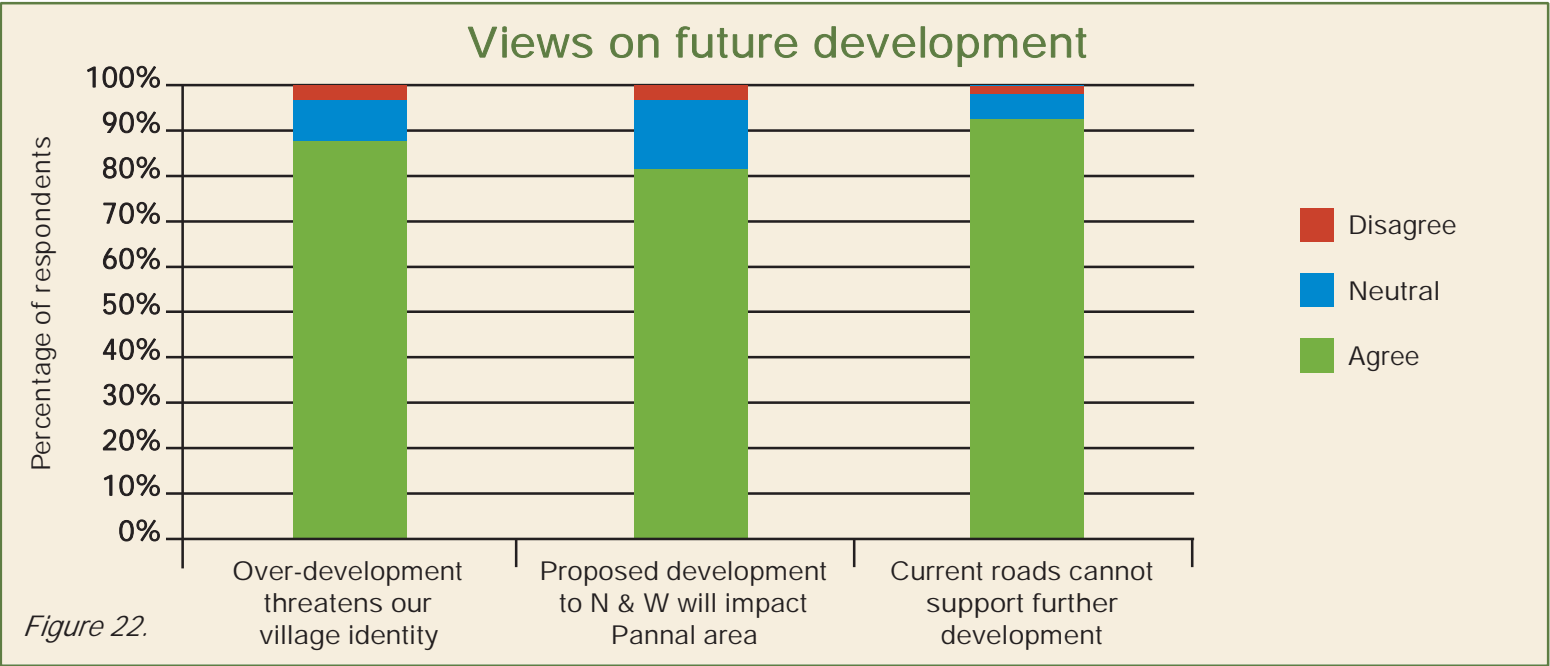
Of the minority who thought new housing was needed their preference is:



Only **8%** of respondents reported a family member having to move due to lack of suitable or affordable housing, most examples (**58%**) in the last 5 years.



Further development was widely opposed:



I would like to see nature conservation and preservation to be given priority i.e. cleaning up Beck - protecting wildlife areas - stop encroaching developments.

COMMUNITY ACTION, COMMUNITY NEEDS

Traffic congestion, parking issues, transport inadequacies and development threats are generally seen as imposed or created from outside the local area so are not easy problems to resolve.

However, when asked what further facilities they would like to see in the Pannal area for specific age groups, local residents had plenty of ideas.

Clearly, the suggestions made in response to this questionnaire are valuable pointers and are reflected in the Action Plan. However, there can be no promise of implementation in the current economic conditions of the public sector.

For toddlers, parents suggested a children's centre (such as the previous Sure Start centre), a coffee shop to provide a meeting point, a toy library and music/dancing sessions.



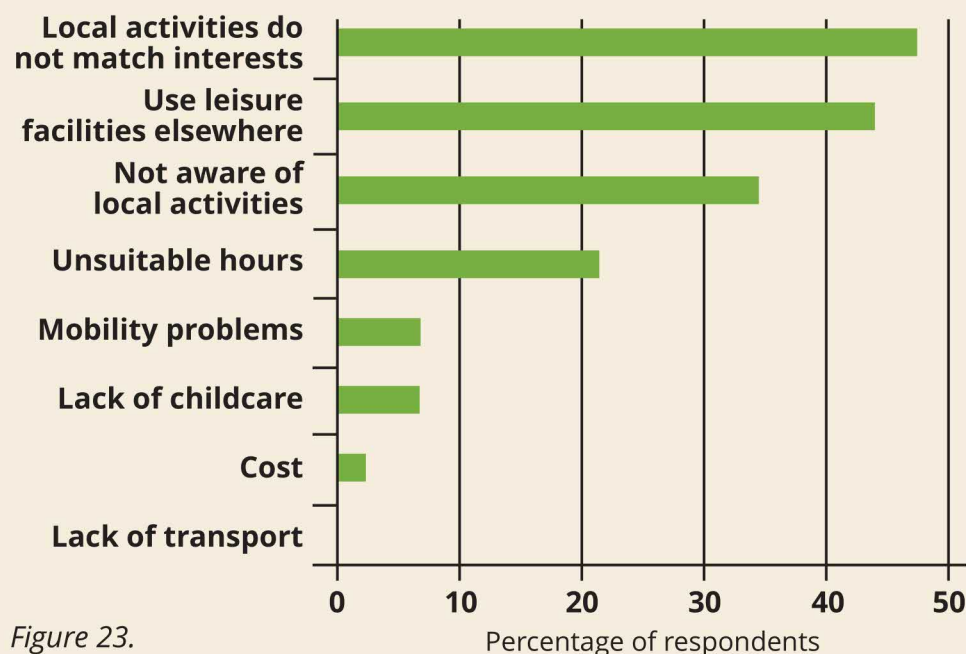
For young people, sports facilities were the top choice, including tennis courts, football all-weather pitch, improved cycling facilities. Also suggested were a youth club, quiz nights and computer games, and more places in Beavers, cubs, scouts and brownies.

Adults called for art classes and associated sales and exhibition facilities, allotments, sports facilities, especially tennis, bowls, cycling, yoga and dancing and also a local pub or bar to retire to after activities.

Suggestions for elderly, disabled or lonely residents focussed on the need for contact and conversation where the main suggestion was visiting by volunteers and neighbours; also identified was support for attending appointments or for light tasks around the home and garden. Suggestions included a little red shuttle bus and setting up a rota of local volunteers.

Asked why people do not participate in existing activities:

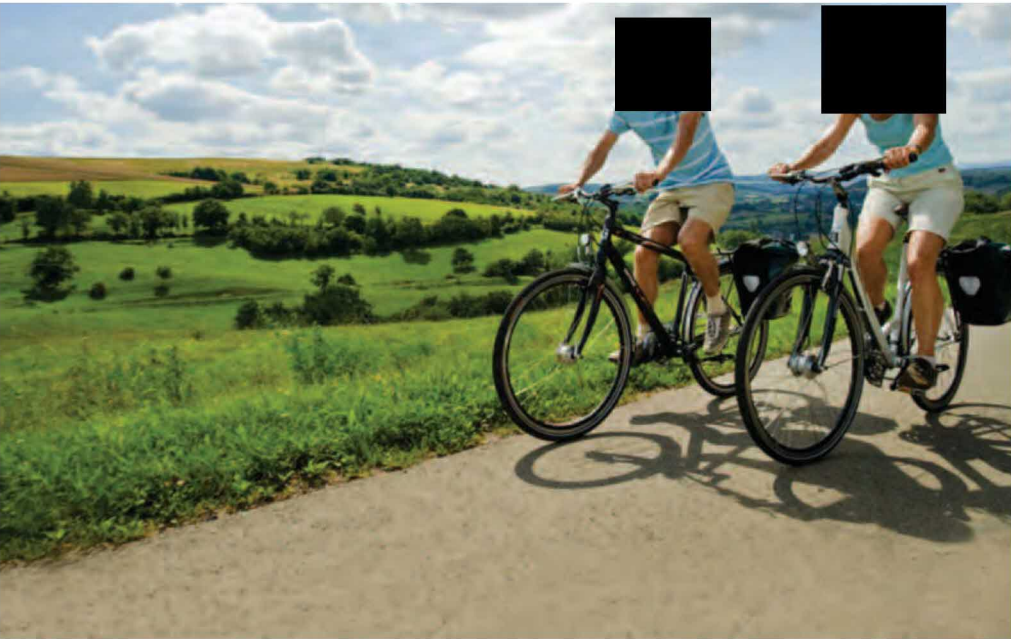
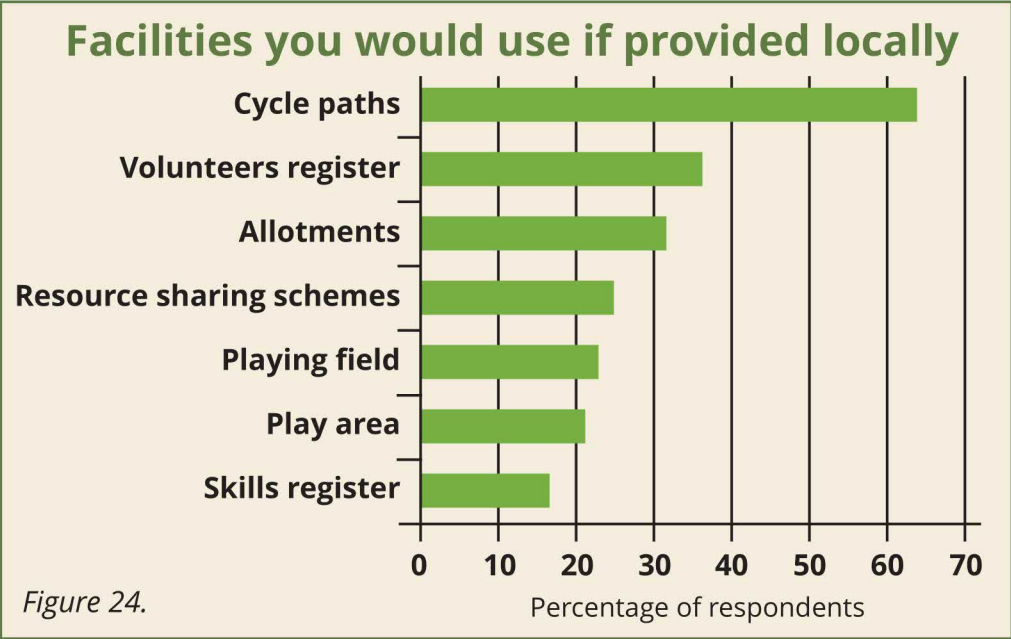
If you do not take part in local activities, why not?



When asked what would help them join in activities several people felt more awareness was needed, for example by means of a local newsletter or web site. Some suggested more evening and weekend activities.



When prompted with specific suggestions for possible future facilities, priorities were:



COMMUNICATION NETWORKS

Low bandwidth was seen as a problem in the area when using the Internet and mobile phones.

Internet access and bandwidth

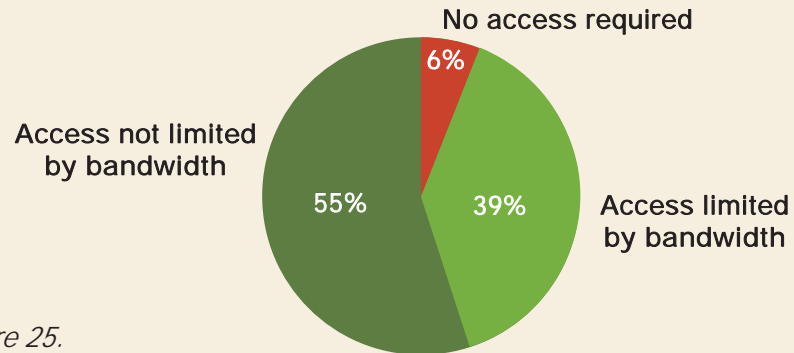


Figure 25.

Mobile phone reception

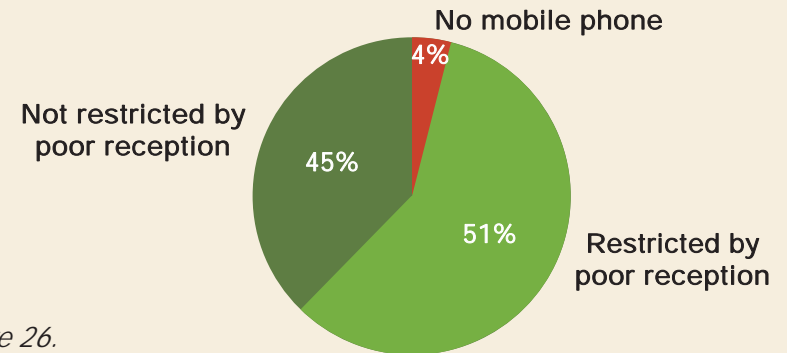


Figure 26.

Finding out what is happening in and around the Pannal area has multiple sources:

- 38% from family, friends, neighbours network
- 38% from Pannal Village Society newsletter and emails
- 32% from Harrogate Advertiser local section
- 25% from St. Robert's Church newsletter, the Link
- 20% from the Post Office/shop notices
- 15% from the Village Hall notice boards and website
- 5% from the Methodist Church newsletter
- 4% through social media

Most people (63%) feel they have enough access to information on local events and organisations.

FINALLY

When asked for any further comments, residents responded with a set of diverse and valuable suggestions that will help inform the details of an immediate Action Plan and the Community-led Plan that will inform future decision-making.

However, in the current economic climate, it must be stressed that there can be no promise of early implementation.

PANNAL AREA COMMUNITY-LED PLAN RESULTS OF YOUNG PEOPLE'S QUESTIONNAIRE

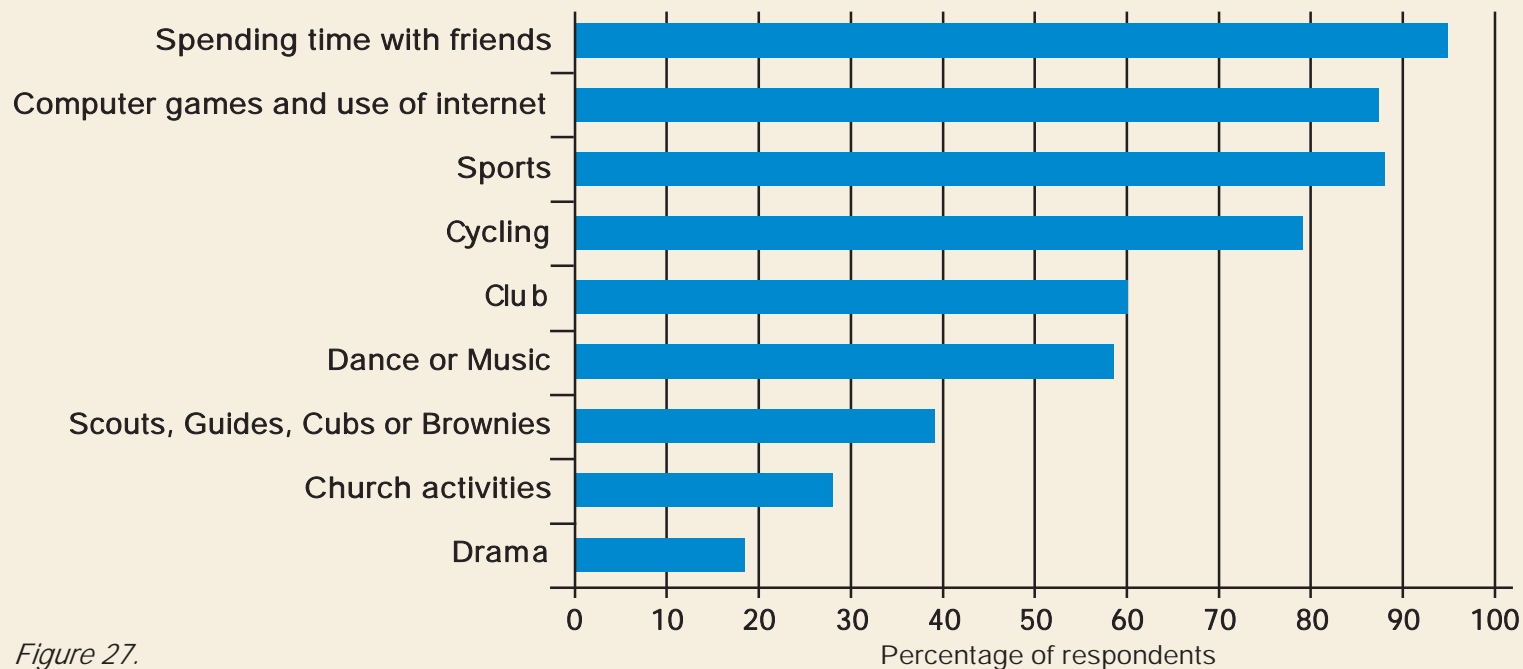
Alongside the Questionnaire distributed to all households, young people (**7 –17 years**) were invited to complete a separate online questionnaire. In support of this, the Head Teacher of Pannal Primary School kindly set aside time in class for pupils to complete the questionnaire. Overall **58 responses** were received from Young People living within the area. Hopefully others felt that their views were adequately represented in their household's Questionnaire.

Of the respondents, **22%** live in Burn Bridge; **65%** live in Pannal; **12%** live in Walton Park –a distribution similar to that of the household Questionnaire responses. The age distribution was **58%** aged **7-9 years** and **42%** in the **10-13 age range**.

ACTIVITIES THE YOUNG PEOPLE CURRENTLY PURSUE

Young people were asked what they like to do in their spare time and were prompted with a range of activities and asked how far they travel –hoping that this would identify activities that might be provided locally. Mainly young people take part in activities locally and only for drama, do most travel to a nearby town.

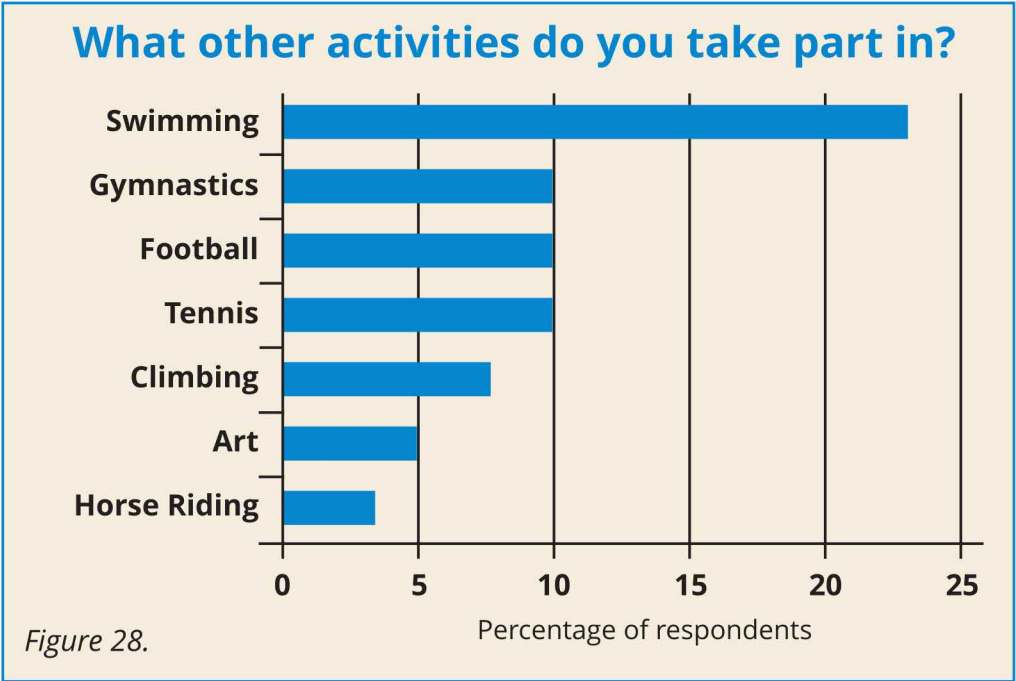
What do you like to do in your spare time?



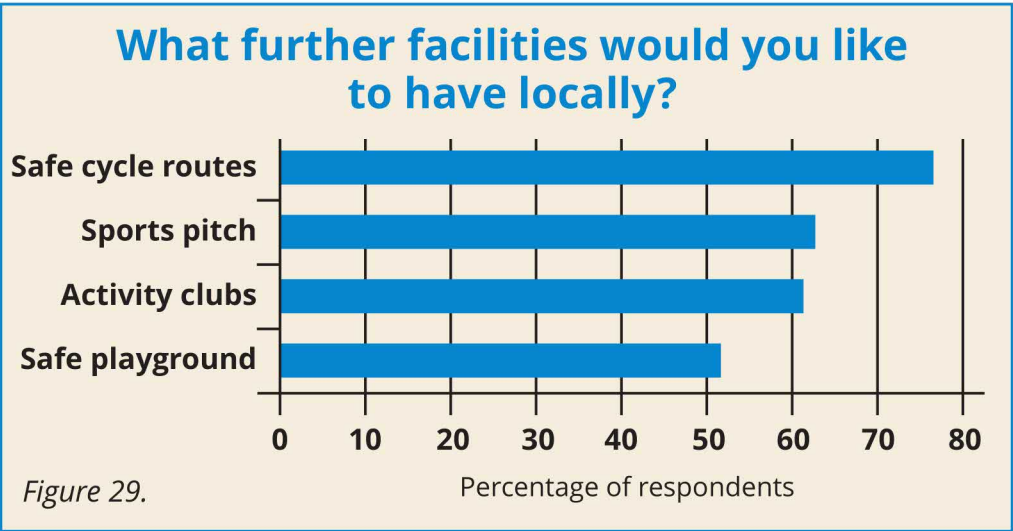
The Questionnaire also asked young people to list any other activities they take part in, and whether these were local or not. From the **58** replies, here are the most frequent responses, dominated by swimming.



Beyond these **7** activities (*Figure 28*), the breadth of other activities undertaken is most impressive. **18** were mentioned: running, art, badminton, golf, sailing, skateboarding, karate, martial arts, table tennis, walking, fencing, Chinese, piano, Irish dancing, going to park, cycling, dance and shopping.



FURTHER FACILITIES IN THE AREA



When given free rein, young people called for a wide variety of opportunities. A swimming pool was mentioned by 9, a climbing wall by 6, an art club by 4, dance club by 3 and drama club by 2. There were many minority suggestions ranging from a high ropes course to a lake for sailing.

TRANSPORT

When asked how transport could be improved for them, 6 mentioned buses - either more or better buses or more bus stops. Less traffic was a common suggestion.

LIKES AND DISLIKES

Generally young people like living here and appreciate the friendly community, the surrounding fields and the quiet, safe, village atmosphere.

The dislikes were dominated by the traffic, but also mentioned were dog and horse poo, litter, and teenage boys spitting. Concern about traffic under a number of the question areas is in total agreement with the household Questionnaire Results and it features again in the School Project described below.

HAVING A SAY

A majority of 3:2 felt they did not have enough say. A wide variety of suggestions were offered to improve things: there were various suggestions for family forums, child councils, for monthly meetings at the hall and for children to have a vote.

INTERACTIVE PLANNING ACTIVITY BY PANNAL PRIMARY SCHOOL

For the end of term project, the School looked at “Our Area” from a variety of perspectives, using different subject areas, such as environmental challenges, understanding traffic issues and nature walks.

The finished work was displayed at the Exhibition of Questionnaire Results at the Scout Hut on 21 July 2015, together with written pieces and artwork.



In addition, a very large scale map of the area covering Walton Park, Pannal and Burn Bridge was studied with year-group teachers in sessions facilitated by Rural Action Yorkshire. The young people highlighted their likes, dislikes and aspirations, placing flags at key points on the map.

Some of the very thoughtful comments that were made include:

- **more footpaths, a bird hide, a mountain bike trail in Quarry Woods and clean up the litter & dog mess**
- **put some benches on the Village Green**
- **at the Recreation Ground: tennis court, basketball pitch, netball pitch, community garden, but do something about the dog mess problem**
- **build a bridge over Crimple Beck to Crimple Hall for the Ringway footpath**
- **get rid of the Dunlopillo factory building, it ruins Pannal**
- **36 bus service is good**



Of course, these and the comments from the household Questionnaire are largely in tune, which is reassuring as we all look to take forward the Community-led Action Plan for our Community's long term future.



The Community-led Plan – How we did it

In autumn 2013, Pannal Village Society agreed to set up a Steering Group to prepare a Community-led Plan for the Pannal area including Burn Bridge and Walton Park. The Village Hall team was invited to join the project and gladly accepted.

We, the Steering Group, started in earnest in January 2014, talking to Rural Action Yorkshire, who have been hugely supportive throughout, and to local organisations within the village. We organised a public meeting to raise awareness. A “Have your Say” leaflet was then distributed to every household to get initial ideas on likes, dislikes and what improvements residents would like to see. Then, with the support of local organisations and residents for a Community-led Plan, a grant application was made to the Big Lottery Fund. This was successful and a grant of £6135 was awarded in October 2014.

We set about preparing a professional and user-friendly questionnaire which could be completed either in hard copy or online. With the help of 20 volunteers, 900 questionnaires were hand delivered to every household. Amazingly, a near 50% response rate was achieved, giving us robust evidence on which to build the Community-led Plan.

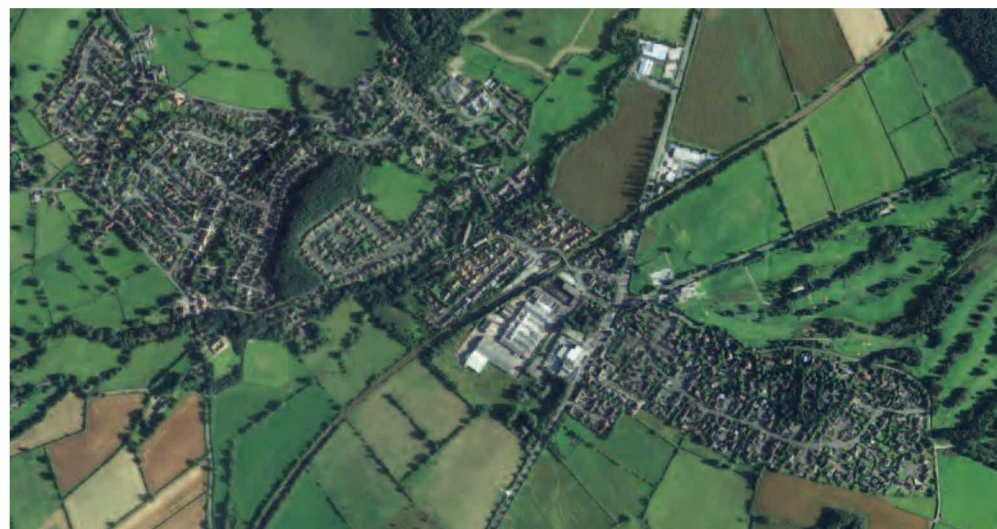
Acknowledgements

Leah Swain, Maggie Farey – Rural Action Yorkshire.
Jane Turner, Headteacher, Pannal Primary School.
Howard West – for all the Photographs.

Steering Group

Robin Barlow (Chair), Ken Brodlie, Peter Dickinson, Gillian Dodd,
Pat Fitzgerald, Mick Phipps, Jackie Wootton.

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**PANNAL & BURN BRIDGE
NEIGHBOURHOOD DEVELOPMENT PLAN
2021-2035**

CONSULTATION STATEMENT

APPENDIX 3

Crimple Valley Special Landscape Area (SLA) Survey

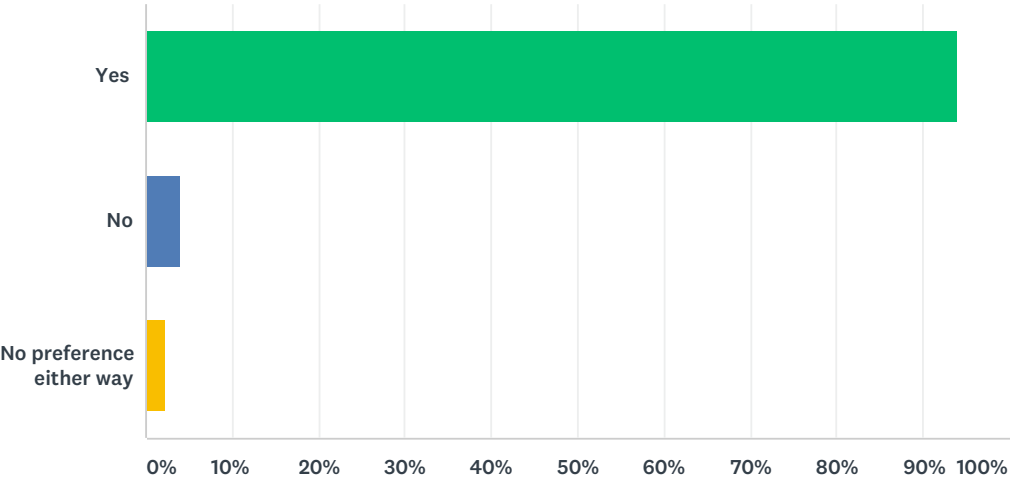
APPENDIX 3a: Crimple Valley SLA Survey Results

APPENDIX 3b: Crimple Valley SLA Survey Results Summary

APPENDIX 3a: Crimple Valley SLA Survey Results

Q1 Do you support the preservation of the Special Landscape Area surrounding Pannal and Burn Bridge?

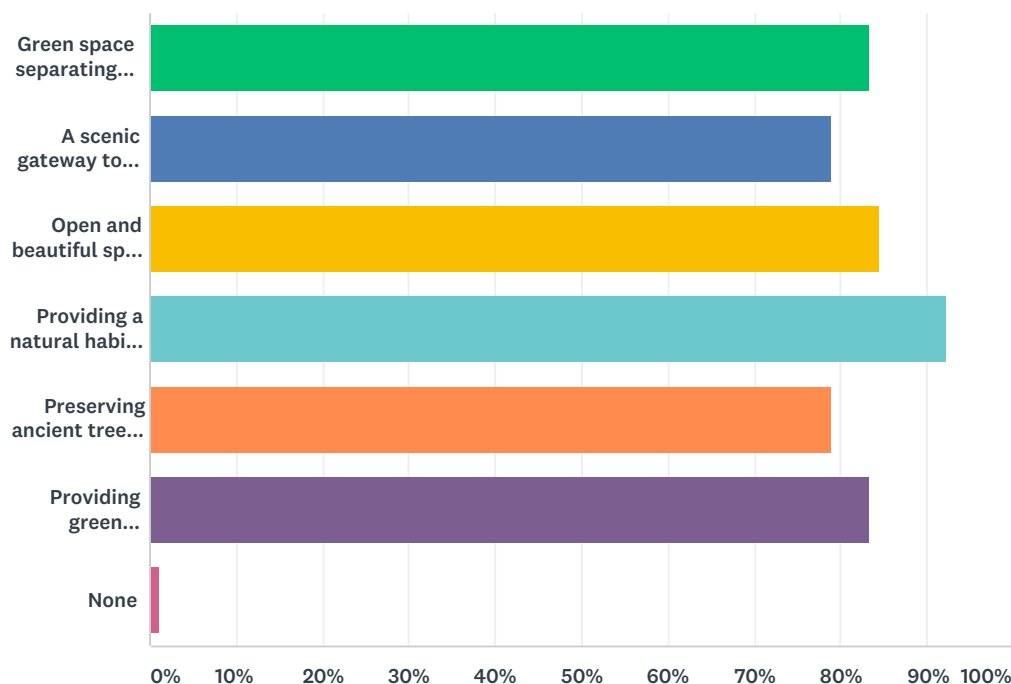
Answered: 180 Skipped: 0



ANSWER CHOICES		RESPONSES	
Yes		93.89%	169
No		3.89%	7
No preference either way		2.22%	4
TOTAL			180

Q2 What do you see as the main benefits of our Special Landscape Area? (tick as many options as you want)

Answered: 180 Skipped: 0



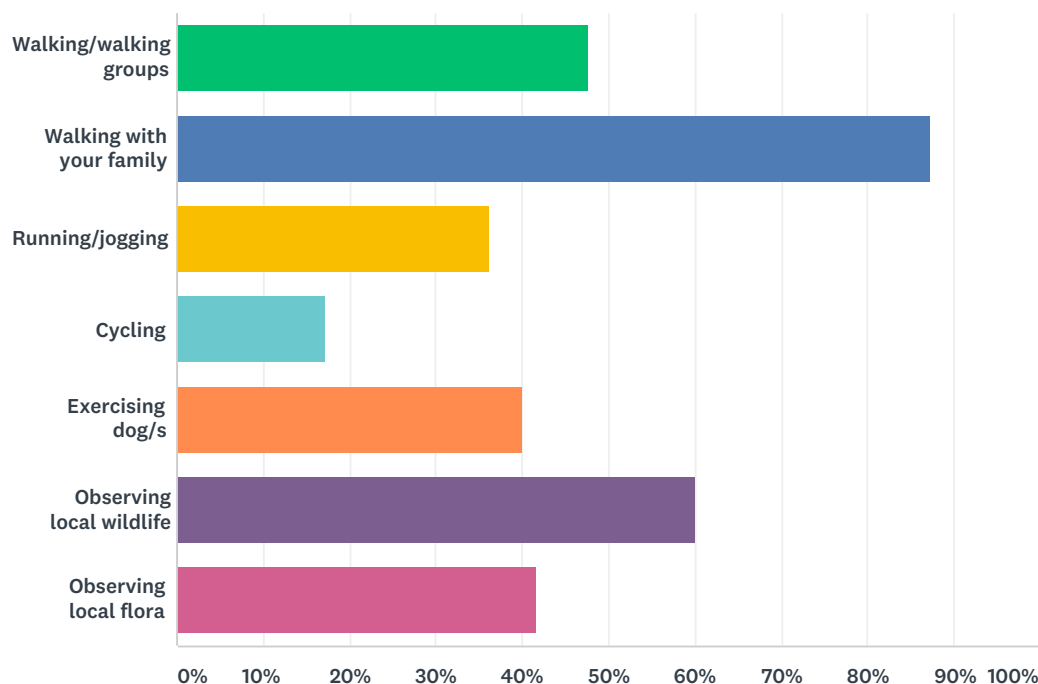
ANSWER CHOICES		RESPONSES	
Green space separating Pannal and Burnbridge to Harrogate town		83.33%	150
A scenic gateway to Harrogate		78.89%	142
Open and beautiful space for recreation		84.44%	152
Providing a natural habitat for a wide range of wildlife		92.22%	166
Preserving ancient trees, shrubs and woodland		78.89%	142
Providing green infrastructure for flood resilience through natural absorption of rainwater and run off		83.33%	150
None		1.11%	2
Total Respondents: 180			

#	OTHER (PLEASE SPECIFY)	DATE
1	Space to walk and run mu dog	4/4/2018 2:58 PM
2	Productive farmland, vegetation that absorbs CO2, a vital wildlife corridor.	3/15/2018 12:38 AM
3	A place to appreciate our natural environment and to de stress after a heavy work day/week	3/14/2018 10:32 PM
4	Featuring the unique geology and landform of (1) the Harrogate Anticline (Southern and Central sections) and (2) several groundwater aquifer systems and springs (including a large part of the historical spa town source).	3/14/2018 6:25 PM
5	Retaining village atmosphere and community spirit	3/14/2018 12:19 PM
6	Wonderful area for walking, cycling and horse riding	3/14/2018 10:57 AM
7	The view across to the viaduct is one I always point out to visitors who travel from Leeds as 'we are nearly there (home) see that beautiful viaduct'	3/14/2018 8:26 AM
8	Teaching our children that it is important to look after the environment. Once it's damaged, it is often irreparable damage.	3/13/2018 5:40 PM

9	Historic Vista since building of St Roberts Church of Crimple Valley	3/13/2018 3:35 PM
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Q3 If you use our Special Landscape Area for recreation, please tick what you use the space for (tick as many as you want)

Answered: 180 Skipped: 0



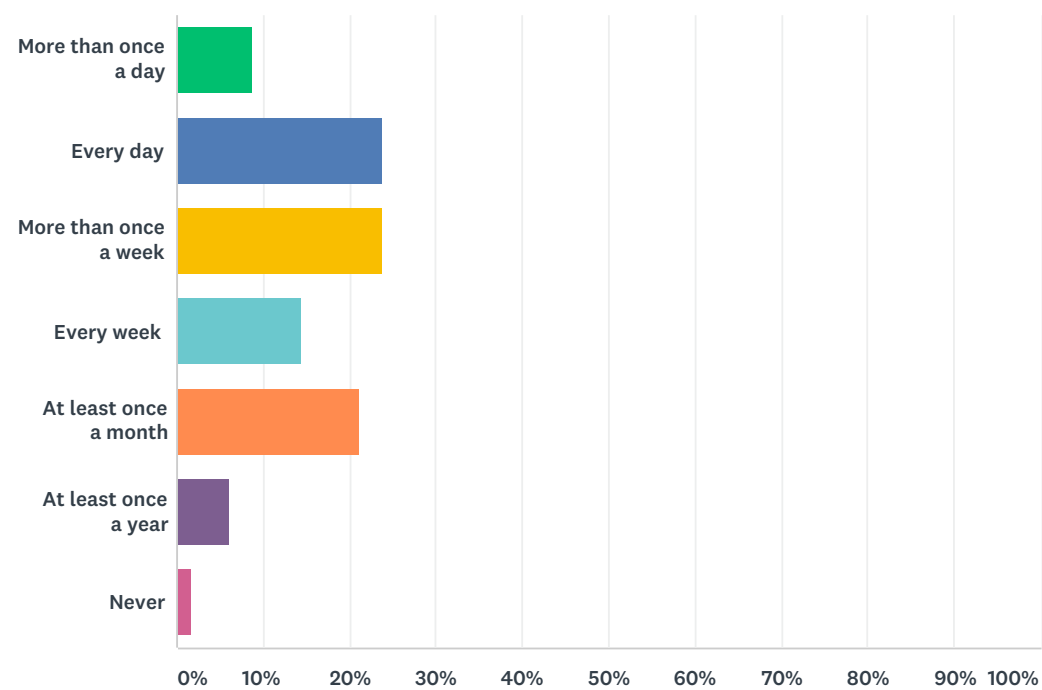
ANSWER CHOICES	RESPONSES	
Walking/walking groups	47.78%	86
Walking with your family	87.22%	157
Running/jogging	36.11%	65
Cycling	17.22%	31
Exercising dog/s	40.00%	72
Observing local wildlife	60.00%	108
Observing local flora	41.67%	75
Total Respondents: 180		

#	OTHER (PLEASE SPECIFY)	DATE
1	Would of liked to use it to watch rugby	4/5/2018 7:18 AM
2	Photographing and drawing/painting this beautiful landscape	3/16/2018 12:32 PM
3	Enjoying the veiws of the built heritage	3/16/2018 10:35 AM
4	Dont use it	3/16/2018 7:54 AM
5	Don't use it but appreciate it driving down the A61	3/15/2018 3:02 PM
6	Exploring the natural environment with children and young people (Brownies & Guides)	3/14/2018 3:34 PM
7	I don't really. I just want it preserved for people who do	3/14/2018 2:16 PM
8	No longer live there but it needs to be preserved	3/14/2018 8:21 AM
9	Just enjoy the views of this special landscape whether i'm walking through field or driving into Harrogate. I also cycle a lot locally & have concerns about the increased traffic flow in the area.	3/13/2018 5:37 PM
10	Sledging .	3/13/2018 5:23 PM

11	Sledging/recreation	3/13/2018 4:54 PM
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Q4 How often, on average, do you use our Special Landscape area
(select one option)

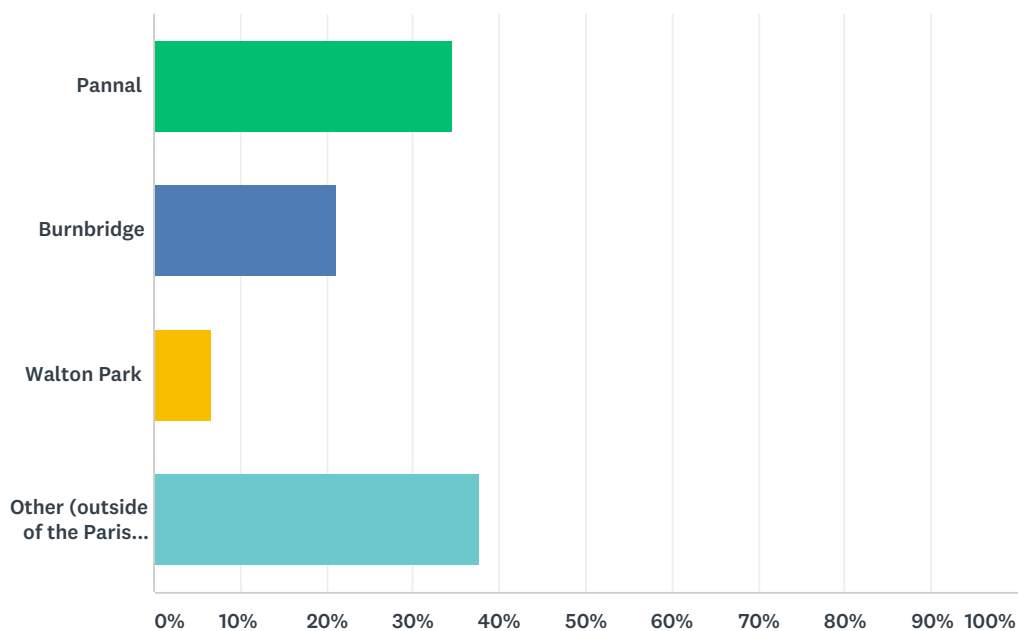
Answered: 180 Skipped: 0



ANSWER CHOICES	RESPONSES	
More than once a day	8.89%	16
Every day	23.89%	43
More than once a week	23.89%	43
Every week	14.44%	26
At least once a month	21.11%	38
At least once a year	6.11%	11
Never	1.67%	3
TOTAL		180

Q5 Where do you live?

Answered: 165 Skipped: 15



ANSWER CHOICES	RESPONSES	
Pannal	34.55%	57
Burnbridge	21.21%	35
Walton Park	6.67%	11
Other (outside of the Parish - please specify below)	37.58%	62
TOTAL		165

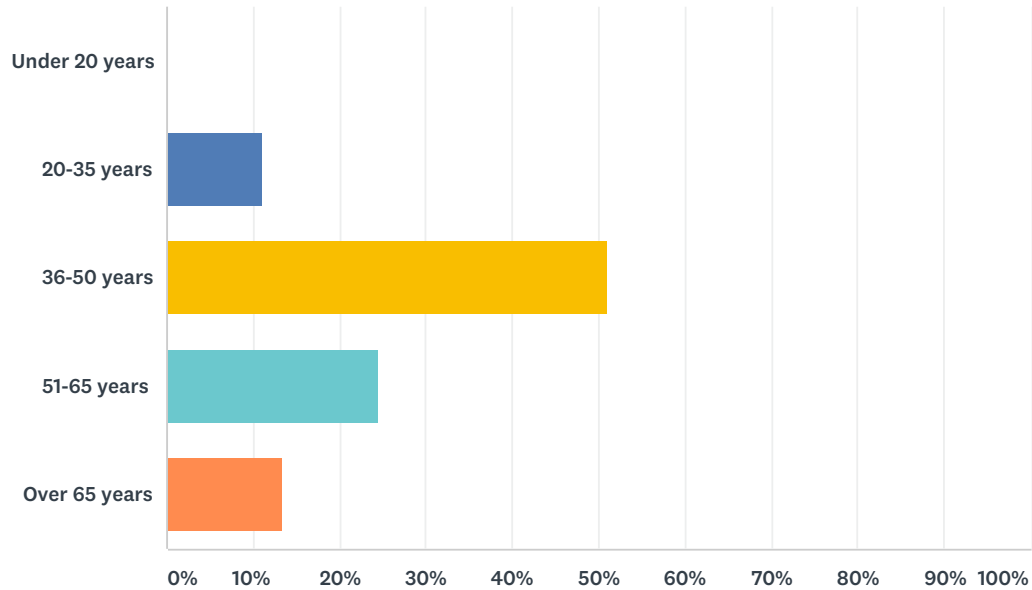
#	OUTSIDE OF THE PARISH... PLEASE SPECIFY	DATE
1	Harlow	4/17/2018 6:18 PM
2	Off leeds road	4/12/2018 4:16 PM
3	Duchy but lived in Pannal for 25 years	4/12/2018 4:16 PM
4	Harrogate	4/12/2018 3:16 PM
5	Harrogate	4/12/2018 3:15 PM
6	Almsford Oval	4/12/2018 1:20 PM
7	Near the Stray	4/12/2018 1:17 PM
8	Leadhall avenue	4/9/2018 9:21 PM
9	top of almsford bank	4/5/2018 12:39 PM
10	North Leeds	4/5/2018 7:18 AM
11	Near the stray. Wheatlands grove	4/4/2018 7:20 PM
12	Almsford Avenue	3/30/2018 8:40 AM
13	Oatland	3/18/2018 11:18 PM
14	follifoot	3/18/2018 8:23 AM
15	Glasshouses but used to commute using this route every day for many years.	3/17/2018 5:19 PM
16	Fulwith - but technically in Pannal for council purposes	3/17/2018 2:58 PM

17	Pannal Ward Harrogate	3/17/2018 12:12 AM
18	Harrogate,saints area	3/16/2018 11:54 PM
19	Harlow Hill	3/16/2018 11:49 PM
20	Fulwith Road	3/16/2018 9:05 PM
21	Knaresborough	3/15/2018 8:09 PM
22	Leeds Rd Harrogate	3/15/2018 4:13 PM
23	Harrogate	3/15/2018 3:02 PM
24	Harlow Hill but from Pannal	3/15/2018 8:30 AM
25	Oatlands	3/15/2018 8:17 AM
26	Central harrogate	3/15/2018 8:07 AM
27	Starbeck	3/15/2018 7:25 AM
28	Harrogate	3/15/2018 12:10 AM
29	Harrogate	3/14/2018 11:25 PM
30	Stone Rings	3/14/2018 11:17 PM
31	Harrogate	3/14/2018 11:00 PM
32	Fulwith Road, harrogate	3/14/2018 10:33 PM
33	Green Lane Harrogate	3/14/2018 10:32 PM
34	ALMSFORDS	3/14/2018 10:16 PM
35	Harrogate	3/14/2018 10:15 PM
36	Pannal Ash	3/14/2018 9:42 PM
37	Leeds Road Harrogate	3/14/2018 9:42 PM
38	On the saints Hookstone wood area	3/14/2018 9:35 PM
39	Harrogate	3/14/2018 9:27 PM
40	town centre	3/14/2018 9:00 PM
41	HG2	3/14/2018 3:34 PM
42	Hampsthwaite	3/14/2018 2:49 PM
43	Harrogate	3/14/2018 2:41 PM
44	Otley road	3/14/2018 2:16 PM
45	Mallinson estate	3/14/2018 2:09 PM
46	Stainburn	3/14/2018 11:16 AM
47	Harlow Hill	3/14/2018 9:32 AM
48	Starbeck	3/14/2018 8:33 AM
49	Oatlands	3/14/2018 8:26 AM
50	Near Granby	3/14/2018 8:21 AM
51	Leadhall lane	3/14/2018 7:55 AM
52	Hookstone Road area.	3/14/2018 1:24 AM
53	I live off Leeds road near st Georges roundabout , but often walk to school via this area to get my children from Pannal school	3/14/2018 1:10 AM
54	Firs Crescent	3/13/2018 11:02 PM
55	Oatlands	3/13/2018 10:44 PM
56	Firs Crescent, Harrogate	3/13/2018 10:14 PM
57	Harrogate	3/13/2018 9:27 PM
58	Leadhall Lane	3/13/2018 9:06 PM
59	Clint	3/13/2018 7:58 PM

60	Harrogate town	3/13/2018 7:42 PM
61	Rossett area	3/13/2018 7:32 PM
62	Oatlands	3/13/2018 7:16 PM
63	Hampsthwaite	3/13/2018 6:23 PM
64	Harrogate	3/13/2018 6:02 PM
65	Rossett Green Lane, Harrogate	3/13/2018 5:56 PM
66	Pannal Ash Drive	3/13/2018 5:43 PM
67	Leadhall View	3/13/2018 5:42 PM
68	Yew Tree Lane	3/13/2018 5:01 PM
69	Harrogate	3/13/2018 4:54 PM
70	Firs Crescent.	3/13/2018 4:10 PM
71	Walton Park is Pannal, but that seems to be forgotten sometimes. Time to reintegrate into the village	3/13/2018 3:43 PM
72	SPOFFORTH	3/13/2018 3:43 PM
73	Beckwithshaw burn bridge end	3/13/2018 3:29 PM
74	Stone Rings Close - we back onto the Special Landscape Area and the Ringway Footpath	3/13/2018 3:26 PM

Q6 Are you aged:

Answered: 180 Skipped: 0



ANSWER CHOICES	RESPONSES	
Under 20 years	0.00%	0
20-35 years	11.11%	20
36-50 years	51.11%	92
51-65 years	24.44%	44
Over 65 years	13.33%	24
TOTAL		180

APPENDIX 3b: Crimble Valley SLA Survey Results Summary

Summary results for the Special Landscape Area survey on the Preserve Crimble Valley facebook page. Spring 2018

**** Please note results from this survey can be used by any other groups or members of the public who might find the information useful ****

Summary:

- 180 people took part in this short survey and overall results are available in the attached pdf document 'SLA Survey Results 2018'
- Of the 180 responses, 94% (169 people) said they do support the preservation of the SLA surrounding Pannal and Burn Bridge. 4% (7 people) do not support its preservation and 2% (4 people) have no preference either way.
- The top 4 benefits respondees saw from preserving the SLA are
 - 92% said 'Providing a natural habitat for a wide range of wildlife'
 - 84% said 'Open and beautiful space for recreation'
 - 83% said 'Green space separating Pannal and BurnBride to Harrogate twon)
 - 83% said 'providing green infrastructure for flood resilience through natural absorption of rainwater and run off'
- The top 4 uses of the SLA by respondees:
 - 87% chose 'Walking with your family'
 - 60% chose 'Observing local wildlife'
 - 48% chose 'Walking/walking groups'
 - 40% chose 'Walking dogs'
- In terms of frequency use by respondees:
 - 24% of respondees use the SLA area every day
 - 24% use it More than once a week
 - 21% use it 'at least once a month'
 - Interestingly only 1.67% (3 people of the 180) never use the area themselves
- People who responded to the survey live:
 - 38% outside the parish – showing it is not just the locals wanting to save our SLA
 - 35% in Pannal
 - 21% in Burnbridge
 - 7% in Walton Park

- The age distribution of the respondees are as follows:
 - 0% under 20yrs
 - 11% 20-35 yrs
 - 51% 35-50 yrs
 - 24% 51-65 yrs
 - 13.33% over 65 yrs

**PANNAL & BURN BRIDGE
NEIGHBOURHOOD DEVELOPMENT PLAN
2021-2035**

CONSULTATION STATEMENT

APPENDIX 4

Thematic Focus Groups

APPENDIX 4a:	Landscape and Environment Focus Group Report
APPENDIX 4b:	Transport Focus Group Report
APPENDIX 4c:	Housing Focus Group Report
APPENDIX 4d:	Landscape and Environment Group Terms of Reference
APPENDIX 4e:	Transport Group Terms of Reference
APPENDIX 4f:	Housing Group Terms of Reference
APPENDIX 4g:	Housing Needs Survey

APPENDIX 4a: Landscape and Environment Focus Group Report

PANNAL & BURN BRIDGE NEIGHBOURHOOD PLAN LANDSCAPE & ENVIRONMENT FOCUS GROUP SUMMARY REPORT

1. Crimple Valley, Special Landscape Area, and Green Belt

The village of Pannal predates Harrogate and is mentioned in the Domesday Book as part of the Manor of Rossett. Burn Bridge was first recorded in 1666 as part of the township of North Rigton. The twin village settlement has always been physically separate from the town of Harrogate. In 1894 a large part of the Parish of Pannal was taken under the control of Harrogate. In 1937, the Parish Council was merged with the Borough of Harrogate. In 2016 the Pannal and Burn Bridge Parish (P&BB) Council was re-established by the wish of the people. [See Appendix 1 Parish map]

The Crimple Valley Special Landscape Area (SLA) was written into the Harrogate District Local Plan in 2001. Justification for this was considered to be essential for the maintenance of the special character of these settlements. Subsequently protection of the SLA was reinforced by policies adopted in 2004 and 2008¹ that highlighted the exceptionally high landscape quality and the importance of maintaining a separation between Harrogate and Pannal. [see Appendix 2: Background History]

A scientific survey (2015)² with a near 50% response rate found that the residents of Pannal and Burn Bridge wanted to:

- maintain the rural, village character and the separation from Harrogate (97%)
- preserve the SLA and Green Belt designations from development (78%)

These findings were corroborated in a 2018 online poll on the Save Crimple Valley website that produced important insights into how the SLA is viewed and used by residents in all the surrounding areas, not just P&BB residents. All are stakeholders in seeking to preserve this valuable asset. Of the 180 respondents, 169 supported preserving the SLA. See Appendix 3 for full overview of results.

From a number of locations within the Parish there are cherished views and vistas that embrace the wider landscape setting of the village, including the Grade II* listed Victorian Viaduct. The local population from within and outside the Parish (backed by the Civic Society and other stakeholders) has prized and defended the ecologically rich Crimple Valley, with its many lanes and footpaths, farms, historic trees and hedgerows from inappropriate development over the decades. This high quality rural landscape is an important asset not just for the Parish but also as the southern gateway and setting for Harrogate Spa Town.

RECOMMENDATIONS

CV1: The landscape around the Parish should remain protected by the existing Special Landscape Area designation

CV2: The landscape around the Parish should remain protected by the current Green Belt designation

2. Woodlands, Local Parks, Public Paths and Green Spaces

The rich natural assets of the Parish are widely appreciated and used; they are also vital for threatened wildlife. However, while Public Rights of Way give access to rural land in and around the Parish, there are currently no Local Nature Reserves, Country Parks, or Common Land designations; there are no registered Village Greens or Local Green Spaces in the Parish. Neither are there any designated cycle paths linking the Parish to local designations.

At the same time, it is clear to see why developers are eager to obtain planning permission for new housing estates. The Parish is located astride road and rail transport routes between York, Harrogate and Leeds, making it an attractive site for development that meets sustainable transport criteria. Moreover, since the 1950's, Harrogate Borough Council (HBC) has owned a large amount of land within the parish. Despite previous recognition of the valuable wildlife and rural assets of this land, reductions to Local Authority (LA) funding from Central Governments has created a need for LAs to seek other sources of income. Land 'assets' may be vulnerable to being sold for development to provide funds for the Local Authority, as identified in the proposed HBC Local Plan. Contrary to there being only limited need for new housing in the area – see separate Housing Focus Group Report – HBC have earmarked the area for development as a commuter suburb, against strongly voiced and documented wishes of the parishioners and other stakeholders.

Recommendations for the preservation of the rural landscape along with creation and linking of new green spaces are compatible with sustainable development of carefully chosen sites for needed housing, primarily within infill areas within the parish.

There are many such ways to enhance the natural features and resources of the Parish. See Appendix 4: Landscape & Environment Proposals Map and Recommendations GS 1- 5 below. Partners in delivering landscape improvements could include Landowners, Tenants, the Parish Council, District and County Councils. Other organisations that may be able to assist include Northern/White Rose Forest, Woodland Trust, Yorkshire Wildlife Trust, Natural England, Forestry Commission, and local volunteers.

RECOMMENDATIONS

- GS1: Designate Local Green Spaces to protect land from changes which would adversely affect their value to the local community
- GS2: Improve and include provision for networks of interconnected green spaces
- GS3: Protect significant trees and hedgerows, and promote the planting of additional native hedgerows and trees. Embrace the Northern Forest and other new funding opportunities for linking and enlarging woodland areas
- GS4: Establish a Local Nature Reserve in combination with tree planting
- GS5: Protect and enhance the condition of existing Public Footpaths, Bridle Paths and create new Cycle Paths. Provide new linking paths where required or where development creates further opportunities

See Appendix 4: Landscape & Environment Proposals Map

for **Local Green Spaces** potential sites, including:

- Allen Wood
- Crimple Meadows Recreation Ground
- Pannal Village Green
- Sandy Bank Wood
- Long Acres Recreation Ground
- Pannal Cricket Club Ground
- Pannal Community Park
- Crimple Seasonal Wetland (near Almsford Bank)

Crimple Valley Local Nature Reserve potential sites

- Land beside Ringway Path and Crimple Beck from Parish Church to Almsford Bank
- Fields beside bridlepath from Sandy Bank SINC northwards towards Stone Rings Beck
- Land beside footpath from Almsford Bridge to Follyfoot Road

Local Geological Site Potential for Designation

- Sandy Bank Wood/Quarry rock outcrops

3. Environment, Biodiversity, Wildlife

The natural heritage of the Pannal and Burn Bridge Parish includes a diverse range of habitats and ecosystems, each home to a characteristic flora and fauna. Appendix 5: Biodiversity Action Plan is a work-in-progress which lists and reviews the local habitats and species of the Parish and is developing a phased plan of actions, over the 2018-2035 time scale, with the following goals:

- To conserve and enhance the ecological and environmental richness of the Parish and Crimple Valley, with focus on the wildlife as one aspect of the well-cherished Special Landscape Area and other rural areas.
- To encourage greater understanding and awareness of the natural environment and the rich biodiversity of the Parish at all levels through educational information and participation
- To protect and enhance wildlife habitats, especially for priority species, with an initial emphasis on the Crimple Wetlands areas.
- To encourage agricultural practices that conserve and enhance biodiversity.

There is a strong national, European, and local legislative and legal underpinning for these plans, together with an established scientific and procedural basis to evaluate the value of biodiversity, as described in the document's Appendices. To help implement these plans, a volunteer group, **Pannal & Burn Bridge Biodiversity Group (PBBBG)**, has been created, and several other interested parties will be involved.

RECOMMENDATIONS

EB1: To preserve local habitats important for biodiversity conservation and priority species

EB2: To maintain physical continuity of habitats for the maintenance and enhancement of natural biodiversity

EB3: To continue species recording and priority species listing

4. Geology and Hydrology

The predominant feature that distinguishes the Parish of Pannal and Burn Bridge from many similar communities is the setting provided by the protected and much-cherished Special Landscape Area (SLA). This landscape is defined topographically by the upper-mid Crimble Valley and tributaries and by the sandstone and shale hills and farmland of the southern Harrogate anticline.

The underlying geology and geomorphology, together with the underground water-bearing aquifers, have several distinctive or unique features. These deserve to be better known and appreciated both for their intrinsic qualities and for the sense of perspective and timelessness conveyed.

Appendix 5: Geology, Aquifers, Soil, Water outlines the predominant geological and hydrological features of the parish. This is a work in progress. Continued monitoring and recording of aquifer discharges and their consequences.

RECOMMENDATIONS

GH1: Continued monitoring and recording of aquifer discharges and their consequences

GH2: For any building development on land on or near the Harrogate Till aquifer, the Parish Council should require a Geotechnical Survey at the early strategic stage of any planning application

GH3: To aim for designation of the Marchup Grit formation at Sandy Bank Quarry as a Local Geological Site

5. The Built Environment: Heritage Assets

Protecting and enhancing the historic environment is an important component of the National Planning Policy Framework's (NPPF) drive to achieve sustainable development (as defined in paragraphs 6-10). The appropriate conservation of heritage assets forms one of the 'Core Planning Principles' (paragraph 17 bullet 10) that underpin the planning system.

Where it is relevant, neighbourhood plans need to include enough information about local heritage to guide decisions and put broader strategic heritage policies from the Local Plan into action at a neighbourhood scale. Where it is relevant, designated heritage assets within the plan area should be clearly identified at the start of the plan-making process so they can be appropriately taken into account. In addition, and where relevant, neighbourhood plans need to include enough information about local non-designated heritage assets including sites of archaeological interest to guide decisions.

The Report on Heritage Assets – Appendix 7 outlines NPPF guidelines, lists existing Heritage Assets, nominates additional Heritage Assets, and identifies Non-

Designated Heritage Assets. These are also identified on the Appendix 4: Landscape & Environment Proposals Map.

RECOMMENDATIONS

HA1: Develop policies to inform residents, visitors, and new residents of the nature, location and details of Heritage Assets in the Parish

HA2: List buildings within the Parish that are considered to be Heritage Assets

HA3: Make a preliminary list of non-designated Heritage Assets as an on-going project

REFERENCES:

1. Reference to HBC docs upholding SLA
2. Community-Led Plan Survey (2015)

APPENDICES:

Appendix 1: Map of Pannal and Burn Bridge Parish

Appendix 2: Background History

Appendix 3: a & b, Save Crimple Valley, online poll

Appendix 4: Landscape & Environment Proposals Map

Appendix 5: Biodiversity Action Plan

Appendix 6: Geology, Aquifers, Soil, Water

Appendix 7: a, b & c, Report on Heritage Assets

APPENDIX 4b: Transport Focus Group Report

REPORT OF TRANSPORT, TRAFFIC AND SUSTAINABILITY FOCUS GROUP

FINAL VERSION APPROVED BY ALL FOCUS GROUP MEMBERS

Date: 27 March 2018

FOCUS GROUP MEMBERSHIP

Jane Chung

Caroline Patterson

Mark Siddall

Malcolm Wailes – Focus Group Leader

BACKGROUND

The Focus Group has been asked to consider the effects of transport links (or lack of them) and all modes of transport and traffic on the Pannal and Burn Bridge parish over a 20-year planning period, starting in 2018. The Neighbourhood Planning Steering Group (NPSG) suggested including at least the following factors in these considerations:

1. Current traffic conditions v old statistics v future needs
2. What effects would extra housing/industry have – from both within and outside our parish?
3. Commuting from within and through our parish
4. Car parking provision – Pannal business park, Pannal Junior Sports FC, Pannal School, churches, etc.
5. Train, bus, cycle, car, commercial deliveries and pedestrian use
6. Traffic control – speeding / parking and enforcement
7. Signage

DELIVERABLE

A set of Principles for Traffic, Transport and Sustainability.

Recommendations for the NPSG.

APPROACH

In producing this report the Focus Group drew on their own experiences of the area as well as utilizing data gathered from residents of the area as summarized in the 2015 Pannal Area Community-led Plan. The Focus Group also took account

of the fact that, over the term of the planning period, technology such as electric and fully autonomous vehicles (AV) will significantly change the current transport environment.

SUMMARY OF CURRENT PROBLEMS

HBC's proposed residential and commercial developments within the parish, as detailed in the Draft Local Plan 2018, would result in a significant increase in the numbers of people residing, working and passing through the area. The Focus Group feels that the draft Local Plan does not adequately address the knock-on effect of these developments on transport infrastructure.

Assuming an average of 3 persons per household, the 470 proposed or in development houses (PN17, PN19, Dunlopillo sites) would increase the population of the parish by a minimum of 1410 individuals. This figure could be considerably higher due to the increasing trend for young people to remain in the family home due to the unaffordability and lack of starter homes.

A large percentage of the population will either be of working age or students. Both need cost effective, convenient methods of transportation to their places of work and study. The 2015 Community-led Plan discovered that almost 50% of the respondents utilized some form of transportation to get to work, with the overwhelming majority (73%) utilizing a private car. An increasing population utilizing fossil-fuelled vehicles will significantly impact air quality in the parish, in particular those parts experiencing increasing traffic congestion. This will appear first along the commuter rat-runs, which include the pathways along which the parish's children walk to school. The Focus Group feels that the adoption of electric vehicles by parish residents should be encouraged.

The road infrastructure is already straining to cope with existing people movements. Indeed, over the last several years, traffic within the parish has visibly increased as people travel further and further afield in search of employment opportunities for themselves and better schools for their children. This has resulted in an unknowable and uncontrollable volume of through traffic using Pannal and Burn Bridge as a rat run to reach final destinations.

The Focus Group recognised early on in their discussions that such traffic, increased substantially by the planned and proposed developments, as well as

developments in other parts of the county would significantly exacerbate what has already become an unacceptable level of disruption to village life at certain times of the day.

Another area of concern is parking. Pannal Station, providing as it does a convenient link to the national rail network through Leeds and York, is used by an increasing number of commuters from both inside and outside of the parish. However, the station has limited parking, part of which is not free. Both these factors have resulted in an increasing number of motorists parking their cars on surrounding streets, causing inconvenience to residents and restricting the free flow of traffic.

Short-term parking on Main Street to drop off and collect pupils attending Pannal Primary School causes additional disruption to residents and to the free flow of traffic at peak times on weekdays, and has been the subject of many complaints. An estimated 50% of the school's pupils come from outside of the parish, making walking to and from school an unrealistic expectation for this cohort. As yet there have been no reported accidents, but the increased enrolment of children, in particular from outside of the parish, will substantially increase the risk of such. The situation would continue to worsen over the next 20 years as pupil numbers increase with the residential developments proposed in the Local Plan, and the allocation of increasing numbers of pupils from outside of the parish.

The opening of the Pannal Junior Sports Football Club (FC) will result in similar disruption at weekends as parents and other carers seek parking spots as they ferry their children backwards and forwards for training sessions and other sporting activities.

Considering all of these factors, Focus Group discussions concentrated on those areas with the greatest opportunity for return in terms of maintaining a 'village' identity and improving the environment for residents of the parish. These discussions have been encapsulated as Guiding Principles and Supporting Recommendations and are set out below.

GUIDING PRINCIPLES

Within the boundary of the parish:

1. All commercial, industrial, and residential developments must provide sufficient parking and adequate traffic calming mechanisms.
2. Traffic must flow freely and not exceed specified speed limits.
3. Non-resident (i.e. commuter) parking to be restricted to designated parking lots.
4. Restricted access conditions to apply to heavy goods vehicles.
5. Everyone to be encouraged to walk, cycle, use public transport or autonomous vehicles as they go about their daily business.
6. Actively support the deployment of electric vehicles and charging infrastructure.

SUPPORTING RECOMMENDATIONS

Recommendations fall into four categories – Traffic Control, Parking Provision, Reducing Private Car Utilisation, and Future Transport Environment.

1. TRAFFIC CONTROL

These recommendations support Principles 2 and 4: ‘Traffic must flow freely and not exceed specified speed limits’ and ‘Restricted access conditions to apply to heavy goods vehicles’.

R1. Pro-active expansion of the Community Speed Watch Scheme (CSW).

This scheme operates in partnership with North Yorkshire Police (NYP). Since its inception in the parish in late 2016, with four sites and a small team of volunteers, CSW has proved effective in ensuring that vehicles travelling through Pannal village adhere to local speed limits. NYP operates a tiered system of follow-up with offenders aimed at discouraging repetition of speeding behavior. Other settlements in North Yorkshire have subsequently adopted the scheme, and this expansion is expected to continue as news of CSW’s effectiveness spreads. Repeat offenders will thus be detected not just within the parish but also over a wider and wider portion of the county. The expanding database of offenders also allows NYP police to take speeding behavior into account when the same cars are involved in other traffic infractions.

The scheme now needs to be deployed far more frequently and across a wider range of sites within the parish, in particular to address concerns raised by Walton Park and Burn Bridge residents. Sufficient sites have now been negotiated with NYP, so the pressing need is to increase the pool of volunteers, thereby increasing the frequency of deployments. It is hoped to achieve this by wider advertisement of the scheme's success and benefits.

The basic equipment initially supplied has enabled the scheme to prove its worth, but now needs upgrading. A laser gun with a narrower focus would reduce instances of missing a speeding motorist due to interference from traffic travelling in the opposite direction.

In order to counter charges of vigilantism, the Focus Group also believes it to be essential that the partnership between NYP and CSW is clearly communicated to the motoring community via CSW signage.

R 2 Ensure free flowing traffic

The Focus Group support the notion that traffic through the parish should be as free-flowing as possible, thus reducing driver frustration and attendant poor and frequently dangerous behavior. Currently free flow within the parish is restricted by:

- cars dropping off and picking up children from Pannal School,
- ~~by~~ commuter cars unable to find space in the station car park or unwilling to pay the charges levied
- ~~by~~ traffic backing up at the intersection with the A61 – both out of Pannal and out of Follifoot Road/Walton Park/Drury Lane,
- heavy goods vehicles (HGVs) negotiating the parish's narrow roads,
- ~~and, by~~ the Pannal Main Street zebra crossing, which as currently positioned on a bend, provides a poor view of the road and thus represents a hazard and a risk to public safety.

The following proposals will alleviate the above:

- The introduction of a Park and Stride Scheme for Pannal School coupled with effective schemes to discourage school inflow and outflow parking on Main Street and encourage the approximately 50% of pupils who live within 10 minutes walk of the school to walk to school (see R6 and R10).
- Actively seeking to increase the percentage of pupils at Pannal School who live within ten minutes walk of the school, by, for example, giving priority to residents when allocating places at the school.
- Increased provision of station parking (see R6).
- The introduction of double yellow lines on one side of Pannal Main Street and Crimple Meadows.
- The relocation of the zebra crossing away from the bend to a position further up Main Street towards the junction with Church Lane/Spring Lane, coupled with crossing utilization timings during school inflow and outflow to prioritize free flow of traffic over wait time for school children. The Focus Group believes that the most effective method of achieving the latter is via a human crossing officer (a.k.a. a 'lollipop' person).
- Optimization of peak time traffic flows at the parish's various intersections with the A61.
- That no 'in-transit' heavy goods vehicles (i.e. vehicle with a gross mass of 7.5 tonnes) be allowed on any road within the parish. Current signage needs to be relocated so that HGVs are clearly alerted to the restriction. Policing left to NYCC Trading Standards as now is futile.
- That access for other heavy goods vehicles is subject to obtaining prior approval from the Parish Council.

R3 A longer-term Focus Group recommendation is that Pannal Primary School be relocated to the Dunlopillo site. Thus providing for the expected increase in pupil numbers from the new developments proposed in the Local Plan and easing the traffic load on Pannal Main Street at peak

commuter times. Access to the proposed school site should be from the A61, effectively addressing the risks inherent in the current school-related parking arrangements (i.e. on Pannal Main Street).

R4 A further longer-term Focus Group recommendation is that a Western Bypass be constructed for Harrogate. This would have a significant positive impact on the volume of traffic using both Burn Bridge and Pannal villages as rat-runs. It would also serve the large development on the western edge of Harrogate proposed in the Draft Local Plan.

R5 ***Introduction of effective traffic calming mechanisms***

Statistics from the CSW scheme demonstrate that consistently some 10% of cars observed are exceeding the speed limit, demonstrating that neither the Main Street speed bumps nor the numerous static speed limit signs are totally effective measures when faced with the challenge of the incorrigible speedster. The Focus Group would like to see newer, more ‘in your face’, calming technology deployed throughout the parish: for example, digital speed signs that detect actual approach speed, and speed cameras, both dummy and real. To this end:

- to complement the CSW initiative, two digital speed signs need to be erected as soon as possible at both points of entry to the centre of Pannal village,
- and, all new residential, commercial and industrial developments must provide adequate state-of-the-art traffic calming mechanisms.

2) PARKING PROVISION

These recommendations support Principles 1, and 3 – ‘All commercial, industrial, and residential developments must provide sufficient parking and adequate traffic calming mechanisms’ and ‘Non-resident (i.e. commuter) parking to be restricted to designated parking lots’.

R6 ***Introduction of Specialist Parking Areas***

The Focus Group recommends that Specialist Parking Areas be provided for the main commuter groups, i.e. station users, school users, and

football club users, coupled with a level of enforcement (see R7) to encourage the use of these areas.

With regards to Pannal Station parking, additional parking with access to the station will be provided on the 'Dunlopillo' development site, and it is understood that provision has also been made on this site for two mini-football pitches. Given the opening of the FC, it is not at all clear that these mini-football pitches will be well utilized, if at all, and the Focus Group feel that the community would be better served if the area were used for additional station parking or for the proposed relocation of Pannal School. The Focus Group understands that there was a proposal to allocate a sufficient area behind the church to provide a Park and Stride facility for Pannal School users. The Focus Group further understands that this excellent proposal is now at risk from competing proposals for allotments and affordable housing. Allotments are nice to have, but hardly essential. Thus the Focus Group strongly recommends that priority be given to the provision of a Park and Stride facility for the school over allotments. To add weight to the Focus Group recommendation, the group further recommends that the football club use the Park and Stride area at the weekends. Thus, fully utilizing the area 7-days per week. This latter recommendation will require the provision of a footbridge over the River Crimple.

R7 *Discourage parking outside of Specialist Parking Areas*

The introduction of double yellow lines down one side of Main Street and Crimple Meadows has already been recommended as a way to improve traffic flow through Pannal village. This would also discourage on-street parking by station, school and FC users. However, the Focus Group believes that in addition to this, a more pro-active scheme, similar in nature to CSW, is required to effectively manage both on-street parking and parking in specialist parking areas. We have called this scheme 'Parking Watch (PW)'. Like CSW, PW will rely on volunteers from the community to periodically patrol the streets and note down parking offenders (number plate and offence). By working in conjunction with

Harrogate Borough Council (HBC), PW could potentially be a source of additional revenue. People may well feel more inclined to volunteer if there is some tangible benefit to their community. The scheme could also patrol the Park and Stride facility to ensure it is used by 'authorized' users. This would likely require the issuing of permits by the school and the football club, possibly only to those who live outside of a 10-minute walk to these facilities.

R8 All new developments to provide sufficient parking

Inadequate public transport outside of urban areas is resulting in an increase in the number of cars per household. A further increase in cars per household comes from the current trend for young people to remain living in the family home after they enter the workforce - the latter situation caused by unaffordable housing. The Focus Group believes that these trends are likely to continue over the next 20 years. The Focus Group recommends that all new developments exceed the minimum with the parking standards laid out by North Yorkshire County Council (see Appendix 2).

3) REDUCING PRIVATE CAR UTILISATION

The following recommendations support Principle 5 – 'Everyone to be encouraged to walk, cycle, use public transport or autonomous vehicles as they go about their daily business.'

R9 Introduce measures to increase train utilization

The parish is lucky to have a station, and even more so to have such an attractive station, and the Focus Group seeks to encourage its greater utilization. Responses to the 2015 Community-led Plan indicate that 14% of commuters residing in Pannal use the train for the daily commute, with around 90% mostly or completely satisfied with the service provided. The Focus Group would like to encourage a significant increase in this percentage, and to this end recommends that the Parish Council initiate a study of rail utilization. In support of this initiative the Focus Group has developed strawman sets of possible questions that could be put to station users and parish residents (see Appendix 1).

The proposed business park offers an opportunity to increase the traffic through Pannal station. However the Focus Group believes that the current capacity and frequency of the rail service from the station may be inadequate to cope with the planned increase in parish residents, let alone the impact of other commercial developments in the area. The study mentioned in the previous paragraph could possibly also be used to better quantify this. Rolling stock needs updating, trains need to be more frequent and have more capacity, and station facilities need improving. Convenient and easy access to the platform for those with a disability is also required.

Plans are in place to address some of these issues. New rolling stock, albeit second-hand, will be introduced in May 2018 and a faster 15-minute service between Harrogate and Leeds, stopping at Hornbeam Park and Horsforth will also be introduced. This may ease the station-parking situation in Pannal, as it seems likely that out-of-parish commuters will take advantage of both the extra trains and the free parking at Hornbeam Park station. The new 15-minute service may also relieve the pressure on the current 30-minute service that stops in Pannal, making it easier for Pannal station users to secure a seat.

R10 Pupils living within 10 minutes walk of the school should walk to school

The Focus Group is actively discouraging the transportation of pupils to Pannal school by private car with its recommendations regarding double yellow lines and the introduction of a PW scheme. It is actively encouraging walking by its recommendation to relocate the zebra crossing to a safer location. However the Focus Group recognizes that this will likely be a long battle given people's entrenched attitudes. And so, the Focus Group would like to see its recommendations supported by other community and school initiatives, including:

- consideration of issuing Park and Stride permits only to those pupils who live greater than a 10-minute walk from the school

- a Parish Council sponsored annual prize for the form that reduces car use the most

R11 Provision of an alternative to the private car

Two buses that stop on the A61 – the No 36 and the Airport Bus - serve the parish. Both of these are believed to be viable operations, serving as they do both the parish and the wider population of Harrogate. The Focus Group was split with regards to the provision of a further regular bus service more directly serving the village, with some feeling this unnecessary if the train service were improved, and others feeling that a service is needed. Bus operators terminated such a regular bus service some time ago as poor utilization made it uneconomical. The service was replaced with an on-demand service that also is poorly utilized. There was some debate about the possibility of rerouting an existing a single-decker bus service through the village, possibly for every second or third trip, for example, the airport bus. But no consensus was reached.

A proposal for a Community Bus Service (CBS) achieved greater consensus. The Focus Group felt that there might well be sufficient demand for a small electric bus providing a feeder service to Pannal station and the Leeds Road retail area for parish residents. The Focus Group did not envisage the CBS taking residents into Harrogate – the 36 bus, running as it does every ten minutes and the train were both viewed as being adequate for this purpose. Such a bus service would allow local residents, particularly the elderly without access to a private vehicle, a way of doing their shopping, going to the doctors, and getting into Harrogate town centre (by train or 36 bus). It could also act as a school bus at certain times of the day, a shuttle bus to the football club at the weekends, and possibly also a shuttle bus between the station and the proposed business park. The Focus Group felt it not beyond the bounds of possibility for Marks & Spencer, and maybe other local businesses to contribute to the cost of running such a service. The Focus Group recommends that the Parish Council reach out to the community and local businesses to determine if there is indeed a demand for such service.

The Focus Group feels that the arrival of autonomous vehicles on our roads, likely within the next 5-10 years, will at last provide a viable alternative to uneconomical bus services, high-cost taxis, and private car ownership. As robotaxi companies, such as Uber and others, start to deploy fleets of autonomous vehicles in our larger cities, the parish could pioneer the deployment of one or two of these vehicles for use by parish residents, possibly in partnership with neighbouring areas, such as Follifoot and Beckwithshaw. The current cost per mile for such robotaxis is 40% cheaper than private car ownership, and 70% cheaper than today's taxis (figures come from the 3 March 2018 Economist Special report on Autonomous Vehicles). With widespread adoption the cost will likely reduce further. The Focus Group recommends that this is considered as and when such services become available in Leeds or other cities in the area.

R12 *Encourage cycling, but not on footpaths*

While accepting in principle the desirability of encouraging cycling, the Focus Group agreed that cycling was only safe within the 20 m.p.h. zone and on existing cycleways. Cycling on footpaths must be discouraged with appropriate signage and penalties.

4) FUTURE TRANSPORT ENVIRONMENT

The following recommendation supports Principle 6 – 'Actively support the deployment of electric vehicles and charging infrastructure.'

R13 *Provision of electric vehicle charging points*

Provide electric vehicle charging points in all of the parish's parking facilities, at all retail premises and in all new residential, retail and commercial developments sufficient to support a 50% switchover to electric vehicles by residents of the parish within five years. For new residential developments, there should be a minimum of one fast charging point per household.

Appendix 1 – Questions for Rail Users and Parish Residents

A. Questions for Rail Travellers

Rail Travellers from Pannal station	Rail Travellers into Pannal station
Do you reside in the parish (i.e. Pannal, Burn Bridge or Walton Park)?	Do you reside in the parish (i.e. Pannal, Burn Bridge or Walton Park)?
If not, where do you reside?	If not, where do you reside?
What is the purpose of your journey?	What is the purpose of your journey?
To where are you travelling?	From where are you travelling?
What train do you intend to catch – i.e. departure time?	What time did you set off on your journey?
Will you be making a return journey?	Is this a return journey?
Approximately what time will you return?	How will you get home?
How did you travel to Pannal station?	If by car, where is your car parked?
If you travelled by car, where did you park your car?	
How regularly do you make this journey?	How regularly do you make this journey?
Have you purchased your ticket?	
If yes, <ul style="list-style-type: none"> • how did you purchase your ticket? • from where did you collect your ticket? • did you experience any problems with the collection? 	
Questions for daily commute passengers?	
What do you most like about this service?	What do you most like about this service?
What do you least like about this service?	What do you least like about this service?
Do you ever have problems finding a seat?	Do you ever have problems finding a seat?
If yes, how frequently?	If yes, how frequently?
If uses car to get to station - Do you ever have problems finding a car park?	If uses car to get to station - Do you ever have problems finding a car park?
If yes, <ul style="list-style-type: none"> • how frequently? • where do you park if there is no space in the station car park? 	If yes, <ul style="list-style-type: none"> • how frequently? • where do you park if there is no space in the station car park?

B. Questions for parish residents about their train travel

How often do you take a train from Pannal station? Daily commuter/once a week/once a month/less frequently

How do you usually get to the station? Walk/drive own car/are driven/other method

If you drive to the station:

- Where do you usually park?
- Is the station car park ever full when you arrive?
- If so, where do you park?

If a daily commuter:

- What is your usual route?
- What time do you travel out of Pannal?
- What time do you most often you return?
- What do you most like about the service?
- What do you least like about the service?
- Do you ever have problems finding a seat on the train?
- If yes, how frequently?

If not a daily commuter:

- What is the usual purpose of your journey?
- Where do you travel to most frequently?

APPENDIX 4c: Housing Focus Group Report

PANNAL & BURN BRIDGE NEIGHBOURHOOD PLAN HOUSING FOCUS GROUP – SUMMARY REPORT & RECOMMENDATIONS

Membership of the Housing Focus Group:

Parish Cllr. Dave Oswin (Chair), Sarah Hart, Mick Phipps, Anne Gaskell
For the Housing Needs Survey: John Wootton, Jackie Wootton

The work of the Housing Focus Group has been based on factual evidence, rather than supposition, opinion, or preference. Recommendations are based on scientifically collected data, primarily from the 2018 Housing Needs Survey. The results of the Housing Needs Survey are reported separately. Additionally, the group has researched different housing types and building options following the National Planning Policy Framework guidelines and in discussions and meetings with borough council officials and elected representatives, and national Housing Groups.

Background

Despite several phases of infill housing development in the Parish in recent decades, the essentially separate, historic, rural, twin village character has been maintained. There is widespread support for the view that this separation from Harrogate and other settlements should be preserved, and the Green Space should be protected on all the surrounding sides of the villages.

GS1. The Special Landscape Area North of the Parish should be maintained as protected Green Space

GS2. The Green Belt status of land to the South and West of the Parish should remain protected from development for housing or related expansion

GS3. Future housing in the parish should be appropriate to the setting and character of the area

Population Changes

The demographic evidence of population decrease and an increasingly ageing population in Harrogate and the Parish of Pannal & Burn Bridge is detailed in the Housing Needs Survey report. Given the population decline, it would be misguided to create future housing development in the Parish aimed at attracting and generating population growth that turns the twin-village settlement into a commuter suburb for Harrogate and the wider region.

Moreover, as the average age of Parish residents increases, there will be increased demand for single-person households. Downsizers thereby potentially release a lot of mature larger homes with gardens that will likely be suitable for upsizers. This can be seen as part of the process of unplugging the “downsizing bottleneck”.

PC1. Future house building in the Parish should be small scale

PC2. Future housing growth in the Parish should evolve progressively, meeting the needs and wishes of current residents

Lack of Infrastructure

Currently the inadequacy of Harrogate's major road system funnels commuter traffic through Pannal village for N/S journeys or through Burn Bridge from west Harrogate. Narrow bridges, narrow streets, lanes without footpaths constrain traffic flow; peak hour exhaust pollution coincides with children walking to school on the narrow pavement alongside traffic.

FH1. Future housing development should not increase traffic density and pollution

FH2. A survey to identify appropriate infill sites suitable for new housing and community amenities should be commissioned *

FH3. A Community Land Trust should be established to create a range of affordable and retirement housing and amenities that fit proven needs and wishes.

FH4. The possibility of HBC releasing land in the parish for self-build should be explored

FH5. Explore the Rural Housing Exception policy via a Community Right to Build under the Localism Act

* The following infill sites have been suggested – see attached map:

- Dawcross Farm
- Field adjacent to Black Swan Pub (previous SHELAA)
- Corner Spring Lane (previous SHELAA)
- Near park & stride (bottom PN19)
- Pannal Ave infill
- Replace playing field on Dunlopillo site development

Creating Appropriate New Housing

Based on the results of both the Housing Needs Survey and the prior Community-led Survey, the main need for new housing is modest and primarily concerns:

- older residents who need to downsize, who are mainly seeking bungalows, and thereby releasing larger houses
- growing families who wish to remain in the parish and need larger houses
- primarily younger people with a strong link to the parish who need affordable starter homes to buy or rent

The overwhelming antipathy to what might be described as “Identikit” developer-led high-density housing estates reflects a desire to build housing that is wanted and appealing, provided it is in keeping with the character of the location.

Given the modest need for housing, the demographic downturn, an ageing population, the lack of infrastructure for increased traffic, and the strong objections to extending the boundary of the parish, the Housing FG has explored the following potential housing types, suitable for small-scale clusters of development, some with community gardens or food growing areas.

Bungalows

Despite their past image of being frumpy, dowdy, and associated with retirement age, bungalows have become desirable again and not just with the elderly. Young people are attracted to their large gardens and growing space with added potential for an outdoor workshop or studio, and a one level living space that can be easily adapted to a modern or restricted lifestyle. There is now a national shortage of bungalows.

Affordable Housing

So-called “affordable housing” is rarely affordable for those on low incomes. For rental homes, affordable means no more than 80% of the average local market rent. For ownership, the mortgage for a dwelling must be more than rent for a council house but below market mortgage levels. So, in an area, such as Pannal & Burn Bridge Parish, with relatively high property values, the prospect of truly low-cost housing is unachievable.

Social Housing

There is a small amount of social housing available in PPBB. It is owned and rented out by HBC and it is unlikely that more HBC-funded council housing would be built in the parish.

Community Land Trusts

Unlike developer-led housing estates, Community Land Trusts (CLTs) are non-profit corporations that can be set up and run by community or enterprise groups. Land is obtained by each CLT and kept in community ownership. So, by placing a covenant on affordable homes, they remain affordable in perpetuity at realistic rents or prices, protected from inflation or sale for profit.

The CLTs have increasingly attracted a great deal of acclaim and engendered high interest especially among young people. Unlike the predictability of the typical developers who build only what is profitable for them using a limited mix and match assortment of designs, CLTs are adaptive, negotiating an exciting variety of options and on a range of building site sizes and shapes. Styles can vary according to the settlement style and character. CLTs not only build housing units but also create food growing and leisure areas, civic buildings, “live-work” and commercial workspaces.

Given the local interest in CLTs and the plots of infill land space this is the preferred option for providing the types of dwellings that local people of PPBB not only need but dream of and aspire to. A CLT could provide varied, stylish and characterful dwellings for different household sizes, for different incomes and ages, including the bungalows, allotments and growing spaces that fit the aspirations of our twin-village parish community.

Self-Build

This category of house building basically relates to projects where individuals organise the design and construction of their new home. Owners may also undertake parts of the design and actual construction themselves. Local Authorities are obliged (under the Self and Custom Build Housing Act of 2015) to maintain a list of people and groups interested in building their own home. The ‘Right to Build’ part of this Act requires local authorities to ensure an adequate land supply. Self-Build can also be incorporated into a CLT enterprise.

APPENDIX 4d: Landscape and Environment Group Terms of Reference

TERMS OF REFERENCE FOR LANDSCAPE & ENVIRONMENT FOCUS GROUP

Date: 11 March 2019

Instructions for all Focus Groups

- Use the *Otley Neighbourhood Plan* as the 'template' when providing the deliverables for each of the following tasks. This Plan is available from the following website <https://www.leeds.gov.uk/planning/planning-policy/neighbourhood-planning/otley-neighbourhood-plan>
- If there are any questions about what is expected seek guidance from the Steering Group.
- Tasks are divided into two groups – Group A and Group B.
- The Steering Group would like the deliverables from the Group A tasks by the end of May 2019, and in its planning will assume this date will be met unless an alternate date (either as a single date for completion of all tasks or as a date per task) is provided within 7 days of the receipt of this Terms of Reference.
- Group B tasks cannot be completed until the new *Harrogate District Local Plan* is signed off. The Steering Group, in its planning, will assume that deliverables from Group C tasks will be completed within 2 calendar months of the new *Harrogate District Local Plan* sign off, unless an alternate date (either as a single date for completion of all tasks or as a date per task) is provided within 7 days of this sign off.

Landscape & Environment – Group A Tasks

1. Using the examples provided in the *Otley NP* and what is in the *HBC 2011 Pannal Conservation Area Character Appraisal* document as a starting point, compile a list of the important views and vistas within the parish together with a description of each.
2. Using the examples provided in *Appendix 4 – Haworth, Cross Roads and Stanbury Neighbourhood Development Plan Local Green Space Sites Assessment* together with the *template* and *guidance* provided, define and map Local Green Spaces in the parish. Each Local Green Space identified should be mapped against *2018 National Planning Policy Framework* (NPPF) criteria with its boundaries defined on an Ordnance Survey base at an appropriate scale. Include in this analysis any Sites of Importance for Natural Conservation (SINC) plus any other sites within the parish that it is felt should be protected from development (e.g. the Marchup Grit formation at Sandy Bank) that are additional to the one already identified within the emerging Local Plan.
3. Using any examples provided in the *Otley NP*, determine if the various policies addressing the protection and planting of trees and hedgerows in the emerging *Harrogate District Local Plan* (i.e. NE3 clause D, NE4 clause A and NE7) lend themselves to greater localization in the context of the parish and document all such localization in the form of a draft policy.
4. Using any examples provided in the *Otley NP*, identify and map any improvements and additions to the existing network of footpaths, bridle paths and cycle paths.
5. Using examples provided in the *Otley NP*, determine if the various policies addressing the preservation and improvement of biodiversity in the

TERMS OF REFERENCE FOR LANDSCAPE & ENVIRONMENT FOCUS GROUP

- emerging *Harrogate District Local Plan* (i.e. NE3 clauses B, C, and D, NE4 clause A and NE7) lend themselves to greater localization in the context of the parish and document all such localization in the form of a draft policy.
6. Using examples provided in the *Otley NP*, identify non-designated heritage assets that are **NOT** included in the *2011 HBC Pannal Conservation Area Character Appraisal* using *HBC 2014 Harrogate District Heritage Management Guidance Supplementary Planning Document* and document their specific development and design characteristics in the manner of the *2011 HBC Pannal Conservation Area Character Appraisal* document.
 7. Using examples provided in the *Otley NP*, develop a draft policy covering development and design within the Pannal Conservation Area based on the recommendations in the *2011 HBC Pannal Conservation Area Character Appraisal*. Make a recommendation with respect to any extension to or satellites of the Conservation Area. Map any such recommendations and identify any design/development guidance that is additional or different to that provided for the current Conservation Area.

Landscape & Environment – Group B Tasks

1. Using the example provided in the *Otley NP*, determine if there is scope for a more nuanced NDP policy approach with respect to the Special Landscape Area (SLA) that provides additionality to the emerging *Harrogate District Local Plan*, within the context of the emerging *Harrogate District Local Plan* policy. If so, provide suggested wording for such a policy as well as a description of the parish's particular SLA.
2. Using the example provided in the *Otley NP*, define and map local Green Infrastructure using the guidance in the *HBC 2014 Green Infrastructure Strategic Planning Document* and the broad scale mapping in the *2009 Yorkshire and Humber Green Infrastructure Mapping Project*. The maps in the latter can be used to define/provide more context for a more detailed mapping of the local area. Include any requirement to maintain physical continuity of habitats for the maintenance and enhancement of natural biodiversity using the guidance provided in NE5 and NE3 clause F of the emerging *Harrogate District Local Plan*.
3. Using examples provided in the *Otley NP*, determine if the various policies addressing footpaths, bridle paths and cycle paths in the emerging *Harrogate District Local Plan* (i.e. TI1 clauses C and F, TI4, HP5, GS7 clauses A and I) lend themselves to greater localization in the context of the parish and document all such localization in the form of a draft policy.

Reference Documents to be used

1. Harrogate District Local Plan
(https://www.harrogate.gov.uk/info/20012/planning_and_development/1134/local_plan_submission)
2. Pannal NDP - Final Planning Scoping Report from Mike Dando
(Distributed to FG Chair)
3. Otley Neighbourhood Plan
(<https://www.leeds.gov.uk/planning/planning-policy/neighbourhood-planning/otley-neighbourhood-plan>)

TERMS OF REFERENCE FOR LANDSCAPE & ENVIRONMENT FOCUS GROUP

4. HBC 2011 Pannal Conservation Area Character Appraisal (Google search)
5. Appendix 4 – Haworth, Cross Roads and Stanbury Neighbourhood Development Plan Local Green Space Sites Assessment (Distributed to FG Chair)
6. Local Green Space Assessment Template (Distributed to FG Chair)
7. Local Green Space Assessment Guidelines (Distributed to FG Chair)
8. 2018 National Planning Policy Framework (Google search)
9. HBC 2014 Harrogate District Heritage Management Guidance SPD (Google search)
10. HBC 2014 Green Infrastructure SPD (Google search)
11. 2009 Yorkshire and Humber Green Infrastructure Mapping Project (Google search)

APPENDIX 4e: Transport Group Terms of Reference

TERMS OF REFERENCE FOR TRANSPORT, TRAFFIC & SUSTAINABILITY (T,T&S) FOCUS GROUP

Date: 11 March 2019

Instructions for all Focus Groups

- Use the *Otley Neighbourhood Plan* as the 'template' when providing the deliverables for each of the following tasks. This Plan is available from the following website <https://www.leeds.gov.uk/planning/planning-policy/neighbourhood-planning/otley-neighbourhood-plan>
- If there are any questions about what is expected seek guidance from the Steering Group.
- The Steering Group would like the deliverables from the tasks by the end of May 2019, and in its planning will assume this date will be met unless an alternate date (either as a single date for completion of all tasks or as a date per task) is provided within 7 days of the receipt of this Terms of Reference.

Transport, Traffic & Sustainability – Tasks

1. Using any examples provided in the *Otley NP*, identify and map areas where there is a demonstrable need for additional parking and provide evidence of the need. Identify and map 'opportunity' sites for increasing the provision of parking places for station users and for a Pannal School park and stride scheme.
2. Map any part of the proposed Western Bypass that falls within the parish boundaries.
3. Using any examples provided in the *Otley NP*, identify and map areas where there is a demonstrable current or future need for additional traffic calming mechanisms or traffic flow optimization and provide evidence of the need.
4. Liaise with HBC to investigate the possibility of obtaining an *Air Quality Management Area* designation for any parts of the parish where it is felt that air quality may exceed the *National Air Quality Objectives*.
5. Determine if the various policies addressing electric vehicle charging points in the emerging *Harrogate District Local Plan* (i.e. TI1 clause C and TI3) can be strengthened by setting and recommendation of standards for charging point provision in parking areas.

Reference Documents to be used and source

1. Harrogate District Local Plan
(https://www.harrogate.gov.uk/info/20012/planning_and_development/1134/local_plan_submission)
2. Pannal NDP - Final Planning Scoping Report from Mike Dando
(Distributed to FG Chair)
3. Otley Neighbourhood Plan
(<https://www.leeds.gov.uk/planning/planning-policy/neighbourhood-planning/otley-neighbourhood-plan>)
4. Western Bypass
<https://www.harrogateadvertiser.co.uk/news/transport/harrogate-relief-road-everything-you-need-to-know-1-8269885>

**TERMS OF REFERENCE FOR TRANSPORT, TRAFFIC & SUSTAINABILITY
(T,T&S) FOCUS GROUP**

5. National Air Quality Objectives ([https://uk-air.defra.gov.uk/assets/documents/National air quality objectives.pdf](https://uk-air.defra.gov.uk/assets/documents/National%20air%20quality%20objectives.pdf))
6. Air Quality Management Areas (<https://uk-air.defra.gov.uk/aqma/>)

APPENDIX 4f: Housing Group Terms of Reference

TERMS OF REFERENCE FOR HOUSING FOCUS GROUP

Date: 11 March 2019

Instructions for all Focus Groups

- Use the *Otley Neighbourhood Plan* as the 'template' when providing the deliverables for each of the following tasks. This Plan is available from the following website <https://www.leeds.gov.uk/planning/planning-policy/neighbourhood-planning/otley-neighbourhood-plan>
- If there are any questions about what is expected seek guidance from the Steering Group.
- Tasks are divided into two groups – Group A and Group B.
- The Steering Group would like the deliverables from the Group A tasks by the end of May 2019, and in its planning will assume this date will be met unless an alternate date (either as a single date for completion of all tasks or as a date per task) is provided within 7 days of the receipt of this Terms of Reference.
- Group B tasks cannot be completed until the new *Harrogate District Local Plan* is signed off. The Steering Group, in its planning, will assume that deliverables from Group C tasks will be completed within 2 calendar months of the new *Harrogate District Local Plan* sign off, unless an alternate date (either as a single date for completion of all tasks or as a date per task) is provided within 7 days of this sign off.

Housing – Group A Tasks

1. Using the examples provided in the *Otley NP* and what is in the *HBC 2011 Pannal Conservation Area Character Appraisal* document, develop a parish –wide character area assessment. Within the context of this character area assessment draft a policy with respect to parish-specific character and appearance.
2. Using any examples provided in the *Otley NP*, draft a parish specific housing mix policy based on the *Housing Needs Assessment* evidence and supported by any other existing community survey findings.

Housing – Group B Tasks

1. Using any examples provided in the *Otley NP*, determine if there is scope for a more nuanced NDP policy approach with respect to the site requirements for sites PN17 and PN19 that addresses local concerns and aspirations that are not addressed by emerging *Harrogate District Local Plan* policies (i.e. HP3, HS8, DM1), including traffic density and pollution impact mitigation. If so, provide suggested wording for such a policy.
2. Bearing in mind that such housing would be additional to that specified in the emerging *Harrogate District Local Plan* and using any examples provided in the *Otley NP*, develop 'tests' that can be applied to non-allocated housing sites to help determine the suitability of housing development proposals on such sites, including those regarding traffic density and pollution impacts.
3. Bearing in mind that such housing would be additional to that specified in the emerging *Harrogate District Local Plan* and using any examples provided in the *Otley NP*, identify and map potential sites for Small Scale Housing. Analyse each site against the criteria developed for Group B Task

TERMS OF REFERENCE FOR HOUSING FOCUS GROUP

2 and provide suggested wording for a policy that addresses Small Scale Housing development.

4. Bearing in mind that such housing would be additional to that specified in the emerging Local Plan and using any examples provided in the *Otley NP*, identify and map potential sites for Infill Housing. Analyse each site against the criteria developed for Group B Task 2 and provide suggested wording for a policy that addresses Infill Housing development.

Reference Documents to be used and source

1. Harrogate District Local Plan
(https://www.harrogate.gov.uk/info/20012/planning_and_development/1134/local_plan_submission)
2. Pannal NDP - Final Planning Scoping Report from Mike Dando
(Distributed to FG Chair)
3. Otley Neighbourhood Plan
(<https://www.leeds.gov.uk/planning/planning-policy/neighbourhood-planning/otley-neighbourhood-plan>)
4. HBC 2011 Pannal Conservation Area Character Appraisal (Google search)
5. Housing Needs Assessment (Already in the hands of the Housing Focus Group)

APPENDIX 4g: Housing Needs Survey

PANNAL AND BURN BRIDGE PARISH NEIGHBOURHOOD PLAN

REPORT on the HOUSING NEEDS SURVEY ANALYSIS

Prepared by the Housing Focus Group

This is the interim report submitted to the Steering Group on 30 September 2018. It is "interim" only because aspects of Part Two require follow up and further analysis (see page 15). All the rest of the report (the large majority) is essentially "Final" (i.e. Parts One and Three, Section Four, and the Preface on general information and data quality).

EXECUTIVE SUMMARY

This survey was conducted during May/June 2018 on behalf of Pannal and Burn Bridge Parish Council during the development of its Neighbourhood Plan (NP). It was designed by the Housing Focus Group to obtain detailed data on the housing needs of parish residents, and to form part of the NP public consultation process. The survey had a high response rate, from 257 households (27% of the parish). This report provides a detailed analysis of the survey returns, which places the housing needs of the parish on a sound, quantitative factual basis instead of conjecture and supposition.

The report has three parts: demographic and financial profiles of residents and current housing provision, detailed housing needs of residents with specific plans to move within the parish, and residents views on housing needs,. A fourth section asks if housing currently under construction in the parish meets any of the needs identified in the survey. The main findings are as follows:-

(1) Demographics, finances, and current housing provision:

- The median age of parish residents is in the mid-50s, older than Harrogate District and North Yorkshire generally, and is progressively increasing.
- There has been a net decrease in the number of parish residents in recent years, mainly due to people leaving for employment or full-time education.
- There has been a recent influx of high-income families with young children, especially in the last three years.
- Total household incomes before tax are generally high; 20% of households, spread across all age groups, earn more than £100,000 per annum.
- A very high proportion of homes (94%) are owner-occupied; only 4% are rented. These homes are predominantly 4 or 5-bedroom detached houses, together with a smaller number of relatively large detached mainly 3-bedroom bungalows.
- An exceptionally high proportion of homes (69%) are owner occupied with no mortgage; these are distributed across the entire range of home values represented in the parish.
- The total home equity held by this survey's sample of the parish's homeowners is approximately £75 Million to £100 Million.

(2) Housing needs:

The current needs of parish residents fall into three clearly distinct groups, each requiring specific housing types that are rarely available in the parish:

- 1. Downsizers and people with special needs (e.g. limited mobility) make up the largest group, predominantly needing 1 to 3-bedroom accommodation with a strong preference for bungalows. A large downsizing bottleneck exists among retirees because such homes are in very short supply in the parish.
- 2. "Up-sizers and upgraders" are a smaller group; they generally have high household income and growing families. They want larger or more suitable homes, primarily more spacious detached houses.
- 3. Young adults, who plan to move out of their parents' home, and young people needing a starter home to raise a family, require truly affordable homes, mainly with 1 to 3 bedrooms, including rentals and shared ownership arrangements.
- Part Three of the report analyses these categories in quantitative detail.
- Section 4 of the report compares the supply of homes currently being built in the parish with the needs of these parish residents, and shows that only a small proportion of the needs could be met by current construction.

(3) Residents' views on housing needs:

- There is strong general awareness, across all age groups of residents, that the specific housing needs listed above do exist in the parish.
- The survey responses suggest that a large majority of respondents would support a number of relatively small-scale housing developments in the parish if they were designed specifically to meet these true needs.
- Strong interest and support also emerged for the idea of a Community Land Trust, and for a range of other approaches to community housing in the parish.
- Conversely, strong opposition was expressed to large-scale developments that do not address these parish community needs; respondents' comments noted the following concerns:
 - Negative impacts of developments on the highly valued green spaces, both the Special Landscape Area and the Greenbelt, surrounding the villages.
 - Developments that threaten the continuous rural green gap separating Pannal and Burn Bridge from Harrogate.
 - Developments that destroy or are out of keeping with the existing scale and character of the villages.
 - Developments that place additional stress on the already over-stretched infrastructure. Traffic gridlock and inadequate roads were mentioned in a high proportion of the respondents' comments.

The Housing Focus Group has compiled a list of follow-up questions in order to investigate residents' views more thoroughly during the public consultation phase of the Neighbourhood Plan. These questions place more emphasis on the crucial issues of the scale and location of developments.

Preface: General information on the Housing Needs Survey and Data Quality

This survey was conducted during May/June 2018 on behalf of Pannal and Burn Bridge Parish Council during the development of its Neighbourhood Plan. The survey was designed by the Housing Focus Group both (a) to obtain data on the housing needs of parish residents, and (b) to serve as an element of the public consultation process for the Neighbourhood Plan.

The Parish Council funded PMD Creative Solutions of Baildon (a) to produce the printed format of the survey questionnaire for distribution, and (b) to carry out the manual data entry from the completed printed returns into SurveyMonkey. The consultant Ruralis (David Gluck) provided the electronic SurveyMonkey implementation and converted the completed electronic data set into .csv format for analysis by the Housing Focus Group. The definitive version of the full raw data set is the backed-up archival .csv file held by the both the Parish Council and Housing Focus Group.

Ruralis also provided a preliminary text/graphics output file using the SurveyMonkey software. However, that file was made from the raw unfiltered data set and includes the redundant and erroneous records identified below. It also used inappropriate default software modes to create graphical plots for several questions that required non-default parameters. Therefore that output is too preliminary to include in the Neighbourhood Plan evidence base. It is superseded by the present report based on the Housing Focus Group's analysis.

The Housing Focus Group, chaired by Parish Councillor David Oswin, designed and drafted the questionnaire, analysed the data, and wrote this report. This is a volunteer group of experts who reside in the Parish and, collectively, have long-standing relevant professional experience in the fields of housing, survey design/analysis, statistical analysis, impartial presentation of quantitative data, report writing, and project management. They worked as follows:-

Designed and drafted the questionnaire:

Sarah Hart, Jackie Wootton, Dave Oswin, Mick Phipps, Anne Gaskell

Timing and distribution logistics:

Andrew Macdonald and volunteers

Data analysis, statistics, graphical presentation:

Dr. John Wootton, (Professor Ken Brodlie)

Wrote the report:

Dr. John Wootton, Sarah Hart, Jackie Wootton, Dave Oswin

Questionnaire design and validation: The Pannal and Burn Bridge questionnaire is a modified and expanded version of a previously validated Housing Needs Survey questionnaire developed by Stanford on the Vale Neighbourhood Plan group. Changes included: (1) several questions added to obtain more detailed demographic and

financial profiles and specific housing needs of individuals and households planning to move within the parish (Part Three of the survey); (2) clarification of questions on Affordable Housing, Self-build, and Community Land Trusts by addition of an Appendix with information and statutory definitions for these terms; and (3) for many questions, redefinition of the category boundaries (age groups, income brackets etc.) and wording to better reflect the demographic, financial, and current housing profiles of Pannal and Burn Bridge residents. A pilot test was carried out on a small group of volunteers who found the questionnaire to be logical and clear.

Anonymity, privacy, and data protection: The questionnaire and this report comply with GDPR. No personally identifiable information was requested or obtained. The survey packages were hand delivered to all homes in the parish in sealed envelopes. These contained the printed questionnaire and the SurveyMonkey access details, offering the choice of either online or paper return. The questionnaire returns were anonymous in both formats. A stamped addressed envelope was included for return of questionnaires completed on paper.

Data integrity and consistency analysis: The primary archival raw data set contained a total of 260 records, 237 from manual data entry of paper questionnaire returns and 23 from online direct submissions. The 260 records were reduced to a working set of 257 records by (a) deletion of 2 records submitted online that were identified (by IP address matches) as redundant partial entries, and (b) flagging of one record derived from a paper submission that contained an obvious data entry error (the number of 0-10 year-old females in a household was entered as "21" for Question 4). All of these 257 records are unique (no duplicates). Analysis of the IP addresses and entry times/dates showed no evidence of irregularities or data tampering in the 21 online submissions. Of these, 18 IP addresses mapped to local OpenReach ADSL nodes known to serve Pannal and Burn Bridge and 3 IP addresses were from widely used national commercial private networks. Accordingly, in the absence of evidence to the contrary, all 257 records were deemed to be authentic.

Identification of within-record inconsistencies: Of the 36 questions in the questionnaire, 32 (namely Questions 1 to 18 and 23 to 36) were answered by respondents in an internally consistent way and were suitable for informative quantitative data analysis. However, within-record inconsistencies were identified affecting Question 19 and its follow-up Questions 20 to 22 (these requested information on people who "used to live in the parish and want to return"). Only the 25 respondents who answered "Yes" to Question 19 should have followed up by answering Questions 20 to 22. However, 27, 27, and 41 respondents respectively answered Questions 20, 21, and 22; several of these had either skipped Question 19 or entered "No" as the answer. We could not find any consistent explanation for these anomalies: they may reflect under-response to Question 19 or inappropriate responses to the follow-up questions or a combination of both. Accordingly, given the high likelihood of unreliable data, all responses to Questions 19 to 22 were excluded from this survey analysis. In contrast, Part Three of the survey (Questions 23 to 36) is not subject to any such unreliability: Questions 23 to 36 obtained very detailed, consistent, information from household members with clearly defined plans to relocate or establish new homes within the parish.

1. Part One: Demographics and Housing Provision

Part One of the survey covered the basic demographic and financial profiles of households and the current housing provision in the parish. The analysis presented here is based on the responses from 257 households to questions Q1 to Q14 of Section One, a 27% response rate for this part of the survey.

1.1 Demographic Profiles of Pannal and Burn Bridge Residents

To provide a broader perspective, we compare the data from these parish households with national and regional data and trends published by the UK Government's Office of National Statistics (ONS). Further insights emerge from comparisons with the Pannal and Burn Bridge Parish Community-Led Plan questionnaire (February 2015), which had a larger, 48%, response rate, and demographic data reported in the Harrogate District Strategic Housing Market Assessments produced by GL Hearn consultants for HBC in 2016 and 2017.

As described below, this analysis reveals:-

- The parish population is mostly settled and ageing, similar to North Yorkshire and Harrogate generally but with an older median age.
- The total number of residents in the parish has decreased somewhat in the last few years, largely due to members of households moving away for employment or full-time study.
- Trending towards counteracting this decrease, there has been a notable recent influx of families with young children, especially during the last 3 years.

1.1.1 High and increasing median age

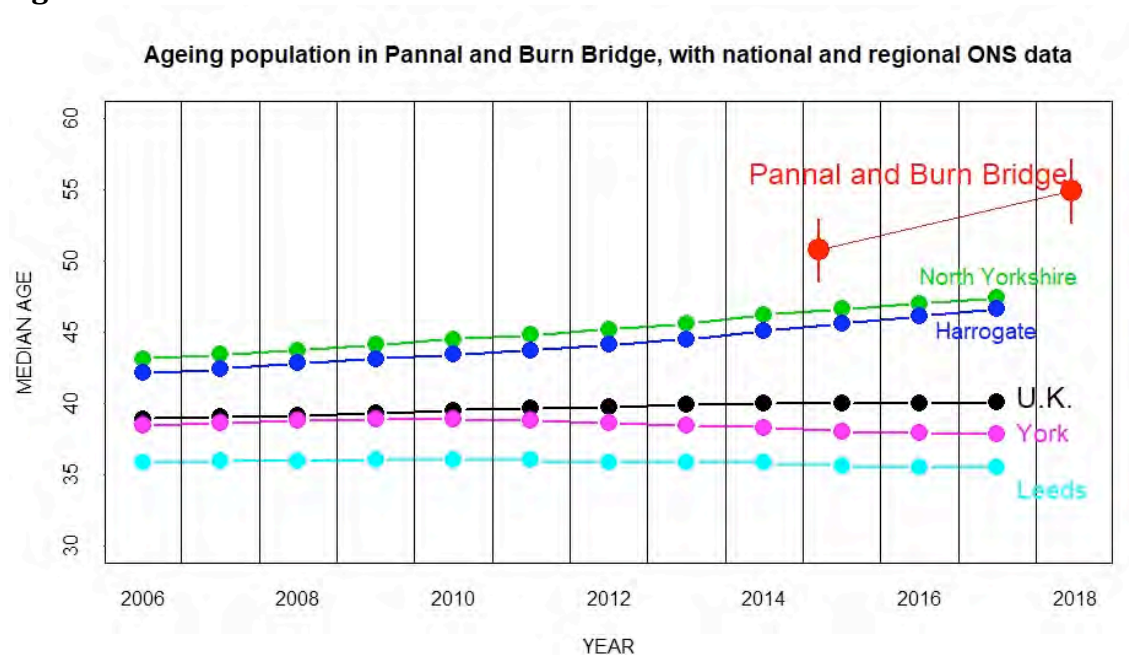
From both the Community-Led Plan (CLP, February 2015) and this survey (HNS, June 2018), the median age of parish respondents lies within the broad 45-64 age group. ("Median age" is the mid-point age with 50% of a population younger and 50% older; this is the parameter used by ONS to describe national and regional population trends.)

To estimate more precisely where these parish median age values lie within the 45-64 age groups, we have used well-established computer algorithms like those employed by ONS. **These give median age estimates of 50.9 (+/- 2.2 years) and 54.9 (+/- 2.2 years) for the CLP and HNS data respectively, consistent with the 3 to 4 year age shift between the two surveys** (the statistical confidence intervals are indicated by bars in Figure 1 below). These computations also showed that **the whole adult age distribution (the 25 to 85+ year range) shifted roughly 4 years older moving from the CLP (February 2015) to the HNS (June 2018)** - see the graph in Section 1, Appendix (below) as an example.

A predominantly settled parish population of long-term residents, with a high proportion of retirees, is also shown by the responses to Q6 of the HNS ("*How many years have you lived in Pannal & Burn Bridge Parish?*"): 69% of the respondent households are of more than 10 years standing and 48% of more than 20 years.

The Pannal and Burn Bridge community is older than the North Yorkshire and Harrogate District populations in general. The 2016 median ages from ONS annual surveys are 47.0 for NYCC and 46.1 for HBC. **Figure 1 below** shows the parish median ages in the broader perspective of district, county, city, and UK median ages and trends from 2006 to 2017, using the annual mid-year data published by ONS.

Figure 1



The increasing age trend in the parish community parallels, at a higher level, the long-standing 12-year ageing trend in the entire North Yorkshire and Harrogate populations. In contrast, the median age of the U.K. as a whole is younger and has increased only slightly over this period (38.9 in 2006 to 40.1 in 2017). Moreover, Leeds (35.5) and York (37.9) show an even younger, and currently decreasing, median age trend, as is typical of large cities.

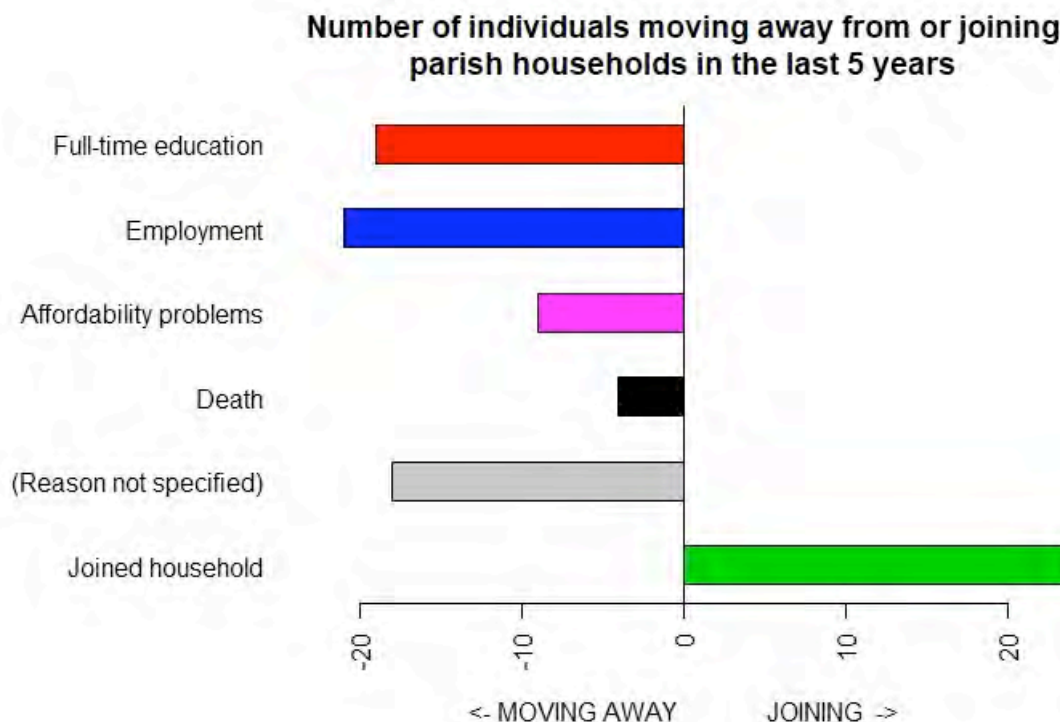
Overall, this analysis places the parish unambiguously in a **national demographic category that ONS calls "Coastal, Rural, and Amenity"** (i.e. high and increasing median age with many retirees in higher income brackets; although in recent years such people have been increasingly settling inland rather than in traditional coastal resorts such as Scarborough). Another characteristic of such communities, shown by ONS data nationally, is a recent population decline, as shown for the parish in the next section.

1.1.2 Recent net decrease in the number of parish residents

The population of Pannal and Burn Bridge Parish was 2235 in the 2011 national census. Since then, the number of parish households has increased slightly, but the estimated total number of residents appears to be lower: the preliminary total numbers as extrapolated from the 48% and 27% samples of the February 2015 CLP and June 2018 HNS are 2219 and 2152 respectively.

These extrapolations are too uncertain in themselves to show an unambiguous population change. However, strong evidence consistent with decreased total numbers, comes from the HNS responses to Q12 to Q14: (*Have any members of your household left the parish in the last five years? If yes, why did they move away? Have any people joined your household in the last 5 years? - this may be children moving back, new baby, new partner ... If yes, how many?*), as shown in Figure 2:-

Figure 2



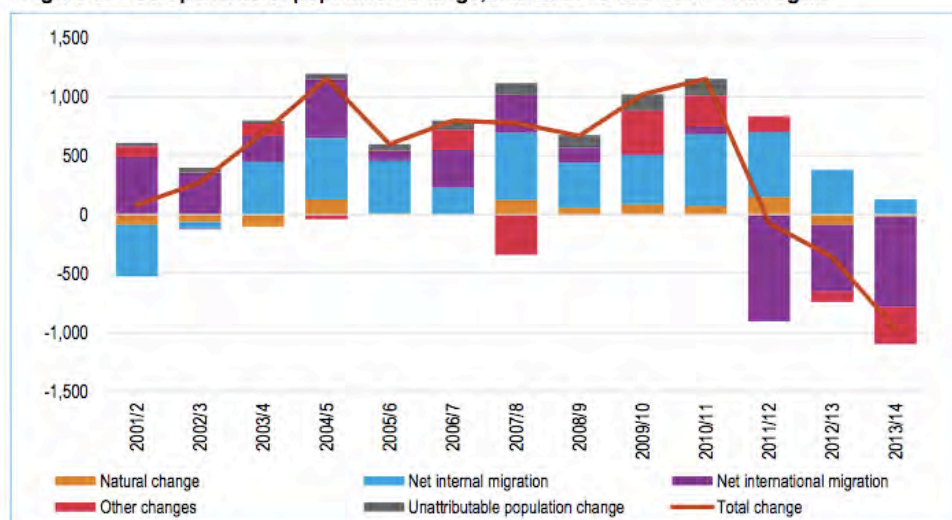
This shows that 71 people (from 42 households) moved away from the parish and 24 people (16 households) joined, **a net decrease of 47 individuals in this HNS sample of 27% of parish households.**

Caveat: A small uncertainty arises from any net changes of occupancy of whole households due to relocations in the last few years. For example, 27 households (10.5% of respondents) are in the "less than 3 years resident in the parish" category of Q6. Since the HNS provided no information on the previous occupants of these homes, any net population increase or decrease caused by these relocations is unknown. The 27 homes now include families with a total of 21 children in the 0 to 10 year age group, which might or might not contribute to a net increase of numbers in these homes. However, it is unlikely that any such changes could compensate for more than a small proportion of the net decrease (47 individuals) reported above.

Comparison with Harrogate Borough: This HNS evidence for population decrease in the parish is completely consistent with GL Hearn consultants' detailed report (2016) of changes in the whole HBC District. Using ONS data, they showed a clear decrease in certain population cohorts from 2010 to 2014 (Figure 3 below). Moreover, a data update released by ONS in July 2018 shows decreases continuing up to mid 2017.

Figure 3, reproduced from "Figure 2" and "Table 2" of the GL Hearn 2016 report for HBC

Figure 2: Components of population change, mid-2001 to mid-2014 – Harrogate



Source: ONS

Table 2: Components of population change, mid-2001 to mid-2014 – Harrogate

Year	Natural change	Net internal migration	Net international migration	Other changes	Other (unattributable)	Total change
2001/2	-89	-436	489	91	27	82
2002/3	-63	-59	357	-4	41	272
2003/4	-101	447	216	106	29	697
2004/5	131	517	502	-39	44	1,155
2005/6	9	448	80	6	54	597
2006/7	0	227	320	172	79	798
2007/8	127	566	323	-341	100	775
2008/9	57	381	129	-7	108	668
2009/10	87	415	10	372	136	1,020
2010/11	72	610	66	262	142	1,152
2011/12	150	548	-906	135	0	-73
2012/13	-89	381	-565	-88	0	-361
2013/14	-17	129	-769	-313	0	-970

Source: ONS

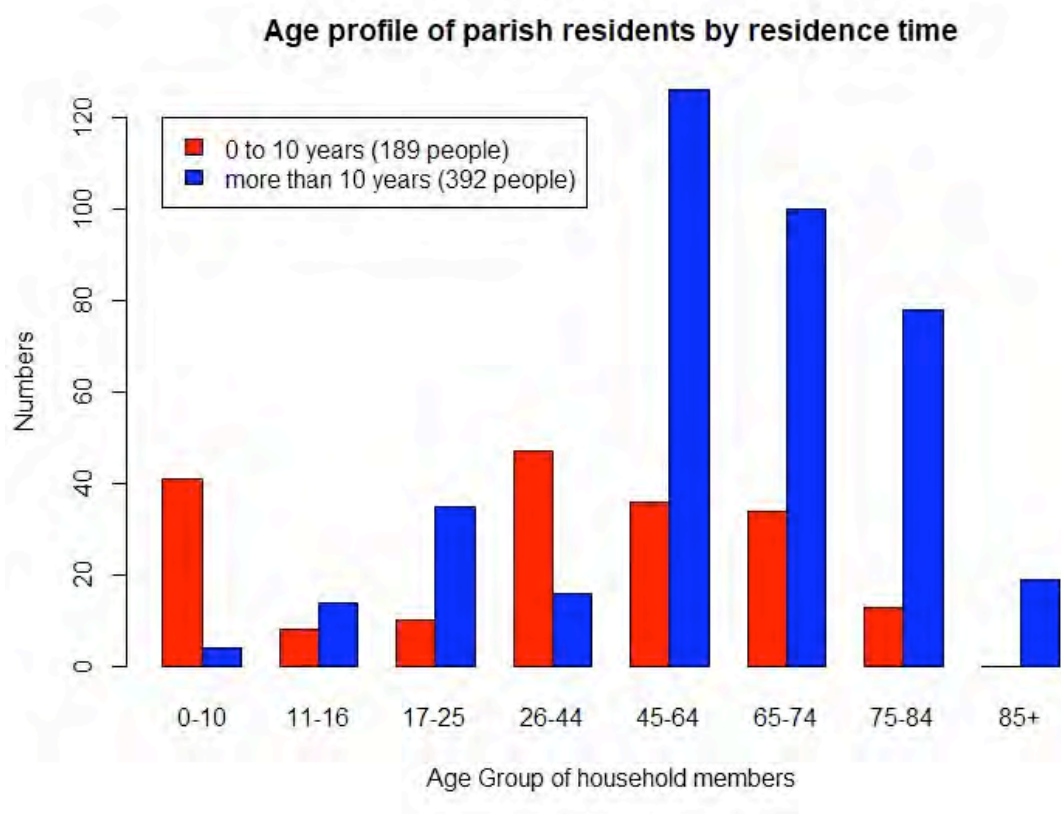
1.1.3 The recent influx of families with young children

Residents who have lived in the parish for 10 years or less show several distinct demographic attributes compared with more long standing residents. **A large proportion of this more recent influx consists of families who currently have young children, and a lesser proportion consists of retirees joining the**

community (Figure 4). This trend might be accelerating, as inferred from the 254 households who answered both Q4 (age group data) and Q6 (length of residence). Notably, out of a total of 45 children in the 0 to 10 year age group reported by these 254 respondents, **the largest number of children, 21 (47%), are in households who have lived in the parish less than 3 years** and a further 20 (44%) are in families who have been parish residents for only 3 to 10 years.

In part, this trend could be explained by predictable generational drift, boosted by the likelihood that most of these young children are grandchildren of the post-WW2 "baby-boomer" generation. However, the high reputation of the Pannal Primary School is also likely to be attracting such families. Residence within the parish guarantees that children have places at this heavily oversubscribed school, which, in turn, acts as a gateway to highly coveted places at Harrogate Grammar School. (Further characteristics of this cohort of less than 3-year residents are explored in later sections of this report below.)

Figure 4

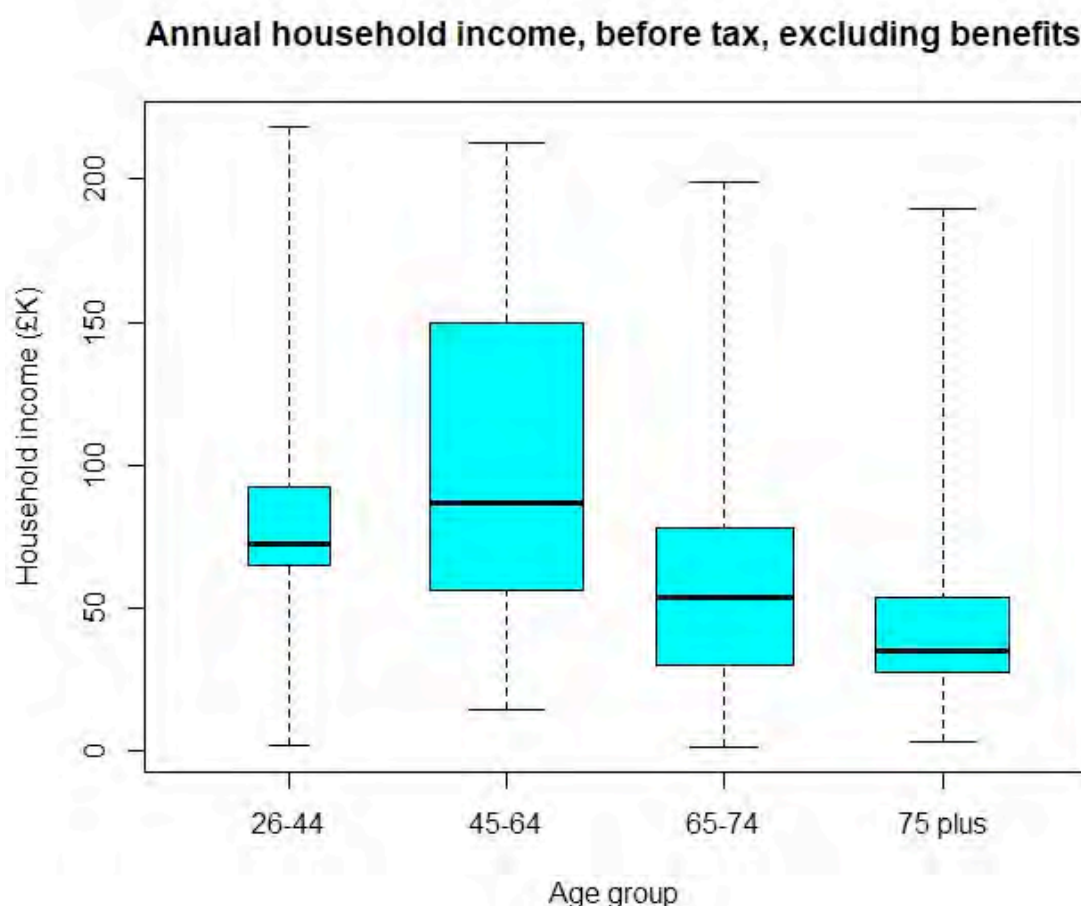


1.2 Households in the parish and their financial status

1.2.1 Household income

213 respondents reported total gross household annual income from all earners, before tax and excluding benefits (question Q10). The amounts reported are generally high by national standards. This is the case for all age groups of household principal earners, as shown by the statistical distributions plotted in Figure 5, which also show the expected decreasing trend in household income for ages 65 or over. Horizontal black lines in the inter-quartile boxes denote the median of each age group. The overall median is in the £50,001 to £100,000 income bracket. 43 respondents (20.2%, distributed across all the age groups) reported annual household incomes greater than £100,000.

Figure 5

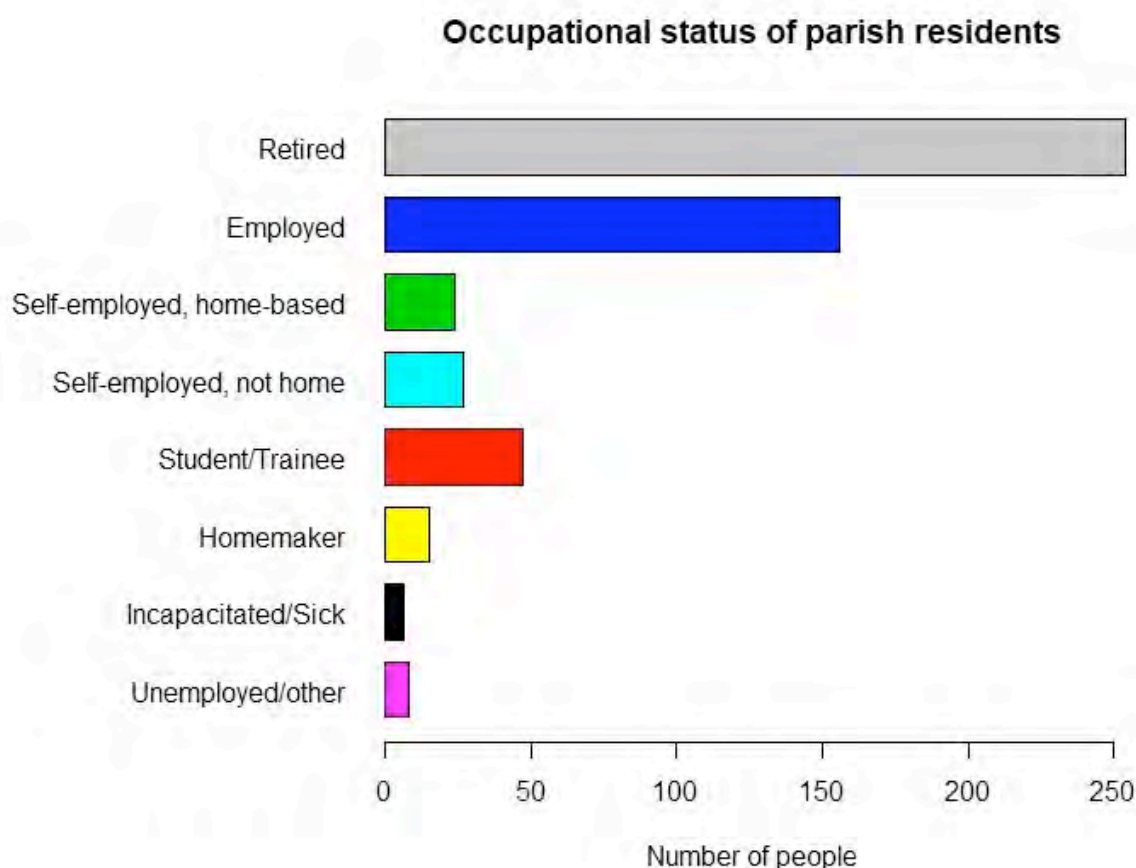


(For this figure, "Age group" means the estimated age group of the "Reference Person(s)" of each household in the sense used by ONS, i.e. the person(s) likely to be taking primary responsibility for the household finances. This was computed from the survey Q4 data using an ONS rule-based classification procedure.)

1.2.2 Occupational status

254 responses to Q5 of the survey provided the occupational status of a total of 537 residents, which represents an approximate 25% sample of the population of the parish. Of these people, 254 (47.3%) were reported as retired and 207 (38.5%) employed or self-employed including 24 home-based self-employed (Figure 6).

Figure 6

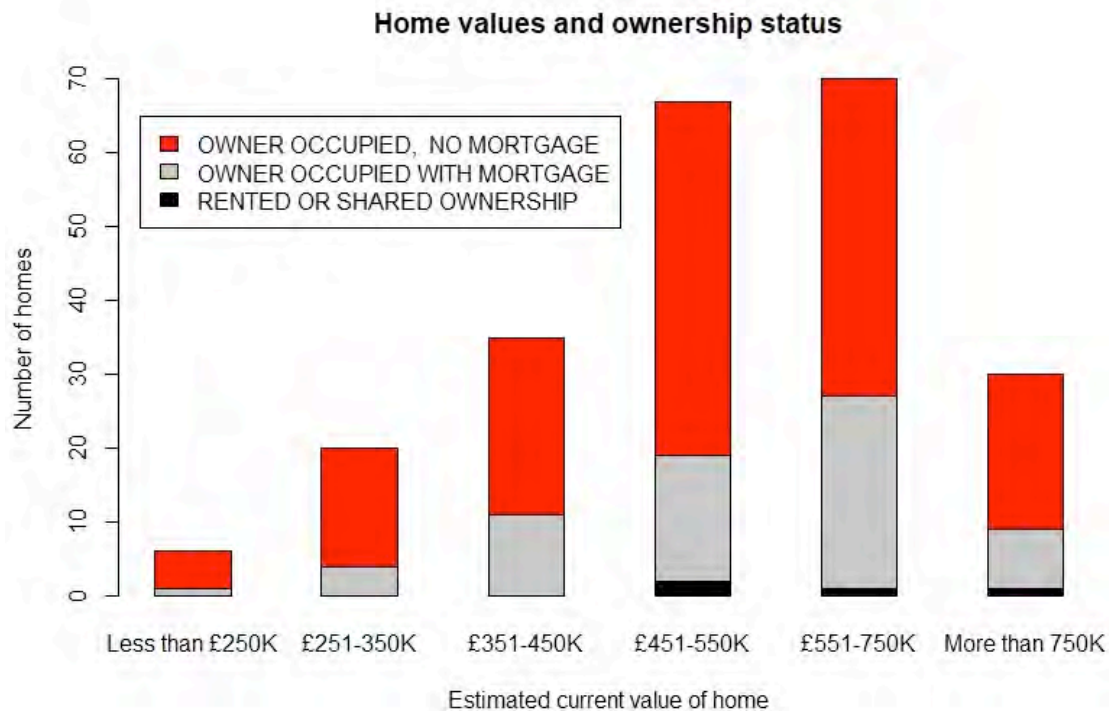


1.2.3 Home ownership and equity held by homeowners

From 254 responses to Q1 of the survey (home ownership status), 238 homes (93.7%) are owner occupied. The rest are private rented (5 homes), Housing Association rented (4), tied to a job (4), in Shared Ownership (2) or "rent free" (1).

228 of these respondents also provided data on the estimated current value of their home (Q8) as shown in Figure 7. Notably, **157 of these homes (68.9%, orange bars) are owner occupied with no mortgage, and these are distributed across the entire range of home values represented in the parish.**

Figure 7



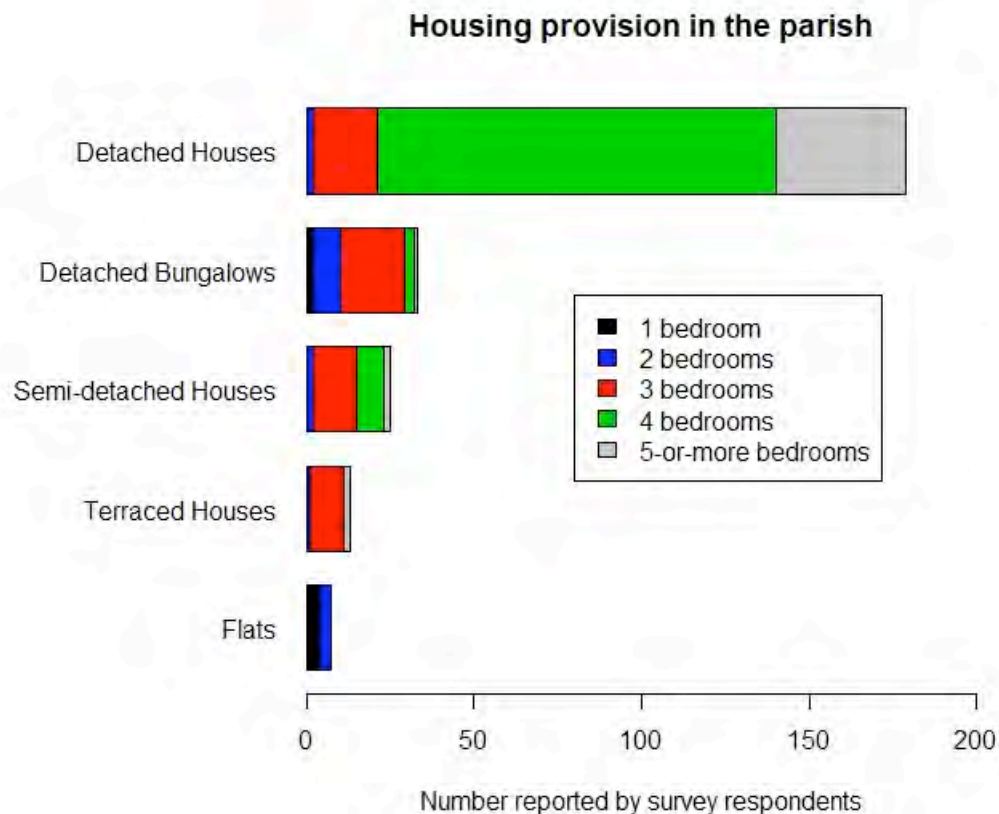
This demonstrates **a very significantly greater proportion of outright ownership than the national average** (for which published estimates vary in a wide 35% to 48% range, with a slowly increasing annual trend). In part, this reflects the predominance of retirees in the parish: the survey data do show the "no mortgage" category to be biased towards the 65+ age groups. Nevertheless, this category is spread across all the age groups from 25 upwards, including a substantial number (31 homes) of the younger households who have moved to the parish in the last 10 years.

Calculating from these estimated values, the total equity currently held in this sample of 157 homes owned with no mortgage is in the approximate range of £75 Million to £100 Million. This sample of 157 amounts to approximately 16.5% of the total households in the parish.

1.3 The housing provision in the parish

256 respondents provided data on both the type of their property (Q2) and its number of bedrooms (Q3). This represents an approximate 26% sample of all the dwellings in the parish. As shown in Figure 8, the large majority of this sample (179 homes, 69.9%) are detached houses, predominantly with 4, 5 or more bedrooms, and 33 homes (12.9%) are detached bungalows, mostly with 3 bedrooms, with the remainder being semi-detached or terraced houses, and only a small number (7) of flats.

Figure 8



In view of the strong demand for bungalows expressed by parish residents (especially downsizers) in Parts Two and Three of this survey, it is important to clarify the concept of "Bungalows" as represented in Pannal and Burn Bridge. These are almost all large and detached, with generous gardens and drives, many with garages.(Figure 9).

Figure 9

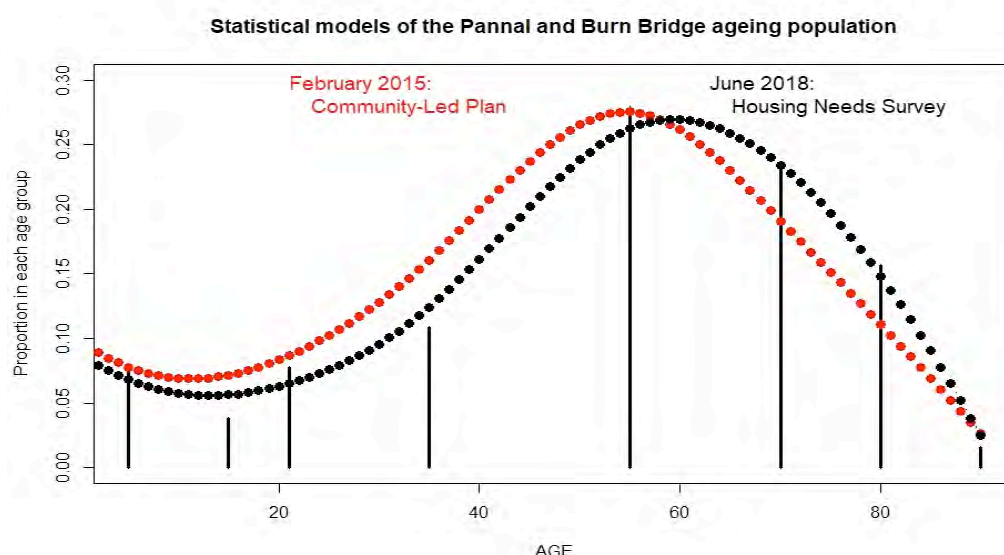


For 29 of the 33 bungalows reported in Q2 of the survey, the homeowners provided estimates of market values. 18 of the 29 (62.1%, mostly with 3 bedrooms but a few with 4 or 5) were valued at greater than £450,000, 4 of these greater than £550,000. Only 2 small bungalows (with 1 and 2 bedrooms) were valued at less than £250,000. **Overall, the bungalow valuations in the parish are substantially higher per bedroom (and probably per floor area) than the corresponding estimates for detached and semi-detached houses. Thus, very few of the existing bungalows in the parish could be considered to be affordable housing,** reflecting their high quality, desirable locations, and the fact that demand exceeds supply.

This raises the important question of what the potential downsizers (Part Three of this survey) mean by "bungalow". Many, but not all, of these people are in a favourable financial status, owning large houses with no mortgage (Section 1.2.3 above). Accordingly, their aspirations do not necessarily match the smaller, more densely packed designs of "retirement bungalows" or "affordable single storey housing" provided by certain current developments. **Recommendation: further follow-up questions could address the parish's need for different scales and types of bungalow as the Neighbourhood Plan public consultation phase continues.**

Section 1, Appendix

The computer analysis to infer more precise median ages from age group data (section 1.1.1) used well-established protocols based on a combination of smoothing and interpolating cubic B-splines. Several different weights and parameter sets were used to infer a credible range of uncertainty on the median age estimates (e.g. shown in Figure 1 above). This analysis also models the general statistical nature of the overall distribution of ages in the parish population. The example plotted below serves to illustrate how the population age drift from the 2015 CLP to the 2018 HNS is generally consistent with the 3-4 year interval between these surveys, given that the parish residents are predominantly settled and ageing. These analyses help to mutually validate these two surveys:-



2. Part Two: Residents Views

Questions Q15 to Q18, were designed to provide survey respondents an opportunity to record their views on housing needs of the parish and specific types of accommodation that may be required. All residents could respond, whether or not they themselves had specific needs, and 242 households responded to at least one of the questions.

In being "open to all", Part Two of the survey is crucially different from Part Three (Q23 to Q36, analysed below), which obtained extensive detailed and quantitative data from residents with their own well-defined housing needs who are seeking to establish a new home in the parish

Q15 to Q18 primarily used structured tick-boxes, but comment boxes were also provided ("Other please specify" for Q15 and Q16, "Comments Welcome" for Q18, plus a box for general comments). Respondents could choose to tick multiple boxes for Q15 (on needs for different categories of properties including "None"), Q16 (needs for various types of supported housing), and Q17 (preferred types of housing tenure). In contrast, Q18 asked for a single "Yes", "No" or "Don't know" response on the idea of a Community Land Trust for the Parish. Further information was provided in an Appendix to the questionnaire on "Affordable Housing", "Self-build" and "Community Land Trust", together with the administrative or statutory definitions of these terms.

Taken together, these responses and comments provide an interesting and nuanced picture of how residents see the parish needs for different types and categories of housing.

They reveal a strong general awareness, across all age groups of residents, that a certain level of need exists in the parish for (a) truly affordable housing, and (b) a range of housing types, predominantly bungalows, for retirees who wish to downsize and for people with special needs. Evidently, a large majority of respondents would broadly support a number of relatively small-scale housing developments in the parish, if they were designed specifically to meet these true needs.

Strong interest and support also emerged for the idea of a Community Land Trust, and several respondents wanted more details on this relatively unfamiliar type of development. Comments also revealed interest in a range of other approaches to community housing and how they might address the need for true affordability.

In total, respondents provided 50 comments in the various boxes provided in Part Two of the survey. 26 of these expressed and amplified their further support for the types of needs mentioned above, or suggested ways in which existing village amenities might be enhanced.

However, the other 24 comments addressed issues of scale and location and tell a different story: 20 of these (83%) expressed opposition, strongly worded in many cases, to large-scale housing developments in the parish. These were opposed to

(a) building on the highly valued green space, both Special Landscape Area and Greenbelt, especially anything that threatened the rural green gap separating Pannal and Burn Bridge from Harrogate, (b) large developments that destroy or are out of keeping with the existing character of the villages, and (c) any development of a scale that further burdens the already over-stretched infrastructure (traffic gridlock and inadequate roads were mentioned in 10 of these comments). Only one of these 24 comments expressed a contrary view by stating support for housing development on the Greenbelt south of Pannal, a view that is explicitly opposed in other comments.

The overall thrust of these comments on the potential scale and location of housing developments is well captured by quotes from 4 of the respondents:

"Houses/accommodation should only be built if there is a true identified 'need'."

"No need for high density of large, overpriced/unaffordable houses anywhere in the parish"

"Any extra housing would need a radical rethink on the infrastructure, roads etc."

"The biggest issue is where do you build"

Further work needed: This section, Part Two, of the Housing Needs Survey raises important additional questions, and the Housing Focus Group considers that further analysis is essential. (This is the only sense in which this report of 30th September 2018 is an "interim report": Parts One, Three, and Four of this document are essentially "final".)

Recommendation for additional work: The Housing Focus Group has produced a sheet of further questions for residents (submitted to the Neighbourhood Plan Steering Group) as a follow-up to this survey. Among other points, these questions explicitly address specific aspects of scale and location for building in the parish. We recommend that these questions be distributed to as many residents as possible, in the hope that a large representative sample of residents' views will be obtained for analysis. Our further analysis will also re-consider the responses to the 2015 Community-Led Plan (CLP) questionnaire, which, unlike this Housing Needs survey, did contain explicit questions on the scale and locations of developments. We also hope Professor Ken Brodlie, who carried out the data analysis for the CLP, will contribute his expertise to this further analysis.

3. Part Three: Housing needs of residents with specific plans to move within the parish

This section provides hard evidence and specific details for future housing needs in Pannal and Burn Bridge parish. Individuals, family groups or partnerships planning to relocate within, or establish a new household within, the parish responded to this section.

Out of 258 survey returns, 57 (22%) answered Part Three. The great majority of these respondents (51 out of the 57) provided full details of the housing categories and tenure they needed (Q26 to Q29), their motivation (Q23 and Q24), the personal and current housing profiles of the people involved (Q23, Q25, Q26 and Q 33 to 36), and their financial situation (Q30 to Q33). The remaining 6 responses could not be included because they did not provide sufficient personal, housing, and/or financial details for categorization and analysis.

These 51 responses provide the level of specific detail needed by the parish if its neighbourhood housing policies and implementation are to meet the community's needs over the next 10 years. The Part Three data have been analysed in conjunction with the personal, financial and household information in Part One of the survey (Q1 to Q11), thus providing an informative and statistically significant data set to characterise the local housing market needs in the parish.

These local needs illustrate, in a microcosm, several of the same housing market trends and problems that are widely recognised nationally, notably the lack of truly affordable housing, the downsizing bottleneck, and the demand for bungalows. This analysis also adds detailed numbers and substance to some of the opinions from stakeholder interviews reported in David Gluck's May 2018 Housing Market Supporting Paper for the Pannal and Burn Bridge Neighbourhood Plan.

MAIN FINDINGS

3.1. Three distinct categories of housing need in the parish

These categories, described in more detail in subsections 3.1.1 to 3.1.3 below, emerge clearly and objectively from impartial analysis of the data in the 51 survey responses.

(a) DOWNSIZERS and/or PEOPLE WITH LIMITED MOBILITY 32 households out of 51 responses (63.0%).

30 of these 32 households plan to relocate to a smaller home with fewer bedrooms. Of these, 13 also have special needs (limited mobility or wheelchair use, now or anticipated).

A further 2 households need a more suitable home for reasons of limited mobility but with the same number of bedrooms. These have the same general housing needs as the downsizers and are included with them.

(b) UPSIZERS and UPGRADERS

10 households out of 51 responses (19.5%). Families or partners with high household income, mostly with children, planning up-market relocation.

(c) ADULT CHILDREN LIVING WITH PARENTS and STARTER HOMES

9 households out of 51 responses (17.5%). Young adults, planning to move out of their parents' home, or wanting to establish a new starter household to raise a family.

3.1.1 Characteristics of Downsizers and People with Special Needs. (32 responses)

- Median age group: 65-75
- 28 out of the 32 (88%) want to move out of the following owner occupied houses:-
 - 5-bedroom houses (13: 10 detached, 2 semi-detached, 1 terraced)
 - 4-bedroom houses (15: 12 detached, 3 semi-detached).
 - The median estimated value range of these 28 houses is £551K-£750K (higher than the £451-£550 median range for the parish as a whole).
 - 16 of the 28 houses (57%) are owned outright with no mortgage.
 - (The 4 other respondents would be moving out of rented homes.)
- The preferred downsized (or special needs) requirements indicated are:-
 - 19 bungalows (3-bedroom: 11; 2-bedroom: 8)
 - 9 houses (4-bedroom: 4; 3-bedroom: 5)
 - 4 flats (2-bedroom: 3; 1-bedroom: 1)
- 4 respondents indicated "Supported" as a requirement; 5 noted "Affordable"; 7 are on the Harrogate Council Housing Registry; 3 plan to Self-build if suitable land becomes available.
- 15 respondents (46.8%) supported the idea of a Community Land Trust (i.e. "Yes" to Q18; a further 9 responded "Don't know")
- Tenure preferences for the downsized property were as follows:-
 - 26 of the 32 (81%) selected "Self-owned" preference. 24 of these would be moving out of owner-occupied homes, 2 from rented houses
 - 2 "Housing Association"
 - 1 "Shared Ownership"
 - (3 did not indicate a preference.)

Taken together, these responses demonstrate **a very large, unmet, potential demand for downsized housing, especially for 2- and 3-bedroom bungalows, some smaller (3-bedroom) houses, and 2-bedroom flats. Collectively, these 2-3 bedroom preferences account for 27 of the 32 responses (84%).**

If these bungalows and smaller homes were available, most acquisitions would be cash purchases. Indeed, from their responses to Q1 and Q8-10 in Part One of this survey, **the housing value equity owned by the 27 downsizers in this survey sample would amount to a total cash liquidity for their purchases probably within the broad range of £6 Million to £12 Million**, after allowing a generous margin for equity released for other purposes, and stamp duty, etc..

Moreover, their responses to Q28 show that **the downsizers overwhelmingly seek self-ownership, presumably freehold**. This would continue the type of tenure that they value and cherish in their present 4-5 bedroom homes (this might include for example, a scaled-down version of the same lifestyle, e.g. with their own gardens, and a location with most amenities and facilities within walking distance rather than requiring driving and parking).

If this potential downsizing demand could be met, it would also unblock a current housing market bottleneck by **releasing a significant number of desirable mature up-market homes (28 in this survey sample), thus reducing the pressure for large intensive new-build developments of 4-5 bedroom homes in the area**.

3.1.2 Characteristics of Upsizers and Upgraders (10 responses)

- Median gross household income bracket (before tax and excluding Child Benefit): £101K-£150K p.a. (i.e. in the top 20% of the parish as a whole)
- 7 of the 10 households include children under 17 years
- Median age of adults: 45
- Median value range of the present houses: £451-£550K (the same median range as for the parish as a whole). All 10 are owner occupied, 7 with mortgage.
- Present houses:
 - 3-bedroom houses: 1 detached, 2 terraced
 - 4-bedroom houses: 4 detached, 2 semi-detached
 - 5-bedroom houses: 1 detached
- Houses wanted:
 - 3-bedroom houses: 2 detached, 1 semi-detached
 - 4-bedroom houses: 5 detached
 - 5-bedroom houses: 2 detached
 - All to be self-owned
 - 1 of these is self-build (5-bedroom detached house)
- For those with mortgages, the potential monthly payments declared are all in the survey's uppermost range ("greater than £1,500 per month")
- Only 2 respondents supported the idea of a Community Land Trust (i.e. "Yes" to Q18; a further 4 responded "Don't know")

If these 10 households achieve their ambitions, **a group of desirable mid to upper value mature houses would be released onto the market**.

Relevant question: **Would any of these 10 households be likely to purchase any of the 4- to 5-bedroom executive homes under construction in the parish, e.g. on the Station Road site?** The survey provides circumstantial evidence that at least 5 of the 10 would be unlikely to consider these new-build homes:- First, one respondent's project is already planned on their own self-build land. Second, 4 further households answered "None" to Q15 of Part One of the survey ("What type of accommodation do you think Pannal and Burn Bridge needs?"), indicating that they may be opposed in principle to large new-build developments in the parish. However, the survey does not rule out the possibility that the remaining 5 of these 10 respondents may be potential purchasers of the homes currently under construction, given these households'

favourable financial situation. Section 4 of the survey report (below) considers this and related topics more thoroughly.

3.1.3. Characteristics of Adult Children Living with Parents and Young People Seeking Starter Homes (9 responses)

These 9 responses include 15 people (4 reported as individuals, 8 as 4 pairs, and 3 as a trio). 10 of the 15 people are in the 17-25 year age group and 5 in the 26-44 group.

Caveat: the following analysis treats the data as if just 9 new households are to be established, each corresponding to one of the 9 survey responses. However, it is not fully clear whether, for example, some of the pairs were intended to indicate a need for two households.

- **Affordability:** For Q27 ("What type of home do you want?"), 8 of the 9 respondents made choices from the low cost end of the market ("Affordable housing", "Flat", "Terraced bungalow", "Terraced house", all in the 1-2 bedroom range). The remaining response wants a 4 bedroom detached house, and is also on the Harrogate Council Housing Registry (as are 2 others) or requires shared ownership.
- 6 respondents (66.7%) supported the idea of a Community Land Trust (i.e. "Yes" to Q18; a further 2 responded "Don't know")
- The potential monthly rent or mortgage repayment levels declared are in the following ranges:
 - Less than £500 - 3 cases
 - £501-750 - 1 case
 - £751-1000 - 2 cases
 - £1001-1500 - 1 case
 - Greater than £1500 - 1 case
- 3 are seeking rentals, 6 shared ownership or possibly self-owned
- 6 responses declare potential deposits for shared ownership or mortgages as follows:
 - £5-10K - 4 cases
 - £11-20K - 1 case
 - Greater than £20K - 1 case
- Although the survey does not explicitly request such information, these deposits may well include contributions from the "Bank of Mum and Dad". The corresponding parental (or family) housing and financial data provided in Part One of the survey (Q1, Q8 and Q10) make this a plausible possibility.

There is probably little if any truly affordable accommodation currently available in the parish that is within range for the majority of these people. One question is whether any part of the "Affordable" component of the homes currently under construction will be marketed on shared ownership terms that fall within the reach of these people.

Section 4. Does housing development currently under construction in the parish meet any of the needs identified in this survey?

A further 128 planned residences are currently under construction on the brown-field site that extends approximately southwards from Pannal railway station towards the A61, referred to here as the Station Road Development (SRD). When completed, this project would increase the housing provision in the parish by approximately 13%. Currently, 32 of the potential homes (25%) are to be classified as Affordable Housing (in the statutory Section-106 sense), and the remaining 96 homes are planned for the open market.

In this section, we compare the types of homes being built (according to the builders' Schedule of Accommodation (SofA), the site plan, and the architects' drawings) with the specific housing needs identified in Part Three of the survey above. (Because the survey represents a 27% sample of parish households, the needs for the whole parish are likely to be multiples of the numbers tabulated here.)

Technical point on the number of bedrooms: To make the numbers easier to compare with the usual concept of "bedroom" that the parish residents would typically use, we have reclassified the number of bedrooms listed in the SofA so that they consistently match the definitions of the UK Government's Nationally Defined Space Standard (NDSS). This reclassification corrects anomalies in the SofA where a standard-sized first-floor single bedroom by NDSS specifications is counted as a "study" in some styles of home and a "bedroom" in others; and an anomalous case with 5 full bedrooms by NDSS floor-area criteria but listed as 4-bedroom in the SofA.

4.1 The need for affordable starter homes and the needs of young adults in the parish ("HNS-3", i.e. the sample in Section 3.1.3 above) compared with the total Affordable Housing component of the SRD ("SRD-Af")

No. of bedrooms	Flats:		Bungalows:		Houses:	
	HNS-3	SRD-Af	HNS-3	SRD-Af	HNS-3	SRD-Af
1	2	4	1	-	-	-
2	1	-	1	-	4	20
3	-	-	-	-	1	7
4	-	-	-	-	1	1

These numbers show that the SRD Affordable Housing component as planned could, in principle, accommodate some of this cohort of young adults, although not those specifying bungalows or 2-bedroom flats. However, the crucial issue is that of true affordability: i.e. whether the shared ownership terms likely to be available for these properties will fall within the realistic reach of these people. This seems unlikely for most of them, given the amounts of rental and mortgage repayments and deposits they can currently afford, as listed in Section 3.1.3 above.

4.2 The needs of downsizing retirees and people with special needs ("HNS-1", described in Section 3.1.1 above), and of "upsizers and upgraders" ("HNS-2", in Section 3.1.2 above), compared with the total Open Market component of the SRD ("SRDOM")

No. of bedrooms	Flats:			Bungalows:			Houses:		
	HNS-1	HNS-2	SRDOM	HNS-1	HNS-2	SRDOM	HNS-1	HNS-2	SRDOM
1	1	-	4	-	-	-	-	-	-
2	3	-	4	8	-	-	-	-	10
3	-	-	-	11	-	-	5	4	47
4	-	-	-	-	-	-	4	5	23
5	-	-	-	-	-	-	-	2	6

Clearly, the SRD homes do not meet the needs of the large majority of downsizing retirees and people with special needs. These people want bungalows and single-storey flats either by preference or for reasons of accessibility and limited mobility. Homes of these types constitute the major component of the parish's unmet housing needs, as revealed by this Housing Needs Survey.

On the other hand, the homes specified by the cohort of upsizers and upgraders (details in section 3.1.2 above) correspond closely, at least in terms of number of bedrooms, to the range of houses planned by the SRD, and most of this cohort would be well placed financially to afford SRD properties. However, as noted in more detail Section 3.1.2, above, other attributes of the SRD houses may well not match the preferences of several of these people who are planning to move within the parish.

Instead, it seems likely that the SRD houses may better match the needs of a potential influx of new parish residents who primarily commute to and from the various urban areas in the region. The needs of this target market may also underpin the design of the SRD site layout, which has more open market houses with 2-3 bedrooms (57, mostly either semi-detached or in composite terraces) than 4 or 5 bedrooms (29 houses, mostly detached and on larger plots).

Overall, the SRD provision could meet at most only a small proportion of the true housing needs of parish residents as identified by this Housing Needs Survey (especially Part Three of the survey above). Notably, one respondent raised a pertinent comment (using the alternative name "Dunlopillo site" for the SRD): *"The key issue is the lack of negotiating community benefit from the Dunlopillo site"*. This is one of many issues emerging from this survey that could be further addressed by the Neighbourhood Plan.

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NEIGHBOURHOOD DEVELOPMENT PLAN
2021-2035

CONSULTATION STATEMENT

APPENDIX 5

Policy Intentions Document Consultation

- APPENDIX 5a: Policy Intentions Document Consultation Letter**
- APPENDIX 5b: Policy Intentions Document Consultation Questionnaire**
- APPENDIX 5c: Policy Intentions Document Consultation Questionnaire
Results**
- APPENDIX 5d: Policy Intentions Document Consultation Results Grid**

APPENDIX 5a: Policy Intentions Document Consultation Letter



Dear Residents

Your Parish Council is very pleased to offer its Neighbourhood Plan Policy Intentions Document (PID) for your consideration. This PID is the first community consultation document in the formal local government-mandated Neighbourhood Planning process.

This is a significant milestone in the Parish Council's process of establishing our own Neighbourhood Plan. A Neighbourhood Plan that, when eventually enshrined in law, will give you, our parishioners, direct power to influence the shape, development and growth of our local area and enable you to protect the things that you value such as, for example, local green spaces, heritage buildings, community facilities and local employment.

The contents of this PID are the end result of a significant amount of work done by valued parishioner volunteers. While this work was initiated by your parish councillors, it was executed by the Neighbourhood Plan Steering Group, aided by an experienced consultant, and recently reformed Focus Groups looking at:

- **the environment**
- **village facilities**
- **parish housing**
- **local transport and infrastructure.**

The PID identifies policies in these areas on which we need your feedback so that we can produce a Neighbourhood Plan which clearly represents local views. Without your responses and support it will be difficult for the Parish Council to put forward a convincing community-based plan that Harrogate Borough Council will sign off and enshrine in law. Without a legally enforceable Neighbourhood Plan in place it will be increasingly difficult to protect your interests from external pressures.

Please help us to help you, by providing your feedback on the PID by **Friday 30th July 2021**.

Ideally your response should be via the online SurveyMonkey questionnaire accessible at this link <https://www.surveymonkey.co.uk/r/CKKPRBL> or, if that is not possible, complete a hardcopy of the questionnaire, available on request from Cathy Burrell at Clarebria, Church Lane [REDACTED] or Pannal Post Office and Shop.



There will be a Zoom online drop in event on **Saturday 24th July, 10-11 am** to answer any questions you may have. The link to this event will be available on the Neighbourhood Plan page of the Parish Council website from 16th July.

Please ensure your questionnaire has been uploaded to SurveyMonkey or your hard copy questionnaire returned to the Parish Council at Clarebria or Pannal Post Office and shop as soon as possible and no later than 30th July 2021.

APPENDIX 5b: Policy Intentions Document Consultation Questionnaire

PANNAL & BURN BRIDGE NEIGHBOURHOOD DEVELOPMENT PLAN 2021-35

POLICY INTENTIONS DOCUMENT CONSULTATION QUESTIONNAIRE

Please circle your answer, add comments if you wish and
continue in the space at the end if necessary

VISION & AIMS

Do you agree with our Vision?

Yes

No

Don't Know

Comments

What do you think of our 9 aims? Please indicate any that you DON'T agree with and tell us why.

THE GREEN & NATURAL ENVIRONMENT

Do you agree with Policy Intention GNE1?

Yes

No

Don't Know

Comments

Do you agree with Policy Intention GNE2?

Yes

No

Don't Know

Comments

Do you agree with Policy Intention GNE3?

Yes

No

Don't Know

Comments

Do you agree with Policy Intention GNE4?

Yes

No

Don't Know

Comments

Do you agree with Policy Intention GNE5?

Yes

No

Don't Know

Comments

Do you agree with Policy Intention GNE6?

Yes

No

Don't Know

Comments

Do you agree with Policy Intention GNE7?

Yes

No

Don't Know

Comments

THE BUILT ENVIRONMENT: HERITAGE, DEVELOPMENT & DESIGN

Do you agree with Policy Intention BE1?

Yes

No

Don't Know

Comments

Do you agree with Policy Intention BE2?

Yes

No

Don't Know

Comments

Do you agree with Policy Intentions BE3-5?

Yes

No

Don't Know

Comments

Do you agree with Policy Intention BE6?

Yes

No

Don't Know

Comments

Do you agree with Policy Intention BE7?

Yes

No

Don't Know

Comments

TRAFFIC, TRANSPORT & TRAVEL

Do you agree with Policy Intention TTT1?

Yes

No

Don't Know

Comments

Do you agree with Policy Intention TTT2?

Yes

No

Don't Know

Comments

Do you agree with Policy Intention TTT3?

Yes

No

Don't Know

Comments

Do you agree with Policy Intention TTT4?

Yes

No

Don't Know

Comments

Do you agree with Policy Intention TTT5?

Yes

No

Don't Know

Comments

COMMUNITY FACILITIES & SERVICES

Do you agree with Policy Intention CFS1?

Yes

No

Don't Know

Comments

Do you agree with Policy Intention CFS2?

Yes

No

Don't Know

Comments

Do you agree with Policy Intention CFS3?

Yes

No

Don't Know

Comments

HOUSING

Do you agree with Policy Intention H1?

Yes

No

Don't Know

Comments

Do you agree with Policy Intention H2?

Yes

No

Don't Know

Comments

Do you agree with Policy Intention H3?

Yes

No

Don't Know

Comments

ECONOMIC DEVELOPMENT

Do you agree with Policy Intention ED1?

Yes

No

Don't Know

Comments

Do you agree with Policy Intention ED2?

Yes

No

Don't Know

Comments

NON-PLANNING COMMUNITY ACTIONS

(see Policy Intentions Document – end of each Chapter 3 section)

Do you have any comments about any of the proposed Non-Planning Community Actions?

THANK YOU FOR YOUR TIME AND CONTRIBUTIONS – THEY ARE GREATLY APPRECIATED

QUESTIONNAIRES MUST BE COMPLETED AND SUBMITTED

TO PANNAL & BURN BRIDGE PARISH COUNCIL BY

FRIDAY 30TH JULY 2021

FORMS MAY ALSO BE COMPLETED USING THE SURVEY MONKEY LINK AT

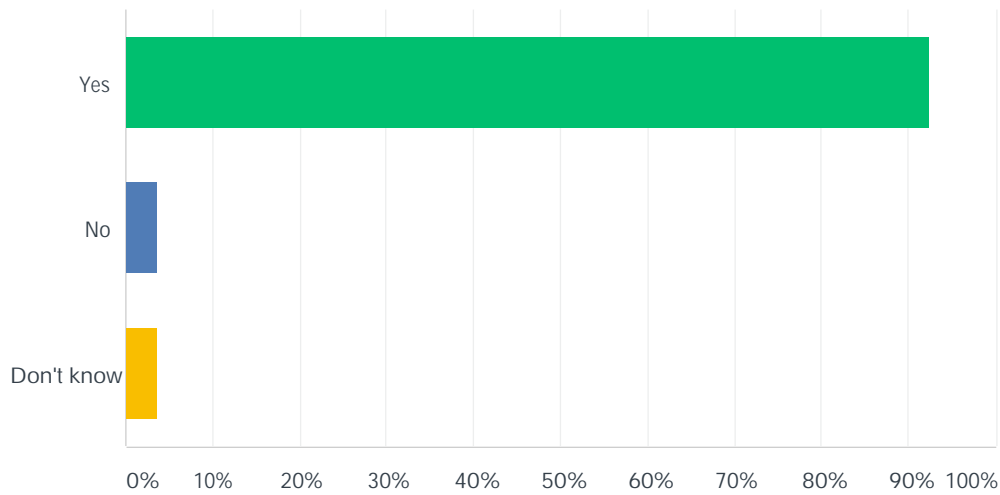
(NB link to be inserted)

ADDITIONAL COMMENTS

**APPENDIX 5c: Policy Intentions Document Consultation Questionnaire
Results**

Q1 VISION & AIMSDo you agree with our Vision?

Answered: 106 Skipped: 1



ANSWER CHOICES	RESPONSES
Yes	92.45% 98
No	3.77% 4
Don't know	3.77% 4
Total Respondents: 106	

#	COMMENT	DATE
1	How is Pannal going to get involved in a cycle network	8/4/2021 1:35 PM
2	Mostly	7/31/2021 12:52 PM
3	Very important for the Parish to be separate from the built up area of Harrogate.	7/31/2021 12:23 PM
4	Nothing wrong with a vision, but all this is a pipedream and overambitious	7/29/2021 10:44 PM
5	We are supportive of the vision that is outlined although we would like to see some wording around "the promotion of retail/leisure/commercial uses that add to the vibrancy of the village" for example... independent coffee shops, butchers, bakers, artisan food makers etc... Not more Costa Coffees! The statement about the parish "not being overburdened by unwanted commuter traffic" is CRUCIAL. This is a real concern of ours.	7/29/2021 8:08 PM
6	Not convinced entirely.	7/29/2021 5:44 PM
7	A good statement of the future of the village.	7/29/2021 5:17 PM
8	Overall yes, but the next steps are very important for: 1. Who/how will the "documented character" document be produced and consulted and the timescale? 2. Who/how will the "neighbourhood Plan Map" be produced and consulted? These are very important documents to produce and will need a plan for consultation with villages for community views, eg. provision of more / improved footpaths and cyclepaths	7/29/2021 9:37 AM
9	In general it is pleasingly ambitious yet always aware of the nature of the two places. More might be made of the long history of Pannal and its differences with Burn Bridge.	7/28/2021 11:20 PM
10	The green space between the villages and the built up area of Harrogate is of prime importance and any development which diminishes this should be resisted	7/28/2021 10:08 PM

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11	FANTASIC JOB DONE BY ALL	7/28/2021 7:17 PM
12	Not convinced of the need for more frequent trains	7/27/2021 9:43 PM
13	With particular support for the vision regarding unwanted commuter traffic	7/27/2021 10:48 AM
14	I would like to see an explicit statement on climate change which is the most important issue of our time. This needs to be tackled bottom-up as well as top-down, so the parish needs to have a vision as to how it will make a contribution. While I broadly agree, I have a slightly different take on paragraph 3. Traffic levels generally, not just commuter traffic, are on the increase. The road network at present has to support traffic, cyclists and pedestrians - and fails to do this adequately on for example HillFoot and HillTop Lane, Yew Tree Lane and Brackenthwaite Lane. The vision talks about enhancing the cycle network and Public Rights of Way - but walkers need improved access to these Rights of Way, possibly best achieved by new paths alongside these lanes.	7/26/2021 4:34 PM
15	We agree with parts of the vision - not the whole package	7/26/2021 3:28 PM
16	A lot of hard work and effort has gone into producing a well thought out plan for the benefit of Pannal residents	7/25/2021 10:15 PM
17	It is reassuring to see something being done by people who have an interest in either maintaining the community or improving it.	7/25/2021 9:21 PM
18	All sound sensible proposals for moving forward	7/25/2021 7:26 PM
19	the document is very wordy and difficult to understand in plain layman's terms	7/19/2021 11:33 AM
20	Keeping Pannal /Burn Bridge/Walton Park as a separate village from Harrogate and protection of the Crimple Valley from inappropriate development are top of my list.	7/17/2021 12:47 PM
21	Yes. It has obviously been very well considered and we support it in full.	7/14/2021 9:33 PM
22	Green space and wildlife is priority	7/14/2021 8:16 PM
23	Excellent vision for the future	7/13/2021 9:16 PM
24	Yes	7/13/2021 11:35 AM
25	nCESSARY TO OBTAIN OUR FAIR SHARE OF DEVELOPERS LIABILITY PAYMENTS	7/13/2021 9:45 AM
26	Aspirational	7/12/2021 10:03 PM
27	I would like to see the needs of Burn Bridge included, particularly in regards to traffic volumes/ management which will result from developments already underway as well as future plans	7/12/2021 7:23 PM
28	Well thought out	7/12/2021 5:18 PM
29	Seems well thought out	7/9/2021 4:35 PM
30	Well balanced approach to a range of strategic issues facing the locality	7/5/2021 4:13 PM
31	In the main but some issues need attention more urgently	7/5/2021 1:36 PM
32	Concepts are directionally correct. However, they are too focused on Pannal village and not the broader Pannal and Burn Bridge community, especially the new Jubilee Park community that due to the timing of the prior survey has had limited voice in these proposals and from the document will benefit the least from the proposed paths forward. Additionally, the vision fails to address the need to create spaces in the community for teenagers to hang out and to create part time work opportunities for both younger and older members of our community.	7/3/2021 4:11 PM

Q2 What do you think of our 9 aims? Please indicate any that you DON'T agree with and tell us why.

Answered: 81 Skipped: 26

#	RESPONSES	DATE
1	Overall good but what is appropriate employment	7/31/2021 12:46 PM
2	They are clearly stated and in the best interest of the village	7/31/2021 12:17 PM
3	Agree with all.	7/30/2021 4:25 PM
4	Not sure about the park and ride etc	7/30/2021 3:53 PM
5	There is no mention of a bus service. The lack of buses through the village is a severe limitation on the connectivity of Pannal which contributes to the increase in car use	7/30/2021 3:03 PM
6	Agree	7/30/2021 9:09 AM
7	what are your 9 aims? it's just not clear in this document. The document is too complicated and should be much simpler. This way we would look to interest the community. This document does the total opposite I am afraid, even though I'm sure there are some good ideas in it, how on earth would they all be implemented? The document needs to address less and explain how it will endeavour to achieve any of it!	7/29/2021 10:44 PM
8	They seem sensible and deliverable	7/29/2021 8:39 PM
9	I would only say that the third aim could be augmented. "All new development is in keeping with historical, architectural and landscape quality". This is a bit black or white. Some new development actually looks better by being obviously modern rather than a pastiche. There maybe provision for this under the relevant Policy but the key is we want very high quality sympathetic design.	7/29/2021 8:08 PM
10	O.K.	7/29/2021 7:45 PM
11	I don't agree that the Plan should seek to encourage the building of new homes irrespective of type (ref aims 6 and 7). The recently adopted Local Plan has defined the development limits and whilst developers might still seek to build outside of these limits, the Plan should not in any way encourage this.	7/29/2021 7:40 PM
12	All the aims are relevant to our community. I agree with all of them.	7/29/2021 7:25 PM
13	Fully agree	7/29/2021 5:18 PM
14	Agree with the aims in general. The aspirations for housing development are good but how far developers will be made to follow these is a crucial issue.	7/29/2021 5:17 PM
15	I agree with all the stated aims, especially the first three that should underpin all the other 6 aims	7/29/2021 2:46 PM
16	Hopefully achievable	7/29/2021 1:11 PM
17	Happy with the aims and objectives, with the one caveat that the "developing of better routes for cyclists and public right of way users" doesn't adversely impact on the improvements of transport infrastructure and services. i.e that the needs of cyclists are not given preference over those of car users.	7/29/2021 10:31 AM
18	Agree	7/29/2021 9:37 AM
19	I think that they seem broadly fine, though I am not sure how realistic "local employment opportunities" will be given the size of the area and the lack of local businesses following the replacement of the old Dunlopillo site area with housing.	7/29/2021 9:20 AM
20	Better quality rail links, but with whom or what?	7/28/2021 11:20 PM

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21	All	7/28/2021 7:17 PM
22	Agree	7/28/2021 5:34 PM
23	I agree with the 9 aims and just hope they can be achieved	7/28/2021 2:35 PM
24	ok all	7/28/2021 12:51 PM
25	I agree with these aims, I would be concerned to ensure that they are not kept separate from one another and will link in. I.e. when there is new development that infrastructure is also a part of that. The school is already considered to be large within the Harrogate district and I think it is VERY important to keep this as a local village school, not open to all. This would also help with the traffic follow as most parents would be able to walk to school.	7/28/2021 12:39 PM
26	I agree with all 9 aims	7/28/2021 7:25 AM
27	Generally I support the 9 aims but have doubts about the reference in point 6 on housing to meet the needs of local people. What does local mean in this context? Does it mean Harrogate people, or Pannal people or Yorkshire people ?	7/27/2021 9:43 PM
28	should we explicitly aim to keep the village separated from Harrogate?	7/27/2021 8:34 PM
29	excellent	7/27/2021 6:14 PM
30	Comprehensive.	7/27/2021 11:34 AM
31	We would support all 9 aims with particular attention to controlling the amount of new development	7/27/2021 10:48 AM
32	All seem OK = because they are pretty general, there is not much to disagree with.	7/26/2021 8:12 PM
33	I would extend the 4th bullet to match the comment above for the vision statement. And I would like to see a climate change / carbon reduction aim.	7/26/2021 4:34 PM
34	a) We are all for the creation of jobs and businesses but the Crimple Valley between Pannal and Harrogate is not suitable for housing and industrial units of any type. The view towards the NYM and the White Horse with the viaduct is an iconic scene travelling into Harrogate. b) Securing the current greenbelt from development should be of paramount priority. c) Who would be the arbiter of 'homes of the right type'? d) How would these aims survive changes in government? How would they be resilient enough?	7/26/2021 3:28 PM
35	No 7 - I'd question the need of more housing - there's been a lot already. No 9 is a bit wishywashy	7/26/2021 1:27 PM
36	The aims are well balanced and help to improve the community. Points 1 and 3 are particularly welcome	7/25/2021 10:15 PM
37	Good. No clear mention of 'green' / sustainable building i.e. LEED or UKGBC registered developments, why not aim to set the standard for new build in the area?	7/25/2021 9:21 PM
38	We broadly agree with the nine aims and feel that taken together they offer a good chance of protecting and maintaining a village environment.	7/25/2021 7:44 PM
39	All very good	7/25/2021 7:26 PM
40	In #1 emphasise more the connectivity (network can be ambiguous) so 'connected into accessible green/blue corridors' through and around the parish e.g. #7 'positively influencing' very vague - not sure what it means - I think we should be older and say influence any new housing the reflect the essential principles of the village design and layout. sympathetic to heritage, adding to natural green space connectivity, adding cycling and walking access etc. thereby emphasising the exact terms that any new housing proposals will be judged by Overall _ think we are missing a principle of modernisation i.e. protecting character and heritage whilst at the same time moving with the times in respect to broadband access, green transport, remote working, local employment	7/25/2021 5:09 PM
41	They seem to be appropriate to the local area and ethos	7/25/2021 12:38 PM
42	Agree with all	7/23/2021 12:10 PM
43	Agree with these	7/22/2021 6:55 PM
44	I agree with them all. But rather than positively influencing building of more new housing, could	7/22/2021 11:27 AM

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we stop building more and more so our roads and school aren't massively overburdened and our green spaces lost? The huge development behind the station feels like more than enough new housing....

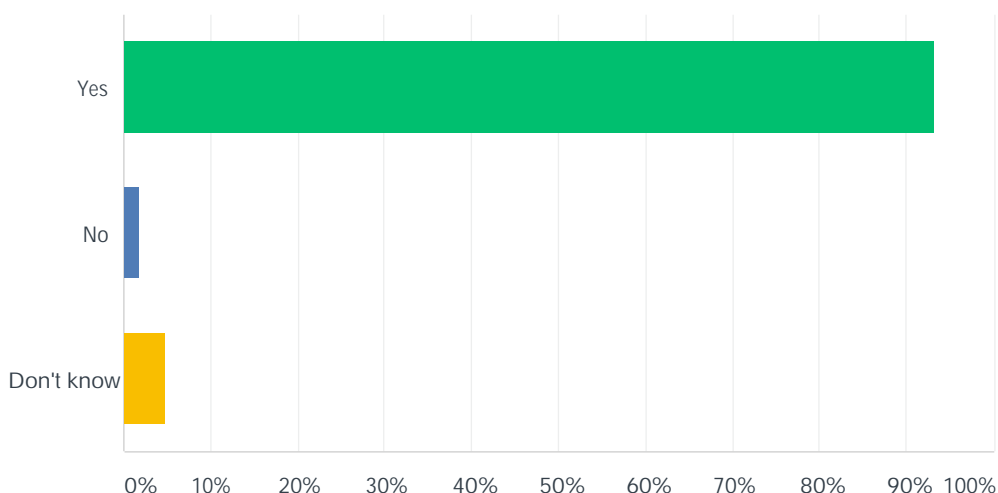
45	I feel the aims listed are a positive step	7/21/2021 8:25 PM
46	Agree with them all	7/21/2021 7:25 PM
47	Very good but you will need the co-operation of both Harrogate and North Yorkshire councils and that won't be easy to get.	7/20/2021 2:45 PM
48	A vision of "a local rural road network no longer overburdened by unwanted commuter traffic" does not seem to equate with the aim to achieve the vision "by improving transport infrastructure and services, alleviating congestion"	7/19/2021 2:29 PM
49	on the whole they seem okay	7/19/2021 11:33 AM
50	They're all relevant but only if some of the officers and elected councillors at Harrogate Borough Council will work to achieve them. Their record is not good to date.	7/18/2021 11:38 AM
51	I agree with all 9 aims	7/17/2021 12:47 PM
52	Slight worry about the 3rd aim re new development being in keeping with existing architectural quality as the reality is that current development is of very mixed architectural quality - perhaps the aim should be to increase the quality or at least match the best of existing buildings?	7/16/2021 3:43 PM
53	I consider the Aims set out comprehensively describe a P&BB that I would want to be part of.	7/15/2021 10:51 AM
54	Whilst I agree with the broad aims can some reference be made to support the issues around climate change beyond the green spaces, transport and housing, ie, so that it is an aim in it's own right.	7/15/2021 10:38 AM
55	Support them all	7/14/2021 9:33 PM
56	prefer no new development sites	7/14/2021 8:16 PM
57	Agree	7/13/2021 10:48 PM
58	Like the aims and no objection to any of them	7/13/2021 9:16 PM
59	I agree with your aspirations	7/13/2021 11:35 AM
60	A good framework, especially in relation to traffic	7/12/2021 10:03 PM
61	How realistic are these aims e.g developments in keeping with existing historical, architectural and landscape quality. There are several completed and current developments in the area that don't meet these objectives	7/12/2021 7:23 PM
62	Agree with aims.	7/12/2021 5:18 PM
63	The aims are for the village boundaries of Pannal and BurnBridge, not so much the wider Parish Boundary. Those of us who live on Rossett Green Lane and Church Lane and guard the green area between Harrogate and Burn Bridge /Pannal should have some recognition or that green space will get developed!	7/12/2021 3:10 PM
64	What has been stated are reasonable requests that enables Pannal to be truly recognised as a village.	7/11/2021 8:26 PM
65	Agree with them all.	7/9/2021 4:35 PM
66	All laudable	7/8/2021 5:37 PM
67	Impressive	7/8/2021 11:38 AM
68	they are aspirational but I doubt achievable . New development sites...The housing development at Jubilee Park, is an example of not being in keeping with the area. additional housing is needed I absolutely agree but this development is just a crush of red brick houses out of keeping with the village. it could have been so much better - even the name bears no link to the community !	7/7/2021 5:12 PM
69	commendable	7/7/2021 2:40 PM

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70	Any new housing in the area should be kept to a minimum as infrastructure already stretched	7/7/2021 12:13 PM
71	Re improvement of transport infrastructure, while I agree with the overall aim, I would like the 36 bus service to be mentioned specifically and supported as a vital connection between Pannal and Leeds, Harrogate and Ripon.	7/6/2021 3:51 PM
72	Generally agree with them	7/6/2021 2:44 PM
73	I like them a lot and think they represent a comprehensive identification of approach to the future challenges facing Pannal, Burn Bridge and the Crimble Beck valley.	7/5/2021 4:13 PM
74	Mostly agree, but concerned about local employment issues in light of Costa, Crimble Hall and any future developments.	7/5/2021 2:53 PM
75	Agree with the aims	7/5/2021 1:36 PM
76	Agree with the aims.	7/4/2021 12:53 PM
77	There is a lot of emphasis on new housing developments which seems that you are resigned to the fact these will happen - more needs to be done to stop these awful developments. The developers always seem to get their own way and we need to put a stop to them destroying local communities, devaluing local properties and putting up shoddy buildings without adding anything to the community!	7/3/2021 9:58 PM
78	I think they are well thought out.	7/3/2021 4:41 PM
79	Economic Development fails to provide for a) part time opportunities for both younger and aging population and b) fails to identify opportunities to bring investment into the area to create jobs for local population 2. Fails to address the need for the area to have best in class access to internet services 3. Does not address the land around Pannal station and finding ways to convert to value adding community facilities including pubs, cafe, shops and restaurants 4. Appears to miss the need to create spaces / activity areas for teenagers to safely be entertained and spend time with friends.	7/3/2021 4:11 PM
80	Reasonable & achievable	7/3/2021 12:02 PM
81	Agree with these broadly. I think that the current extension to the village housing meets the needs of the village for the next period. It will be difficult to develop further material housing without losing the separation of the village and preserving Pannal as a village community as opposed to a dormitory suburb of Leeds and Harrogate. Think infill residential only and redevelopment of existing development footprints is sufficient.	6/30/2021 5:51 PM

Q3 THE GREEN & NATURAL ENVIRONMENT Do you agree with Policy Intention GNE1?

Answered: 106 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	93.40%	99
No	1.89%	2
Don't know	4.72%	5
TOTAL		106

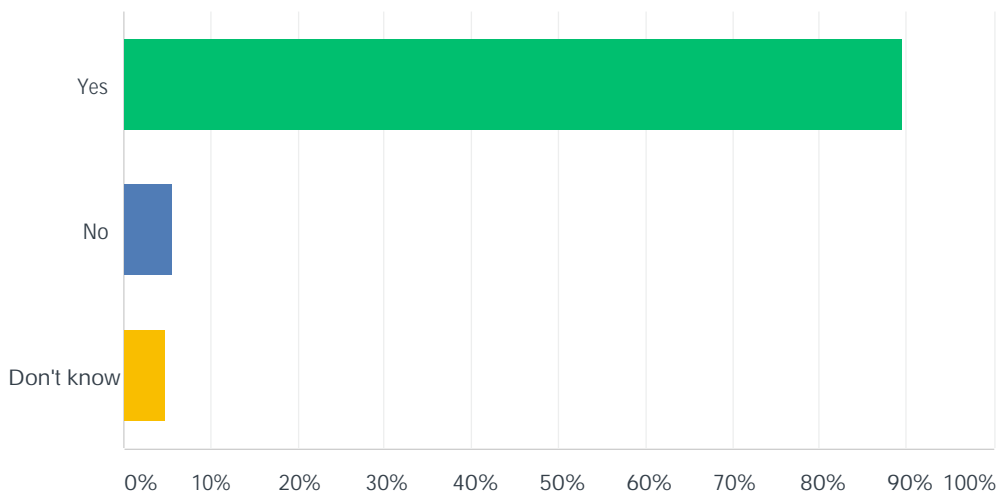
#	COMMENT	DATE
1	Green issues are likely to be linked to important factors such as climate change and extreme weather. An area at the back of the church appears to be a messy dumping ground.	8/4/2021 1:35 PM
2	You have stated that "policy" will protect the blue infrastructure network, which was mentioned twice, but no expansion as to how from persistent pollution as like Sunday 25/7	7/31/2021 11:59 AM
3	Critical to the nature of the Parish as a village. Fundamental to the physical and mental health of villagers that we can access natural and wild green spaces without using powered transport..	7/30/2021 6:30 PM
4	I have lived in Pannal for over 20 years and don't even know the names of the Woods! They are in this document I assume (although the most important map wasn't printed!) How about putting up the names of the Woods so that we connect to our environment, simply but effective in feeling a sense of belonging. The allotments have been talked about til the cows come home, surely this would be simple to sort. Too much hot air and not enough action in my opinion, sorry	7/29/2021 10:44 PM
5	The importance of maintaining the green space separation of the Parish from Harrogate is stated in the intro but not specifically identified in GNE1	7/29/2021 2:46 PM
6	We need as much open space as possible	7/29/2021 1:11 PM
7	A 'green and blue infrastructure' really does need explaining.	7/28/2021 11:20 PM
8	The 'wellness' effect of our 'greenspaces' can not and should not be underestimated	7/28/2021 10:58 PM
9	I think the importance of the green space between the village and Harrogate should be stressed more	7/28/2021 2:35 PM

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10	Would it be wise to differentiate between open spaces with public access and those without such access - these latter are still important.	7/27/2021 9:43 PM
11	Provided there is no rampant extension of "conservation" areas and tree preservation orders.	7/27/2021 11:34 AM
12	We are unsure of the need for allotments	7/27/2021 10:48 AM
13	The environmental green spaces appear a secondary aim to enhancement (OK) extension (reads like extension is a done deal and this is to make it more palatable).	7/26/2021 3:28 PM
14	This is crucial to protect the distinctive historical and semi rural aspect of Pannal, maintain the SLA's and ensure the protection of local assets	7/25/2021 10:15 PM
15	Strengthen to emphasise true connectivity between green spaces to create connections for people to be able to walk, ride, cycle through spaces, in safe pathways, and to other non-motorised pathways outside the parish.	7/25/2021 5:09 PM
16	Agree for the most part but Green Belt needs a review as its implementation almost 50 years ago was completely arbitrary with Special Landscape Areas excluded. Some of the land in the Green Belt is more suited to development than any on SLAs.	7/18/2021 11:38 AM
17	Consider allocation of an area to be "rewilded" to allow nature to develop unhindered.	7/13/2021 10:48 PM
18	Would like to see expansion of field hedgerows to provide better support for wildlife particularly birds.	7/13/2021 9:16 PM
19	Important that we stand alone and aren't absorbed by Harrogate	7/13/2021 11:35 AM
20	The as yet undeveloped football pitches on the former Dunlopillo site are not needed with the vast number of football pitches recently and welcomed on Leeds Rd. They would also cause congestion and parking problems on the housing estate. better to provide tennis courts. Allotments are I believe a legal requirement, one of the few that the Parish Council has to provide.	7/13/2021 9:45 AM
21	The policy is fine but it doesn't say anything yet, really. It depends which open spaces are identified for protection. The danger with this policy is that any area not identified for protection will then be open season for developers.	7/12/2021 3:10 PM
22	Would be a yes if I understood specific areas that were to be assigned for development. An overall map of the area showing different area classifications would be very helpful.	7/3/2021 4:11 PM

Q4 Do you agree with Policy Intention GNE2?

Answered: 106 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	89.62%	95
No	5.66%	6
Don't know	4.72%	5
TOTAL		106

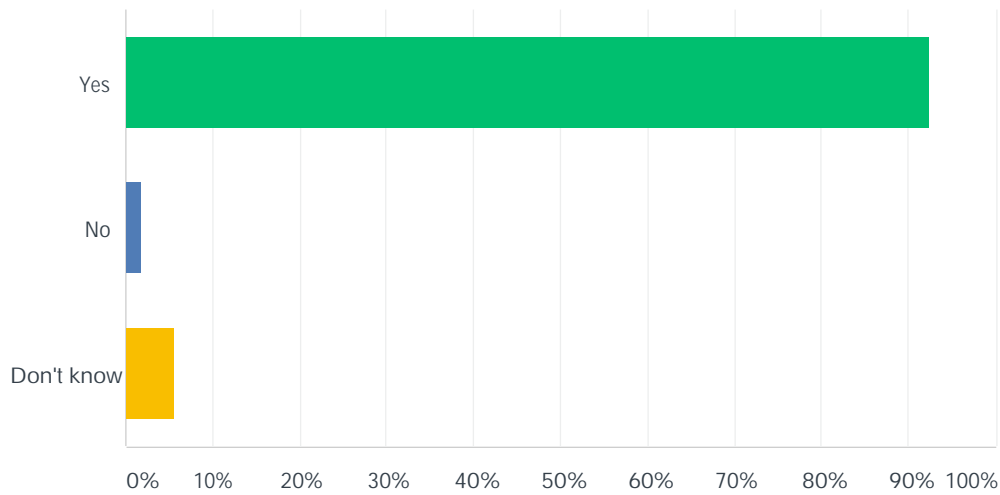
#	COMMENT	DATE
1	The 3 lines in the document appear to be something of a 'wish list' with nothing very 'concrete'.	8/4/2021 1:35 PM
2	It is not up to the Parish to dictate what changes should be made to this area.	7/31/2021 12:52 PM
3	Would prefer no further development in the Crimple Valley	7/31/2021 12:17 PM
4	See above	7/30/2021 6:30 PM
5	Vital to preserve the SLA.	7/30/2021 4:25 PM
6	Agreed but must have clear guidelines and not subjective criteria so avoiding room for argument	7/30/2021 8:45 AM
7	where is this exactly? Do Pannal villagers know?? What about more simply ideas, like adding more park benches or asking someone to cut the hedge up Church Lane so that the bench there can enjoy the views of the crag!!	7/29/2021 10:44 PM
8	As I comment in point 2 above, the Plan should not seek to set criteria for development outside of the development limits set in the Local Plan as this could be seen to condone and encourage such development. Given the village is surrounded by the Upper Crimple Valley SLA and Green Belt, any such development would encroach further on these important landscapes and reduce the separation from the more urban Harrogate. For any new infill or replacement building within the development limits, layout and design criteria could be helpful.	7/29/2021 7:40 PM
9	It is rather a wish list	7/29/2021 5:44 PM
10	Crimple Valley needs protection from whatever nibbles along its edges. There is important grazing land where the beck flows through Pannal, not just a pretty picture and perhaps someone's livelihood.	7/28/2021 11:20 PM

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11	crimple Valley view is very, very important	7/28/2021 7:17 PM
12	The Intention should be strengthened to include resisting inappropriate development.	7/27/2021 9:43 PM
13	danger is it will be too subjective	7/27/2021 8:34 PM
14	The Crimple Valley SLA is important to the parish in that it provides a green buffer between the parish and Harrogate, thus ensuring the continuance of the parish's separate identity, a factor that is of great importance to its residents.	7/27/2021 6:14 PM
15	However, the criteria is woolly and has not be defined in the document. What are the distinctive landscape features? What would fit?	7/26/2021 3:28 PM
16	CV SLA has already been compromised with the approval of employment development on the A61 opposite Crimple Hall by HBC to the dismay of local residents . It is imperative that its natural beauty is maintained and protected from further development by HBC for all to enjoy.	7/25/2021 10:15 PM
17	How can we protect the view and vista in the distance way out of our area i.e. the waste incinerator next to the A1?	7/25/2021 9:21 PM
18	Yes, with addition that we need to identify here (or elsewhere if appropriate) A wide range of vistas/views that need protection.	7/25/2021 5:09 PM
19	The Crimple valley should be protected at all costs.	7/18/2021 11:38 AM
20	I think it importnat to recognise and acknowledge that the Crimple Valley is more than the area between St Robert's Church and Almsford Bank. It extends southward at least as far as Buttersyke.	7/16/2021 3:43 PM
21	This area is declining in birdlife, and perhaps the hedges are too thin to provide for nesting.	7/13/2021 9:16 PM
22	Important not to lose this special landscape area, bit by bit. Before you know it, it will be swallowed up and lost forever	7/13/2021 11:35 AM
23	I would but cannot see how the village can effect this in face of the Borough Councils drive to sell off PN18 for cash	7/13/2021 9:45 AM
24	The policy should be to protect and enhance all of the special landscape areas to make it as difficult as possible for developers.	7/12/2021 3:10 PM
25	this is imperative. We need to to maintain development but we need to build in keeping with the landscape and area. Costa Coffee drive through ? come on - design is so important.	7/7/2021 5:12 PM
26	This would be important to preserve the appearance of the village and ensure developers keep to local rules	7/6/2021 3:51 PM
27	Views and vistas ok but you need to allow for different tastes and characters to be experienced. Not just twee village design!	7/3/2021 9:58 PM

Q5 Do you agree with Policy Intention GNE3?

Answered: 107 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	92.52%	99
No	1.87%	2
Don't know	5.61%	6
TOTAL		107

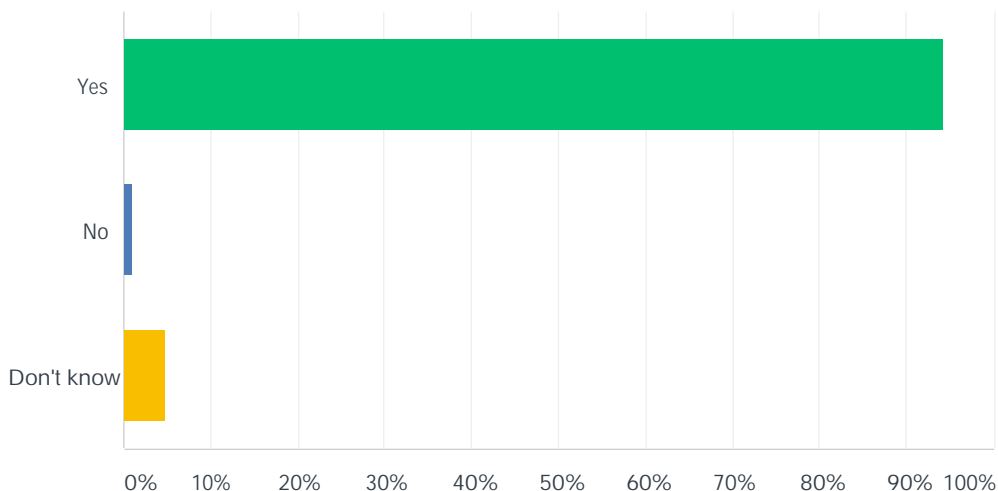
#	COMMENT	DATE
1	Not sure what some of these areas are, eg Pannal Community Park	8/4/2021 1:35 PM
2	I have no objection to change of use	7/31/2021 12:52 PM
3	No further development to Pannal Green. Demolish garage areas to accomodate future power points for electric cars. Garages are not fit for purpose these days, new cars are too large	7/31/2021 11:46 AM
4	How can we include protection against development of the farming/grazing fields on Woodcock Hill? Could this be included as a green space to preserve or rather under Policy Intention GNE6 (i.e. biodiversity/nature conservation). It is such a special place and green field oasis in middle of our beautiful Pannal.	7/30/2021 9:00 PM
5	All these areas are most important to provide sporting facilities for young people especially.	7/30/2021 4:25 PM
6	Think you've already identified them, how are you going to protect them?	7/29/2021 10:44 PM
7	Not sure if this includes the path along the beck and the pond	7/29/2021 8:39 PM
8	I would add that the Special Landscape Area which falls within the Parish boundary should also be identified and protected.	7/29/2021 7:40 PM
9	It is more of a wishlist, rather than a policy.	7/29/2021 5:44 PM
10	the plan also needs to consider, if appropriate, the field next to Spacey Houses Whin, off the Follyfoot Road, which has interesting plants, according to Harrogate and District Naturalists Society.	7/29/2021 5:17 PM
11	Include footpath (ringway) between Pannal and Burn Bridge as a natural wildlife environment for non development	7/29/2021 9:37 AM

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12	The current heatwave has shown how valuable and well loved is the green wooded land encircling Pannal and Burn Bridge. The paths all around are very well trodden.	7/28/2021 11:20 PM
13	The 'Crimple seasonal wetland' provides an excellent chance to create and protect an essential bio-diverse area which would be accessible to everyone. An opportunity for an outside classroom maybe?	7/28/2021 10:58 PM
14	The list is not complete, e.g the football pitches at the rear of the Dunlopillo site and the wooded area on the left going up Follifoot road should be included	7/27/2021 9:43 PM
15	add crimple valley SLA duck pond	7/27/2021 8:34 PM
16	Please add Spring Lane land to this list	7/27/2021 10:48 AM
17	However, the scope is too limited - include the Crimple Valley, Woodcock Hill and Daw Cross/Hilltop Lane.	7/26/2021 3:28 PM
18	Again, the protection of local green space is vital for maintaining and enhancing the lifestyle quality of local residents and visitors.	7/25/2021 10:15 PM
19	I would welcome further access to Pannal Primary school via Sandy Bank Woods.	7/25/2021 9:21 PM
20	Yes, but with addition of other areas - this is not exhaustive - the Environment sub-group have identified others and will add details. Others need nominated protection.	7/25/2021 5:09 PM
21	Our local green spaces are all very precious.	7/17/2021 12:47 PM
22	Spelling of 'Allen Wood'? Thought it was 'Allan Wood' Can we include any part of the land behind the Church which is farmed but could also be accessible to the public as it is, informally, now.	7/16/2021 3:43 PM
23	The "management" of Allen Wood is overdue. A significant reduction of trees in the early 90's never produced the glades and clearings that were planned.	7/15/2021 10:51 AM
24	Crimple wetland should be promoted. The agricultural value of the adjoining areas must be very low.	7/13/2021 10:48 PM
25	Agree essential to protect these areas	7/13/2021 9:16 PM
26	Important to protect and retain all local green spaces	7/13/2021 11:35 AM
27	Again - any area not listed here will be open season for developers. This policy seems to be very focussed on the village itself rather than the wider parish. Please remember that the parish includes parts of Rossett Green Lane and Yew Tree Lane and we are the buffer between Harrogate and Pannal parish. The green space in the very narrow wedge between Rossett Green Lane/Yew Tree Lane and Burn Bridge should be specifically protected.	7/12/2021 3:10 PM
28	The land at the top of Drury Lane between the by-pass and the Golf Club could be considered,	7/8/2021 5:37 PM
29	All concentrated on Pannal but no mention of Burn Bridge areas	7/8/2021 11:38 AM
30	Any strengthening of protection would be welcome	7/6/2021 3:51 PM

Q6 Do you agree with Policy Intention GNE4?

Answered: 106 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	94.34%	100
No	0.94%	1
Don't know	4.72%	5
TOTAL		106

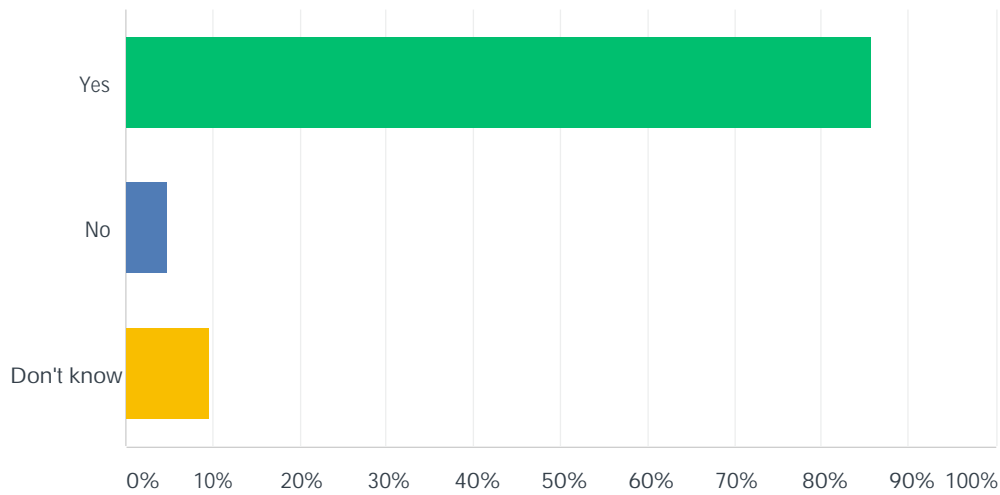
#	COMMENT	DATE
1	Generalised 2 line 'wish list'	8/4/2021 1:35 PM
2	The Parish lacks safe beautiful paths that can be used all year round.	7/30/2021 6:30 PM
3	don't understand the question here at all, ie how?	7/29/2021 10:44 PM
4	This is too vague. It needs more focus.	7/29/2021 5:44 PM
5	see comment above. Tree planting should be in appropriate areas.	7/29/2021 5:17 PM
6	Not too much 'enhancement' please.	7/28/2021 11:20 PM
7	open spaces are vital .	7/28/2021 7:17 PM
8	Provided there is no rampant extension of "conservation" areas and tree preservation orders.	7/27/2021 11:34 AM
9	Yes, with more specificity on enhancements - we should be specific on the need for tree plating with native species in more of the green area network and connecting routes.	7/25/2021 5:09 PM
10	More details needed. Would love to see an entirely new playground on the village field, for example.	7/22/2021 11:27 AM
11	See comment on GNE3	7/15/2021 10:51 AM
12	In total agreement	7/13/2021 9:16 PM
13	No comment	7/13/2021 11:35 AM
14	We are a rural village and should remain so but this will be difficult in view of the vast increase in house developments on Otley Road,Whinney Lane, the old Police training Centre etc etc.	7/13/2021 9:45 AM

15 Same comments as above - those areas not deemed worthy of enhancement will be concreted over!

7/12/2021 3:10 PM

Q7 Do you agree with Policy Intention GNE5?

Answered: 105 Skipped: 2



ANSWER CHOICES	RESPONSES	
Yes	85.71%	90
No	4.76%	5
Don't know	9.52%	10
TOTAL		105

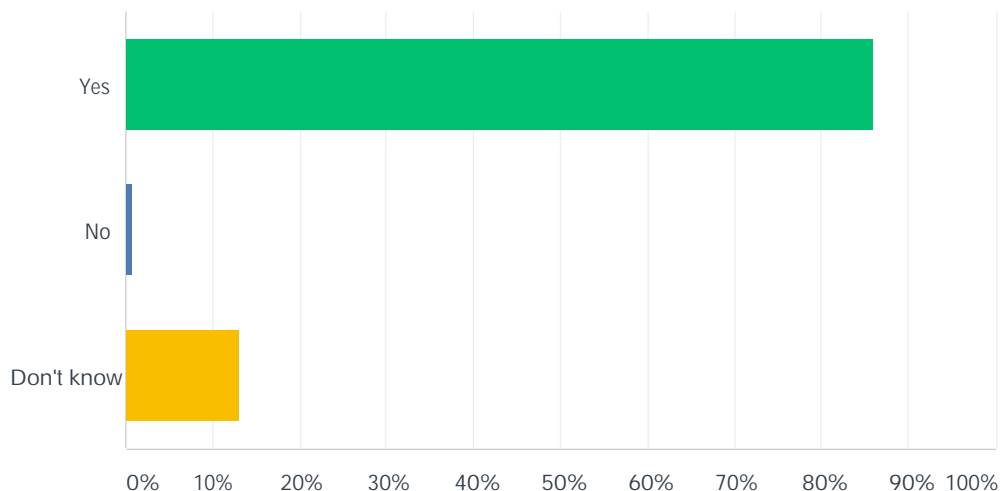
#	COMMENT	DATE
1	Bit like as above - where are the allotments, tennis courts and bowling green going to go?	8/4/2021 1:35 PM
2	Yes, we need tennis courts, bowling green etc.	7/31/2021 12:23 PM
3	These facilities are lacking in the area without having to use powered transport to reach them.	7/30/2021 6:30 PM
4	More areas are needed for the needs of items listed in GNE5.	7/30/2021 4:25 PM
5	Tennis courts and a bowling green would require significant investment to build and maintain. I need convincing that there isn't sufficient provision already elsewhere in Harrogate. I expect a bowling green would appeal primarily to our older residents - will the demand still be there for a bowling green in 20 years? Aren't some bowling greens struggling to maintain their membership and meet their costs? Building a bowling green and tennis courts would require building on a significant amount of green space - the protection of which is one of the other priorities	7/30/2021 9:09 AM
6	The parish council already support this but nothing has happened to date, so why not? particularly allotment provision?	7/29/2021 10:44 PM
7	I am personally very keen on the idea of allotments. I can see how tennis courts and a bowling green could enhance health and social interaction of several age groups in our community and therefore also think these are a good idea.	7/29/2021 7:25 PM
8	Not specific	7/29/2021 5:44 PM
9	If this involves taking out existing natural green areas, we would prefer that these were retained as they are currently.	7/29/2021 5:17 PM
10	Allotments would be a valuable addition to the village	7/28/2021 10:58 PM
11	Allotments are required in this area as we are encouraged to grow our own vegetables	7/28/2021 7:17 PM

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12	Have doubts re necessity of provision of tennis courts/bowling green. There is probably sufficient provision in the Harrogate area already.	7/28/2021 5:34 PM
13	It should be ensured this is not focused on Pannal village but it spread evenly throughout the parish in Walton area and Burnbridge.	7/28/2021 12:39 PM
14	As previously mentioned, unsure of need for allotments	7/27/2021 10:48 AM
15	Difficult to see where the land for some of these would be found, and they are quite high maintenance facilities.	7/26/2021 8:12 PM
16	But where would you place these? Would these have a negative impact on the diversity of wildlife and plantlife in the area?	7/26/2021 3:28 PM
17	Particularly important In a post covid world as this adds real value to local residents' quality of life at little cost to the council.	7/25/2021 10:15 PM
18	This will be hard to provide, even if a green space, 'NIMBY's' will object... noise, light pollution, additional car parking will all be used against such a development even though the village is crying out for such things as tennis or bowls. There are areas which could be used for such things i.e. at the northern end of Rosedale.	7/25/2021 9:21 PM
19	I'm not sure how you create new green space without adapting what is already there... I think unspoiled green space is best for the environment.	7/22/2021 11:27 AM
20	Are tennis courts and a bowling green going to be financially viable.? They take a lot of upkeep and would need to be well supported and paid for by the users.	7/20/2021 12:19 PM
21	Tennis courts and a bowling green would serve only a very limited section of the parish. A multi-sport pitch involving basketball, netball, tennis, walking football, children's football, etc. all on astroturf would be a better proposition and be open to far more participants.	7/18/2021 11:38 AM
22	I think there will be a need for additional playground facilities and particularly for the 1-5 year olds	7/16/2021 3:43 PM
23	Allotments, tennis courts & bowling green are fantastic ideas. The village would really benefit from these new facilities.	7/14/2021 9:33 PM
24	Biodiversity and nature is integral to this area	7/14/2021 8:16 PM
25	Especially allotments	7/13/2021 10:48 PM
26	Depends where these amenities go, but in general support provision of such activities for the village	7/13/2021 9:16 PM
27	Provided they meet evidenced needs	7/13/2021 11:35 AM
28	Tennis courts not more football pitches for use by teams from all over harrofgate and Knaresborough.	7/13/2021 9:45 AM
29	Suggest outside green space to sit, meet and chat	7/11/2021 8:26 PM
30	This needs to be progressed as soon as possible	7/7/2021 5:12 PM
31	Additional social facilities would make Pannal a better place to live and improve physical and mental fitness	7/6/2021 3:51 PM
32	This will positively improve amenities in the area.	7/5/2021 1:36 PM
33	Surely the provision of green space is determined by availability unless we transform brown space to green. I do not consider tennis courts to be green space - more likely to be hard courts.	7/4/2021 1:41 PM
34	What about things for the tweens? The play area is constantly full of black tracksuit wearing 13/14 year olds clogging up the children's areas	7/3/2021 9:58 PM
35	Imbalanced on the needs of younger members of the community vs older members. Need places for younger / teenagers to safely hang out and be entertained.	7/3/2021 4:11 PM

Q8 Do you agree with Policy Intention GNE6?

Answered: 107 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	85.98%	92
No	0.93%	1
Don't know	13.08%	14
TOTAL		107

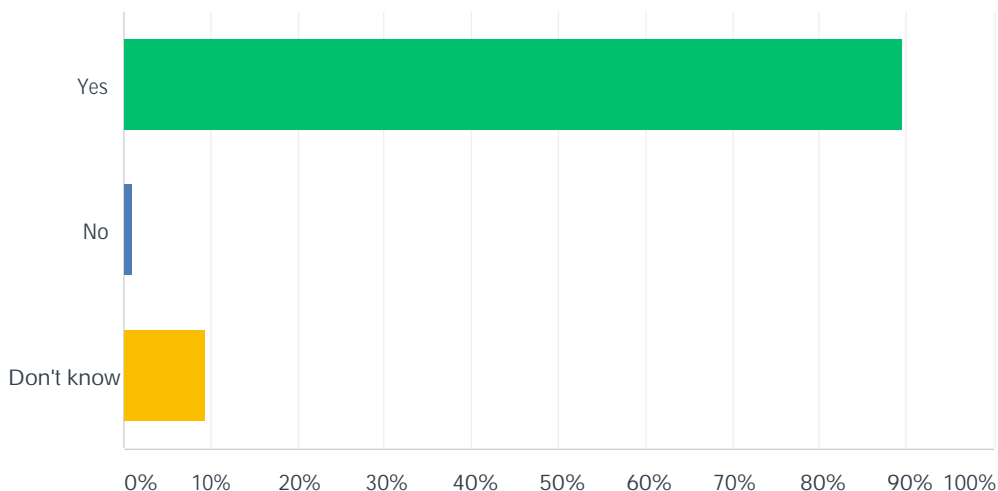
#	COMMENT	DATE
1	One sentence 'aspiration' - no details	8/4/2021 1:35 PM
2	No allotments Bowling green and tennis courts could be sited in Crimple meadows	7/31/2021 12:52 PM
3	See comment above for GNE3	7/30/2021 9:00 PM
4	Joined up woodland contributes greatly to sustainable biodiversity.	7/30/2021 6:30 PM
5	Bio-diversity and nature conservation are much overlooked.	7/30/2021 4:25 PM
6	isn't HBC policy enough?	7/29/2021 10:44 PM
7	Vague	7/29/2021 5:44 PM
8	Biodiversity needs great care.	7/28/2021 11:20 PM
9	Essential!	7/28/2021 10:58 PM
10	Why say Policy may be developed rather than will be developed?	7/27/2021 9:43 PM
11	Provided there is no rampant extension of "conservation" areas and tree preservation orders.	7/27/2021 11:34 AM
12	On the proviso that it greatly strengthens HBC policy.	7/26/2021 3:28 PM
13	Not enough detail given to comment.	7/22/2021 11:27 AM
14	We have no idea what HBC's policy is.	7/18/2021 11:38 AM
15	I'm surprised by the HBC allowing all the developments being on green belt.	7/14/2021 8:16 PM
16	Biodiversity is very important and this local area has the potential to contribute much more	7/13/2021 10:48 PM

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17	Biodiversity and nature conservation is essential for the future, and is often overlooked by HBC.	7/13/2021 9:16 PM
18	No comment	7/13/2021 11:35 AM
19	Nature conservation yes, biodiversity no	7/13/2021 9:45 AM
20	dont know what this means ?	7/7/2021 5:12 PM
21	There needs to be more clarity on what are the gaps and what needs to be done. The Parish is riddled with ivy and removing some of this might help with greater diversity of plants	7/4/2021 1:41 PM
22	Not really enough information in this to agree or disagree	7/3/2021 9:58 PM

Q9 Do you agree with Policy Intention GNE7?

Answered: 106 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	89.62%	95
No	0.94%	1
Don't know	9.43%	10
TOTAL		106

#	COMMENT	DATE
1	As previous comment in GNE6	8/4/2021 1:35 PM
2	what does this mean exactly. Villagers would need to know existing HBC policy to know how to answer this and I am sure the majority do not know what it is, I certainly don't!	7/29/2021 10:44 PM
3	Vague	7/29/2021 5:44 PM
4	It's crucial that we retain trees, hedgerows and woodlands especially as there are so many people uprooting these to accommodate cars in their driveways and creating house extensions.	7/29/2021 1:11 PM
5	very much so - it is sad to see a lot of hedges getting removed for walls/fences for peoples gardens.	7/29/2021 9:20 AM
6	Thanks to you for both 'important hedgerows' and 'eligible' hedgerows.	7/28/2021 11:20 PM
7	Essential!	7/28/2021 10:58 PM
8	Spring Lane hedge must be protected.	7/28/2021 7:17 PM
9	Replace "may" by "will"	7/27/2021 9:43 PM
10	identify suitable TPO opportunities	7/27/2021 8:34 PM
11	Provided there is no rampant extension of "conservation" areas and tree preservation orders.	7/27/2021 11:34 AM
12	The Spring Lane hedge should be a priority	7/27/2021 10:48 AM
13	Not enough detail yet.	7/26/2021 8:12 PM
14	In addition there needs to be an action to identify areas for tree planting, prior to seeking	7/26/2021 4:34 PM

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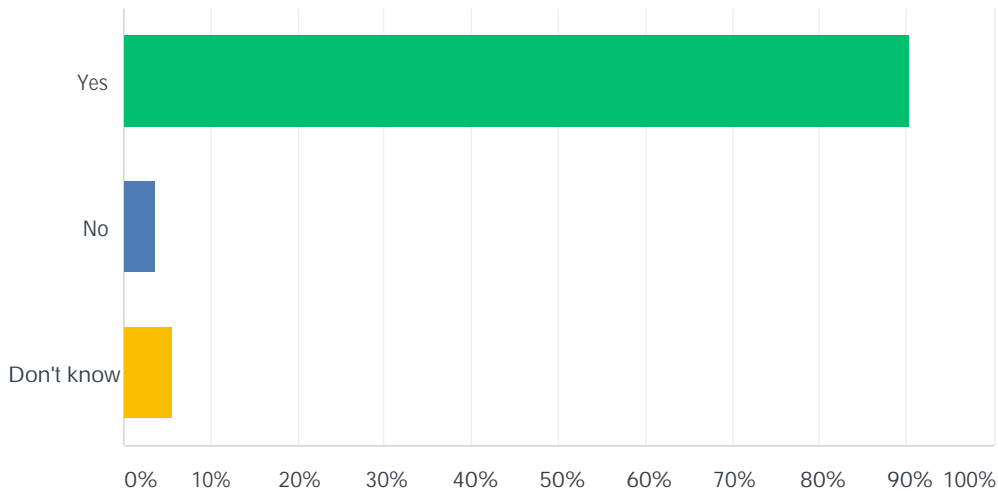
funding.

15	On the proviso that it greatly strengthens HBC policy - to make it better at protecting the environment (same for q8)	7/26/2021 3:28 PM
16	The preservation of local hedgerow and habitat is vitally important across all parts of the parish and development proposals such as Spring lane which severely disrupt and diminish this are not welcome in the local community	7/25/2021 10:15 PM
17	Hedgerows.... so many people allow their hedges to overgrow the pavements. WHY???!!!	7/25/2021 9:21 PM
18	We should ask residents to identify hedgerows for protection and enhancement - for biodiversity and maintaining visual amenity.	7/25/2021 5:09 PM
19	Not enough detail given.	7/22/2021 11:27 AM
20	We don't know what HBC's policy is.	7/18/2021 11:38 AM
21	More trees planted both for wildlife and for supporting biodiversity.	7/13/2021 9:16 PM
22	No comment	7/13/2021 11:35 AM
23	The entire district has a shortage of mature trees, development should see the planting of more mature, and of course more expensive, trees as part of housing developers liability.	7/13/2021 9:45 AM
24	as above	7/7/2021 5:12 PM
25	Are there any opportunities to develop more woodland in the Parish?	7/4/2021 1:41 PM
26	As with GNE6 no detail And just a "may be"	7/3/2021 9:58 PM
27	Focus first should be on improving the condition of existing trees, hedgerows and woodland before expanding.	7/3/2021 4:11 PM

Q10 THE BUILT ENVIRONMENT: HERITAGE, DEVELOPMENT & DESIGN

Do you agree with Policy Intention BE1?

Answered: 105 Skipped: 2



ANSWER CHOICES	RESPONSES	
Yes	90.48%	95
No	3.81%	4
Don't know	5.71%	6
TOTAL		105

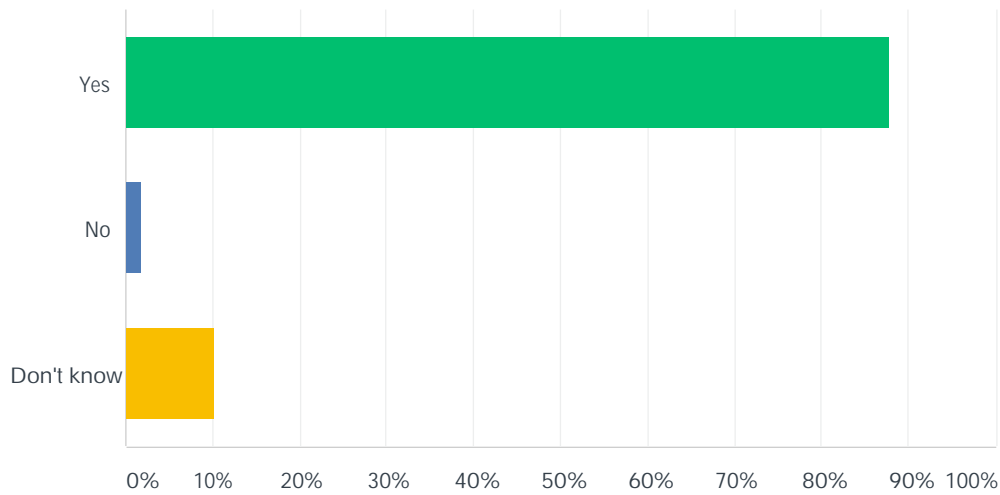
#	COMMENT	DATE
1	Bit of a 'catch all'	8/4/2021 1:35 PM
2	For the benefit of wildlife I would support mixed hedgerows and object to their destruction and replacement with walls.	7/30/2021 6:30 PM
3	Vital to maintain the character of the area,	7/30/2021 4:25 PM
4	But must have clear criteria	7/30/2021 8:45 AM
5	isnt this already covered by planning permission, why would parish council need to get involved?	7/29/2021 10:44 PM
6	Yes, although our comment above about very high quality sympathetic design still stands. This could be a modern style.	7/29/2021 8:08 PM
7	I agree subject to my comments above relating to potential future development in the SLA and outside of the Local Plan development limits.	7/29/2021 7:40 PM
8	Criteria need to be specific. This is still vague.	7/29/2021 5:44 PM
9	Strongly agree	7/29/2021 9:37 AM
10	It would be important to know who is doing the documenting. Residents should know how much older Pannal is than Harrogate. Pannal is recorded having its own market by 1304. Not until 1770 was Harrogate a 'well established spa'.	7/28/2021 11:20 PM
11	views and vistas are essential to Pannal	7/28/2021 7:17 PM
12	We support a degree of flexibility in design, traditional and modern design can be successfully	7/28/2021 5:34 PM

mixed.

13	No new level of mandatory approval to be introduced! Who will decide the criteria, inc design, to be applied?	7/27/2021 11:34 AM
14	Is all of this not already covered by the current planning guidelines?	7/26/2021 8:12 PM
15	Because the criteria have not been detailed.	7/26/2021 3:28 PM
16	Development of local heritage area status would be very welcome as would a set of design and design codes for the area.	7/25/2021 10:15 PM
17	This should not be so constrictive as to not allow for technological developments to be used in development i.e. ground source heat pumps which may require construction of a plant room.	7/25/2021 9:21 PM
18	I would like for the Dunlopillo building to be demolished entirely and replaced with something less overbearing	7/19/2021 11:33 AM
19	Totally agree with need for sensitive planning and design to sensitively it in with village, and not someting along the style of barracks!!	7/13/2021 9:16 PM
20	Important to protect the nature and character of the neighbourhood	7/13/2021 11:35 AM
21	The plan should not be restricted to the conservation area. More controls are needed on the residents planning applications which are seeing a proliferation on giant extensions not in keeping with the rest of the village.	7/13/2021 9:45 AM
22	The views and vistas should be given more weight in this policy. There is too much reference to historical architecture which I can understand but our architecture needs to develop to be more efficient and use less carbon and this inevitably means that the "look" of dwellings will/must change. I would prefer to see a policy that supports low carbon footprints for new dwellings which is consistent with preservation of views and vistas.	7/12/2021 3:10 PM
23	This supplements GNE2	7/6/2021 3:51 PM
24	Burn bridge in particular has multiple different designs of houses throughout the ages - we need to be able to put our stamp on these houses and keep them Individual and with character - not just boring white blobs of housing	7/3/2021 9:58 PM
25	I hope the design of future developments will not be anything like Jubilee Park. This whole area is an eyesore and a perfect example of how ignorant HBC Planning department are. It is a complete mish mash, no overall forward thinking, planning, development, design and above all it is not in keeping with a village. If this has been allowed I have no faith whatsoever that any of Heritage, Development and Design policy intention will or would be adhered to but I do agree with it.	7/3/2021 4:41 PM

Q11 Do you agree with Policy Intention BE2?

Answered: 107 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	87.85%	94
No	1.87%	2
Don't know	10.28%	11
TOTAL		107

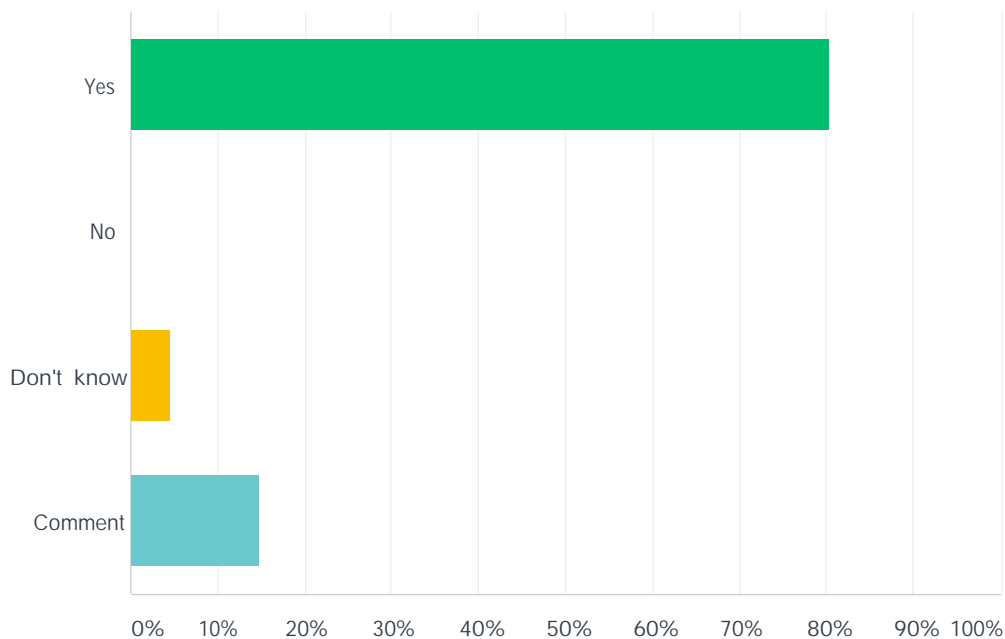
#	COMMENT	DATE
1	Not sure what would be involved here	8/4/2021 1:35 PM
2	It is to be hoped the Parish Council Planning Committee will have more influence following the implementation of the announced reorganisation of the Council/County Council	7/30/2021 3:03 PM
3	This would be too restrictive for those already in residence	7/30/2021 8:45 AM
4	what is a local heritage area?	7/29/2021 10:44 PM
5	Regarding heritage, I like what Linton village has done to put plaques on older properties referencing previous owners	7/29/2021 8:39 PM
6	Subject to seeing what the defined areas are and what restrictions will be imposed.	7/29/2021 8:08 PM
7	What is the purpose of this Policy?	7/29/2021 5:44 PM
8	The older dwellings in the Burn Bridge - Malthouse Lane should become a Local Heritage area with appropriate constraints on future development	7/29/2021 2:46 PM
9	I live on Malthouse Lane, and would like to have more information about what "heritage status " would mean for our location.	7/29/2021 10:31 AM
10	All three of the candidate areas listed, All Saints, Burn Bridge –Malthouse Lane and Hill Foot/Hill Top Lane should be designed as Local Heritage Areas. Each has its own particular character and is as worthy of designation and protection as the Pannal Conservation Area	7/27/2021 6:14 PM
11	Sorry - don't understand. Where are these areas 'exactly'?	7/25/2021 9:21 PM
12	I have some reservations.	7/20/2021 2:45 PM
13	Maybe the list could be extended.	7/18/2021 11:38 AM

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14	Not sure that I fully understand the Local Heritage Areas- for example Malthouse Lane is a mixture of historic buildings and 1960s/1970s housing of no architectural merit	7/16/2021 3:43 PM
15	No comment	7/13/2021 11:35 AM
16	But not sure where 'All saints' is supposed to be	7/13/2021 9:45 AM
17	As above. Too much emphasis on heritage for me.	7/12/2021 3:10 PM
18	I hope the design of future developments will not be anything like Jubilee Park. This whole area is an eyesore and a perfect example of how ignorant HBC Planning department are. It is a complete mish mash, no overall forward thinking, planning, development, design and above all it is not in keeping with a village. If this has been allowed I have no faith whatsoever that any of Heritage, Development and Design policy intention will or would be adhered to but I do agree with it.	7/3/2021 4:41 PM
19	I don't really see a distinctive character to these areas.	6/30/2021 5:51 PM

Q12 Do you agree with Policy Intentions BE3-5?

Answered: 107 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	80.37%	86
No	0.00%	0
Don't know	4.67%	5
Comment	14.95%	16
TOTAL		107

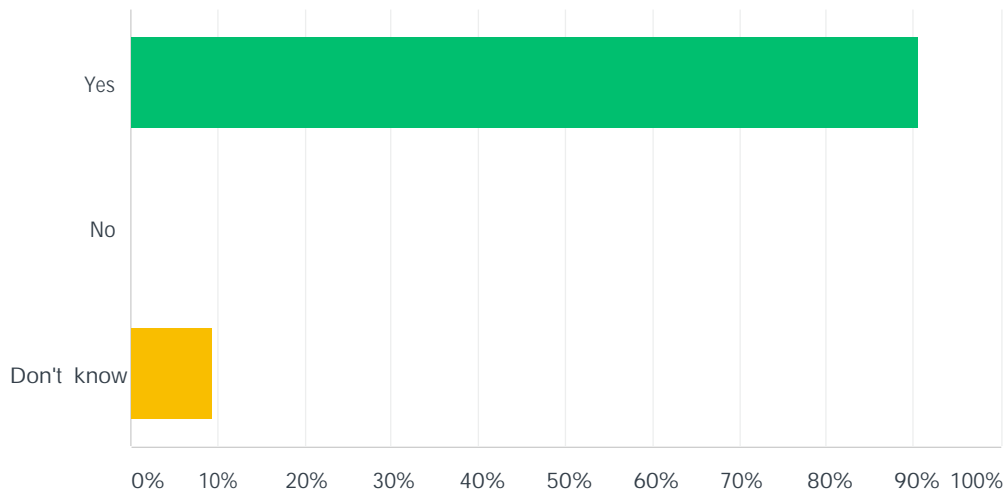
#	COMMENT	DATE
1	As BE2	8/4/2021 1:35 PM
2	same as above isn't it?	7/29/2021 10:44 PM
3	As above	7/29/2021 8:08 PM
4	answer is yes (faulty box). Where housing already has a uniform design, any change of use/new development should be obliged to follow similar design.	7/29/2021 5:17 PM
5	see comment above	7/29/2021 10:31 AM
6	Provided acceptable innovation/design is not prohibited which would otherwise add interest and sympathetic, tasteful character. No new level of mandatory approval to be introduced. Who will decide the criteria, inc design, to be applied?	7/27/2021 11:34 AM
7	Again the criteria have not been laid out!	7/26/2021 3:28 PM
8	broadly agree but it is a bit jargonistic for me. I am not clear what you are trying to say.	7/20/2021 2:45 PM
9	One would need to know the documented characteristics to be able to comment.	7/18/2021 11:38 AM
10	See above	7/16/2021 3:43 PM

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11	Totally agree	7/13/2021 9:16 PM
12	See comments on BE1	7/13/2021 9:45 AM
13	as above	7/12/2021 3:10 PM
14	Whilst respecting heritage areas, fresh eyes should always be used if environmental modernisation plans are submitted	7/11/2021 8:26 PM
15	Comments again as point 10	7/3/2021 4:41 PM
16	The extremely high cost for building to design standard set is likely to create financial hardship for some and make property too expensive for others. There needs to be a balance in preserving local beauty while creating a diverse place to live and work.	7/3/2021 4:11 PM

Q13 Do you agree with Policy Intention BE6?

Answered: 106 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	90.57%	96
No	0.00%	0
Don't know	9.43%	10
TOTAL		106

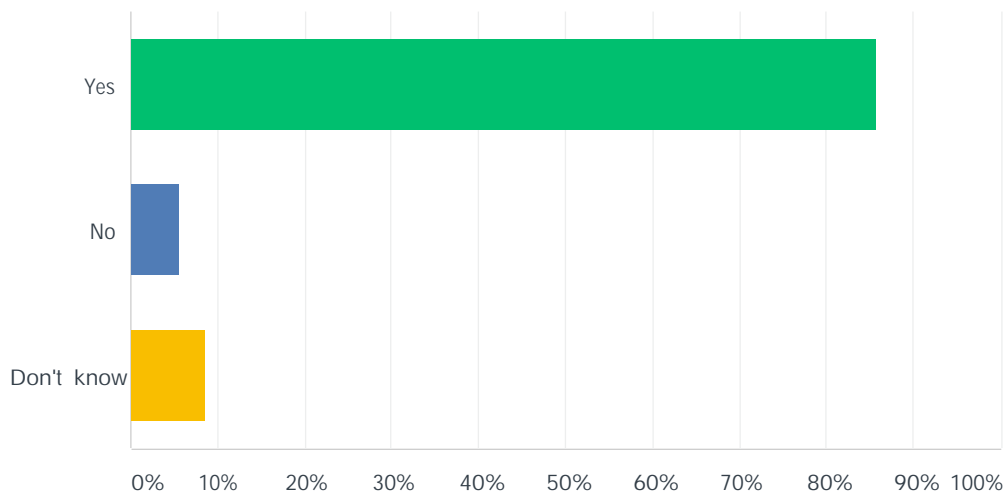
#	COMMENT	DATE
1	These are important buildings in our parish.	7/30/2021 4:25 PM
2	these buildings are not owned by parish council and any enhancements would be sort under normal guidelines why the need for this protection, surely this would happen anyway	7/29/2021 10:44 PM
3	Wesley Cottage should not be considered a non-designated heritage asset. Spring Lane Farmhouse and adjoining stone barn should.	7/29/2021 7:40 PM
4	must retain character of the area	7/28/2021 7:17 PM
5	should make clear that the list is not complete and may be added to.	7/27/2021 9:43 PM
6	maybe add some of the older farmhouses	7/27/2021 8:34 PM
7	All three identified should be designated as stated.	7/27/2021 6:14 PM
8	No new level of mandatory approval to be introduced! No new level of mandatory approval to be introduced! Who will decide the criteria, inc design, to be applied?	7/27/2021 11:34 AM
9	And expand on those mentioned.	7/26/2021 3:28 PM
10	This should be put forward as an urgent matter as these historic building should be afforded protection status	7/25/2021 10:15 PM
11	But needs to be more extensive - name buildings that are otherwise contained within Heritage Area Assessments - because individual properties have specific value and need protection.	7/25/2021 5:09 PM
12	We understand the Methodist Church may not survive anyway due to lack of support which would put the whole complex at risk of development.	7/18/2021 11:38 AM
13	No comment	7/13/2021 11:35 AM

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14	Also the Parish Church if that is not already identified as a Heritage building?	7/13/2021 9:45 AM
15	I do not attach much importance to this	7/12/2021 3:10 PM
16	Wensley Cottage - No	7/5/2021 2:53 PM
17	No opinion	7/5/2021 1:36 PM
18	I hope the design of future developments will not be anything like Jubilee Park. This whole area is an eyesore and a perfect example of how ignorant HBC Planning department are. It is a complete mish mash, no overall forward thinking, planning, development, design and above all it is not in keeping with a village. If this has been allowed I have no faith whatsoever that any of Heritage, Development and Design policy intention will or would be adhered to but I do agree with it.	7/3/2021 4:41 PM

Q14 Do you agree with Policy Intention BE7?

Answered: 105 Skipped: 2



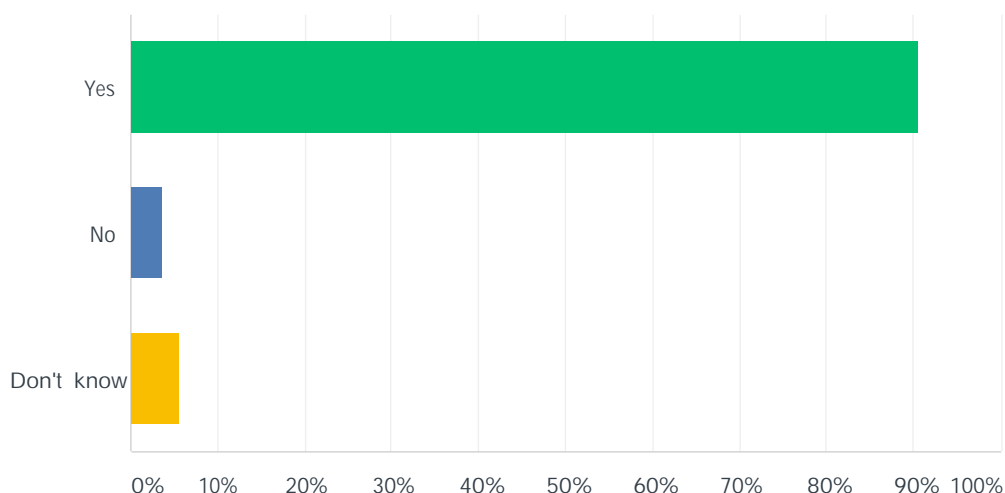
ANSWER CHOICES	RESPONSES	
Yes	85.71%	90
No	5.71%	6
Don't know	8.57%	9
TOTAL		105

#	COMMENT	DATE
1	Walton Park is a housing estate. At the same side of the A61 there is also Long Acre plus several older desirable properties on/leading from mainly 2 cul-de-sacs	7/31/2021 12:46 PM
2	how?	7/29/2021 10:44 PM
3	See comments above on future new development within SLA and outside of Local Plan development limits.	7/29/2021 7:40 PM
4	The requirements seem very demoralising given, for instance, Walton Park.	7/28/2021 11:20 PM
5	No new level of mandatory approval to be introduced! No new level of mandatory approval to be introduced! Who would decide the criteria, inc design, to be applied?	7/27/2021 11:34 AM
6	It has been hard to disagree with any of the BE intentions. However I felt it was weighted too much to the heritage aspects and BE7 for me is quite important. I hope that buildings can be constructed in the next 15 years of which we can be proud and which can have a value as people look back 50 years from now. Also I think that we should have an intention to require new buildings to be constructed using sustainable technology (to address the climate change vision/aim)	7/26/2021 4:34 PM
7	Potentially yes, if the design criteria had been defined and presented.	7/26/2021 3:28 PM
8	We can't see what is so special about Walton Park that it deserves special mention. It's a housing development much the same as Crimple Meadows or the former Dunlopillo site.	7/18/2021 11:38 AM
9	See BE1 again	7/13/2021 9:45 AM
10	Landscape - yes absolutely. Would prefer the emphasis on low carbon rather than repetition of historical style if it can blend in better with the landscape (for example single storey dwellings with green roofs etc.)	7/12/2021 3:10 PM

11	The more control of development design the better the area will be protected	7/6/2021 3:51 PM
12	The vision wants to take "full advantage of technological developments" All the policies in this section need to be aspirations subject to newer technologies eg it would concern me if the policies barred the installation of solar panels or other zero carbon power sources.	7/4/2021 1:41 PM
13	As before - still need to be able To Add character and modernise existing buildings	7/3/2021 9:58 PM
14	I hope the design of future developments will not be anything like Jubilee Park. This whole area is an eyesore and a perfect example of how ignorant HBC Planning department are. It is a complete mish mash, no overall forward thinking, planning, development, design and above all it is not in keeping with a village. If this has been allowed I have no faith whatsoever that any of Heritage, Development and Design policy intention will or would be adhered to but I do agree with it.	7/3/2021 4:41 PM
15	See point 12.	7/3/2021 4:11 PM

Q15 TRAFFIC, TRANSPORT & TRAVEL Do you agree with Policy Intention TT1?

Answered: 107 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	90.65%	97
No	3.74%	4
Don't know	5.61%	6
TOTAL		107

#	COMMENT	DATE
1	Cycling , no roads are wide enough for separate cycle lanes, nor are the footpaths to share with the foot traffic. Where are the extra footpaths required? I think we have a good system of footpaths / bridleways they just need clearing from time to time.	7/31/2021 12:46 PM
2	Any new housing development west of Harrogate should be carefully monitored. Developers do not and are not interested in road infrastructure. They are only interested in making money out of houses. They are not interested in traffic problems	7/31/2021 12:23 PM
3	more parking required for the school traffic	7/31/2021 11:59 AM
4	The Parish is poorly served by paths whican be used all the year round. There are no concessions or designated cycle paths in the Parish. Even the poor state of the road surfaces makes cycling unsafe.	7/30/2021 6:30 PM
5	These networks are vital in view of future increases in traffic.	7/30/2021 4:25 PM
6	There is no mention of a bus service for Pannal . A return of such a service would reduce car use and decrease the isolation suffered by those unable to drive or get to the train or the bus service on the Leeds Road	7/30/2021 3:03 PM
7	Protect what cycling routes? There aren't any. Road are diabolical, tackle that first	7/29/2021 10:44 PM
8	Strongly agree. As new residents to Burn Bridge we love seeing people and horses walking round the village. This should be encouraged.	7/29/2021 8:08 PM
9	A bit wishy washy...	7/29/2021 5:44 PM
10	As well as cycle paths, cycle crossings and pedestrian crossings need to be addressed on the	7/29/2021 5:17 PM

A61 particularly.

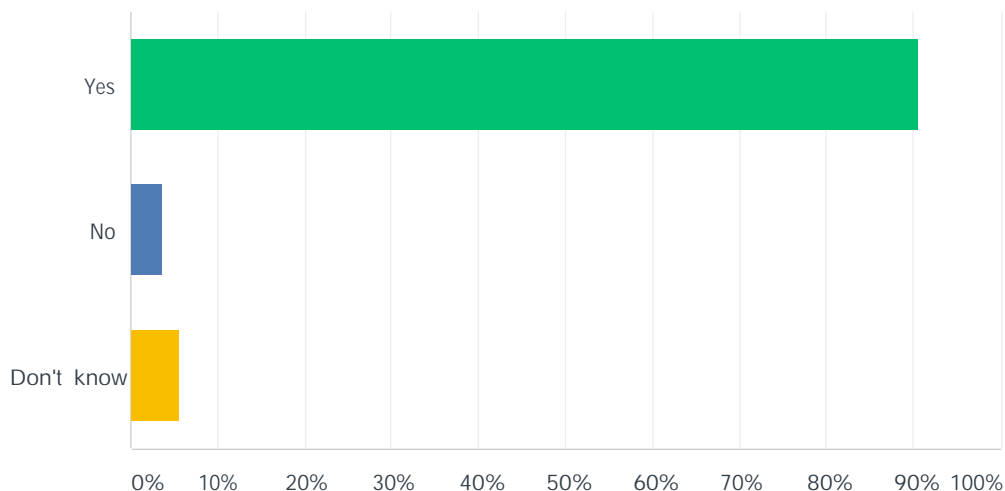
11	Emphatically Yes!	7/29/2021 2:46 PM
12	But see previous comment about the rights of cyclists	7/29/2021 10:31 AM
13	Definitely! Improvements for walking and cycling are extremely important. Too many cars are parked on pavements, including our road (Pannal Avenue) which has become a car park over recent year. We also need improved walking and cycling routes from Pannal into Harrogate - the pavement along the A61 past the garden centre is frightening to walk along with the fast, close traffic and yet only half the pavement is available due to overgrowth. We were also sad that a walking / cycle route were never explored across the fields behind the church	7/29/2021 9:37 AM
14	school parking must be taken away from Main Street. All children should walk!	7/28/2021 7:17 PM
15	The biggest concern for us is the walk from Walton area to the school. In particular the crossing over the railway bridge. A traffic light should be in place for pedestrians. It is very hard to walk to school with a pram, especially as cars stop on the bridge at the crossing where the pavement is low. It is almost impossible to see red/green lights on both sides and you have to run across the road hoping cars don't drive very fast to get through the lights. Now there are a number of children from the Walton and new development cross here I think this should be top priority to ensure the children's safety.	7/28/2021 12:39 PM
16	No mention anywhere that A61 cuts off Spacey Houses and how this might be overcome especially with new employment site coming on stream footpaths cycleways can be provided within field boundaries especially where they are HBC owned	7/27/2021 8:34 PM
17	This must be pragmatic and fully allow access for people's daily transport needs, mainly by car	7/27/2021 10:48 AM
18	Horse riding and vehicles do not go well together. The roads are narrow enough without putting more horses on them!	7/26/2021 8:12 PM
19	See earlier comments on paths alongside roads.	7/26/2021 4:34 PM
20	Expansion of bridleways through the valley to further link up with the wider network (e.g., the bridleway under the viaduct that comes to a dead end). these are important 'nature' routes that people in the parish have enjoyed and kept grounded using recently.	7/26/2021 3:28 PM
21	The rat run and congestion through the village is steadily worsening and would benefit from some urgent consideration to develop a comprehensive infrastructure plan in the light of the extensive housing development to the west of Harrogate	7/25/2021 10:15 PM
22	Walking on footpaths and bridleways is well signposted. Horse-riding is well catered for. There is no provision for safe cycling in to Harrogate, can this PLEASE change? Plenty of sport and recreation cycling available, but how are we to expect people to cycle to high school, work or shopping in Harrogate.	7/25/2021 9:21 PM
23	Very strongly - should also be bolder and specific e.g. add to and connect safe cycling routes that can allow users to connect to a wider network of safe cycling routes and travel from the village to important amenity areas locally and more widely to the extent that there is a multiple-fold increase in cycling journey and significant reduction in short motorised journeys.	7/25/2021 5:09 PM
24	I would like there to be no parking facilities on Buttersyke Way, Pannal for the new football ground area. It needs its own parking facility.	7/19/2021 11:33 AM
25	Any cycling route must be segregated from vehicles and pedestrians. Cyclists are vulnerable to vehicular traffic and pedestrians/pets/disabled/older people are vulnerable to cyclists.	7/18/2021 11:38 AM
26	Could do with some intentions about walking and cycling routes as well as the car-based policies	7/16/2021 3:43 PM
27	Connect crimple viaduct footpath to the show ground via the disused rail track	7/13/2021 10:48 PM
28	Concern about cars parked on pavements, and about speed of vehicles. no footpath on upper Spring Lane and several others.	7/13/2021 9:16 PM
29	Mustn't adversely affect traffic flows in the area. There are already problems for traffic flow.	7/13/2021 11:35 AM
30	The biggest problem and likely to become more of a rate payers anger unless drastic steps including residents only access to Church Lane and Burn Bridge Road and legal enforcement	7/13/2021 9:45 AM

by NYP of the current weight limits on vehicles using these roads as part of heavy vehicles avoiding Leeds Rd between the town centre and Spacey Houses.

31	Very strongly support	7/12/2021 10:03 PM
32	Focus should be on addressing rat runs, there is no consideration of the problems in Burn Bridge. These should take president over horse riding and cycling.	7/12/2021 7:23 PM
33	How about a policy to make horse riders clean up their horses' mess from the roads?	7/12/2021 3:10 PM
34	Consider hard cutting back of hedges to give more space and safety to pedestrians - e.g. station rd. FOLLIFOOT RD is in dire need of a path set back from the road as well as a cycle path.	7/11/2021 8:26 PM
35	There is a conflict between cyclists and vehicles on the two routes out of the parish - Church Lane and Burn Bridge road - which is a danger. Large vehicles and buses should be banned from using the route through Burn Bridge to the A61. The narrow road means danger.	7/8/2021 11:38 AM
36	Although motor traffic from outside the area is a problem, residents need their own vehicular access to be protected rather than impeded. Not everyone is able to cycle or walk.	7/6/2021 3:51 PM
37	Some more horse riders warning signs on Church Lane by Sandy Bank, and on the bends on Rudding Lane, would be great.	7/5/2021 4:13 PM
38	Is horse riding really going to help? Also if all you do is Make the roads even more narrow the cycle idea is also a terrible idea - look what happened in London recently and Leeds - even worse traffic and no one using the cycle lanes	7/3/2021 9:58 PM
39	I do not think cyclists need any more provision. If you have cyclists, horses and walkers all on the same path that is dangerous. Just improve the path between the duck pond and the cricket pitch. It would have been useful to include a current Neighbourhood plan map in this survey.	7/3/2021 4:41 PM
40	Does not cover the newly developed area of Jubilee park. This area has the same needs and should be given the same priority for investment.	7/3/2021 4:11 PM
41	Yes but clarity is needed on what 'improved walking provision' will achieve. If it is hoped more children will walk to school, why provide more car parking for parents? Interesting to note that horse riding provision is mentioned but nowhere in this section is the provision of a regular, cheap bus service given any thought. Perhaps children will canter to school?	7/3/2021 12:02 PM

Q16 Do you agree with Policy Intention TT2?

Answered: 107 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	90.65%	97
No	3.74%	4
Don't know	5.61%	6
TOTAL		107

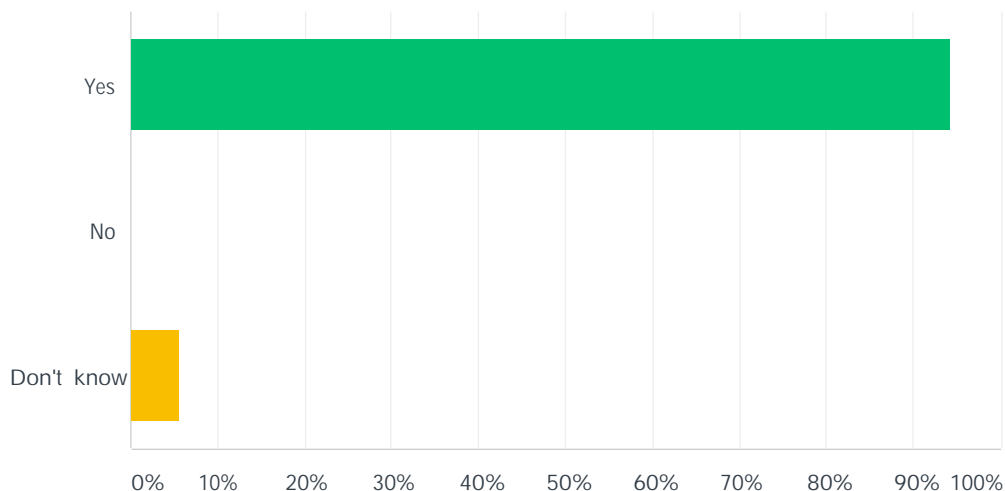
#	COMMENT	DATE
1	Parking is important - but land is scarce / valuable	8/4/2021 1:35 PM
2	To include electric charging points for cars	7/31/2021 12:52 PM
3	The free car park outside the former office block on station road is not full by 8am but it was pre covid, could be full soon if people come back by car to join their trains at Pannal station.	7/31/2021 12:46 PM
4	Development of future parking for Pannal station may not be required due to 'covid' and the total change to working practises	7/31/2021 11:59 AM
5	School traffic affects Pannal in a very negative way. School need to be part of the village. Invite villagers into school, etc etc. AT the moment I suspect a very large percentage of parents don't live in the village and Pannal is just a car park at school drop off and pick up. There is generally a lack of respect as cars are parked everywhere, and it has got worse over the years. Simple answer, parking isn't allowed nearby the school between 8.45-9am and 2.30-3pm. They will have to park further away and walk or cycle. Sadly nothing ever seems to happen	7/29/2021 10:44 PM
6	There is no mention of the serious effect on primary school age children walking to school along Main St, of the inhalation of exhaust fumes emitted by morning traffic using the village as a rat run.	7/29/2021 2:46 PM
7	This is crucial as residential areas are becoming too parked up to the detriment of local inhabitants	7/29/2021 1:11 PM
8	Making more parking for pannal school by losing green space isn't a good idea. Parking has been better since school has staggered pick up drop off times. Every other school has similar issues with parking and removing green space to make a car park isn't really in line with your environment policies!	7/29/2021 10:46 AM

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9	There is an existing problem in addition to future developments near the station as many station users park in pannal avenue which blocks access for residents. This is because there is a charge for the station car park	7/29/2021 9:37 AM
10	Pannal school parking needs drastic improvement with consideration more for children's safety than residents annoyance at on street parking.	7/28/2021 12:39 PM
11	Policy should include the adoption of residents' parking schemes	7/27/2021 9:43 PM
12	but it is about enforcement	7/27/2021 8:34 PM
13	All new parking facilities need to include electric vehicle charging points.	7/27/2021 6:14 PM
14	Higher parking capacity at the station would encourage people to "park & train". School-related parking on Main Street is a real shambles at school-run times - needs radical action!	7/26/2021 8:12 PM
15	As well as removing the dreadful eyesore, the former Dunlopillo offices.	7/26/2021 3:28 PM
16	Station car parking to be free, otherwise people will park I residential areas. School doesn't need car parking, it needs a drop-off facility which is off the high street.	7/25/2021 9:21 PM
17	But to resist creation of park and ride for Harrogate, which will dramatically increase traffic in the village, pollution and destroy the village character.	7/25/2021 5:09 PM
18	Station and school car parking issues are top priority and extra capacity can't come soon enough for the benefit of all.	7/20/2021 12:19 PM
19	Encourage Pannal parents to walk their children or cycle. More parking just encourages more traffic in the immediate vicinity of the school.	7/13/2021 10:48 PM
20	Problem with parking during school hours of coming and going. This will increase with increased building	7/13/2021 9:16 PM
21	Unfortunately extended parking facilities will only attract more cars. Solving one problem may create a bigger one.	7/13/2021 11:35 AM
22	Free car parking at Pannal railway station to prevent use of inadequate roads off Main Street	7/13/2021 9:45 AM
23	Off street parking is needed for the school and the Community Sports centre (where there is only enough for visiting teams). A suitable site should be identified with paths which connect it to both venues.	7/4/2021 1:41 PM
24	But only if this is free! If it is to help ease congestion people shouldn't have to pay for the privilege. Also I don't understand where it will be. Needs to be less than 2 mins walk from school with children!	7/3/2021 9:58 PM
25	This whole section is one of the most important yet contains less than half a page of explanation. It is vague without clear fact or intention making it very difficult to vote on. Again no proposed or current Neighbourhood Plan Map, how can we vote when you haven't identified the actual areas in definition. You state there is inadequate parking at the 'station end' of Pannal. Get HBC to give back half the station car park as it is NEVER full. I'm sorry but this section of the survey is so important and yet we have been given vague, woolly statements. I don't have enough information to make a decision.	7/3/2021 4:41 PM
26	See earlier comments re buses. The more car parking that is offered, the more cars will clog up Pannal Main Street.	7/3/2021 12:02 PM
27	Given a small village these areas could be combined and/or physical limitations mean that Pannal school parking provision does not need to be adjacent to the school I.e. a short (0.5 Mile) walk away.	6/30/2021 5:51 PM

Q17 Do you agree with Policy Intention TT3?

Answered: 105 Skipped: 2



ANSWER CHOICES	RESPONSES	
Yes	94.29%	99
No	0.00%	0
Don't know	5.71%	6
TOTAL		105

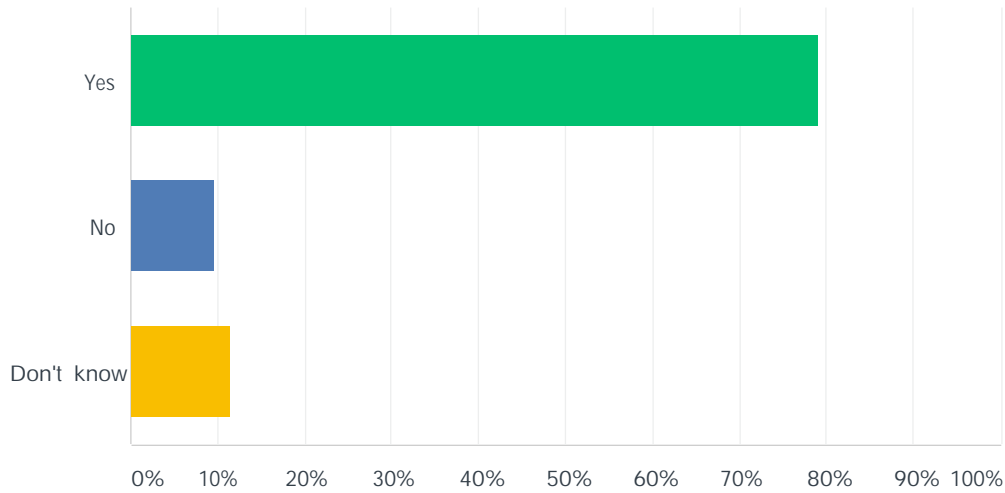
#	COMMENT	DATE
1	To include electric charging points for cars	7/31/2021 12:52 PM
2	Vital to be free instead of blocking local streets.	7/31/2021 12:46 PM
3	The car park has been under used. Could it be put to better use by local businesses for customer / patient parking?	7/31/2021 12:17 PM
4	The parking should be free to keep cars from using nearby streets where some motorists park on the footpaths.	7/30/2021 6:30 PM
5	This must be retained.	7/30/2021 4:25 PM
6	does this include the parking on both sides of the railway?	7/30/2021 3:03 PM
7	Car park is under utilised since charging was introduced leading to more parking on the streets of Pannal.	7/29/2021 7:40 PM
8	This is very important, in my opinion, if we are to encourage greater use of public transport now and in the future	7/29/2021 7:25 PM
9	This should be free to park as it is the only station on this line which demands a fee. Hornbeam Park is a much larger car park and is free.	7/29/2021 1:11 PM
10	Needs to do something about this (as comments previously made). Also improvements to Pannal station - waiting area, ticketing and disabled access / access for all	7/29/2021 9:37 AM
11	If 'work at home' is to continue, the Pannal Station car parks will remain under used. It isn't that far from the station to the school?	7/28/2021 10:58 PM
12	This could be extended if the existing 1960's ugly office block could be demolished	7/28/2021 10:08 PM

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13	parking should be free and more of it.	7/28/2021 7:17 PM
14	Policy refers to Pannal Station Car Park. This is just the area near Pannal Motors and the Co-Op. It should also include Pannal Car Park in front of the old Dunlopillo Office Block	7/27/2021 9:43 PM
15	All parking facilities need to include electric vehicle charging points.	7/27/2021 6:14 PM
16	Expand it if possible.	7/26/2021 8:12 PM
17	To be free of charge and available for overnight parking (not camping!!). Well lit also.	7/25/2021 9:21 PM
18	And enhance, at the same time as creating and enforcing restrictions in surrounding streets so that rail users must use car parking.	7/25/2021 5:09 PM
19	Not relevant to me. The station is in walking distance.	7/20/2021 2:45 PM
20	Or increase parking at the station	7/13/2021 10:48 PM
21	No comment	7/13/2021 11:35 AM
22	But how soon after WFH will this be needed. What provision has been made for off street parking is included in the housing development of Dunlopillo?	7/13/2021 9:45 AM
23	Should be free parking	7/9/2021 4:35 PM
24	Any reduction in parking space at the station will affect use of the train service, which should be encouraged	7/6/2021 3:51 PM
25	I agree that parking should be available but think that the better environmental choice would be to provide more secure cycle storage and discourage people from driving relatively short distances to the station.	7/4/2021 1:41 PM
26	I don't understand in what capacity so will just agree	7/3/2021 4:41 PM
27	Consideration to better access from Leeds road to Pannal station and parking to avoid larger traffic volumes at peak times using church lane rat run.	6/30/2021 5:51 PM

Q18 Do you agree with Policy Intention TT4?

Answered: 105 Skipped: 2



ANSWER CHOICES	RESPONSES	
Yes	79.05%	83
No	9.52%	10
Don't know	11.43%	12
TOTAL		105

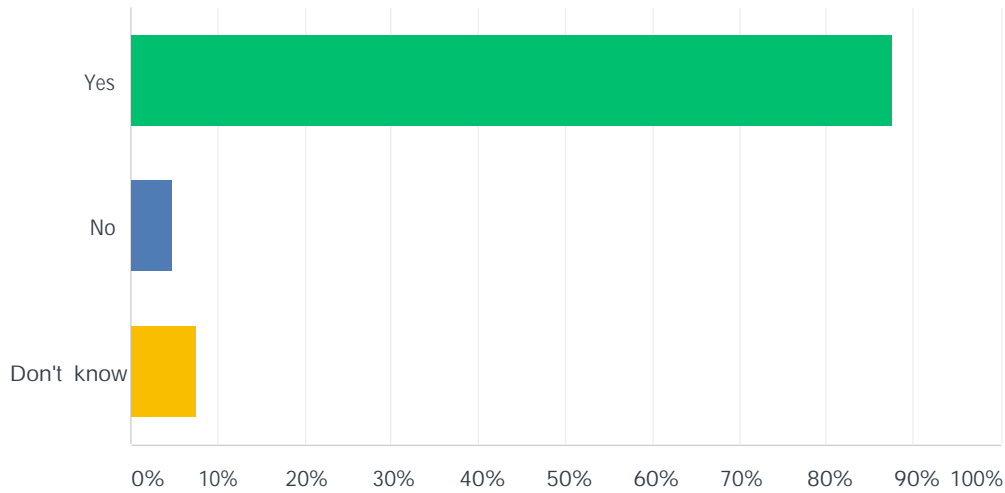
#	COMMENT	DATE
1	Land at back of church is limited and there may be competing demands on it	8/4/2021 1:35 PM
2	Will people be prepared to walk a few yards more?	7/31/2021 12:46 PM
3	Ground is on flood plain	7/31/2021 11:46 AM
4	Important to reduce congestion.	7/30/2021 4:25 PM
5	who owns this lands and why hasn't this happened already	7/29/2021 10:44 PM
6	This provision would be beneficial only if it was free thereby reducing lengthy parking on the streets of Pannal. However, free parking could also encourage people to leave cars for lengthy periods of days and weeks as happens now on Crimble Meadows.	7/29/2021 7:40 PM
7	Park and Stride is a great idea. Parking on main street and other areas is problematic in term time around school start/end, especially as this coincides with other commuter traffic which is getting heavier especially with various new housing developments in the vicinity eg: near Harlow Hill / Harlow Carr area.	7/29/2021 7:25 PM
8	Hopefully this will stop random parking (often inconsiderate) throughout the village at school opening and closing times	7/29/2021 1:11 PM
9	Getting through the village at school starting and finishing times is a nightmare, but really we need to do something to get less cars off the roads !	7/29/2021 9:37 AM
10	Whose land lies to the rear of the Church? Please inform the vicar EARLY as to any plans here and the diocese should know.	7/28/2021 11:20 PM
11	Anything that prevents the fiasco of school morning and afternoon parking has to be pursued.	7/28/2021 10:58 PM

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12	a bigger car park attracts more traffic. radical solution to exclude cars ??	7/27/2021 8:34 PM
13	A footpath/bridge is required that links the proposed Park & Stride to Pannal Primary School. This will alleviate the traffic congestion on Pannal Main Street at school drop off and pick up times, as parents can drop their children at the P & S facility and the children can use the footpath/bridge to access the school.	7/27/2021 6:14 PM
14	Electric charging points provision to be "self financed" if to be provided. How will duration of time at each point be regulated. Someone parks, plugs in, and comes back later in the day!!	7/27/2021 11:34 AM
15	Parking on both sides of entrance road to Crimble Meadows opposite the church to be restricted to one side only. This will reduce the hazards, particularly at school drop off and pick up times.	7/27/2021 11:15 AM
16	An important area for improved car parking facility is the Village Hall. For daytime events, a major limiting factor is car parking. The hall provides an important focus for village life and adequate car parking is needed if it is to fulfil its potential. (I was a bit surprised it was not mentioned in the BE section.)	7/26/2021 4:34 PM
17	Will this be liable to flooding? could be good if it linked into the Pannal Sports playing fields.... they could also use as car parking. Why not develop Sandy Bank Woods? Encourage those who live in the Village to walk their children to school, don't automatically pander to their needs.... the car park will only be filled.	7/25/2021 9:21 PM
18	Depends on the size and scope of this parking area and whether it will create an in effect an unplanned overflow for the station	7/25/2021 12:38 PM
19	What exactly is this for? School drops off or local walking? And will it take the place of green space?	7/22/2021 11:27 AM
20	I understand that this aim, although laudable, has already run into trouble	7/20/2021 2:45 PM
21	Can't come soon enough. Really needed and great use of the land.	7/20/2021 12:19 PM
22	With the opposition from HBC, as reported in a recent newsletter, how likely is this?	7/18/2021 11:38 AM
23	See my response to TT2.	7/13/2021 10:48 PM
24	But this would inevitably take up what is currently grassland?	7/13/2021 9:16 PM
25	No comment	7/13/2021 11:35 AM
26	Consider access across crimble beck to crimble Hall- so villagers can visit crimble hall without having to walk along A61	7/11/2021 8:26 PM
27	Especially re electric charging points	7/9/2021 4:35 PM
28	Much needed expansion of off-road car parking a great idea.	7/5/2021 4:13 PM
29	See also my point in TTT2 but the installation of electric charging points will become an essential part of any scheme. I think the priority, however, is to discourage car usage rather than create a swathe of parking facilities.	7/4/2021 1:41 PM
30	See reply to tt2	7/3/2021 9:58 PM
31	If this area behind the church is given to a park and stride it will cause more congestion on the road queuing in and out. I believe if this area is developed we will lose all the green open space loved by all of us.	7/3/2021 4:41 PM
32	See earlier comments. Chances are that the proposed car park will be clogged up by station commuters who won't want to pay to park at the stations. Hence parking issue will not be solved & traffic congestion will be even worse. We should be discouraging cars. Double yellow lines all down Main Street & give us some buses!	7/3/2021 12:02 PM

Q19 Do you agree with Policy Intention TT5?

Answered: 106 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	87.74%	93
No	4.72%	5
Don't know	7.55%	8
TOTAL		106

#	COMMENT	DATE
1	Traffic congestion is a real problem - made worse by massive house building projects in Harrogate - eg Dunlopillo site - can't see what scheme would alleviate this.	8/4/2021 1:35 PM
2	At peak periods 8-9am, 4-6pm more green light time required to leave the village	7/31/2021 12:46 PM
3	Area of traffic concern is from the new development on the dunlopillo site into the village. We were led to believe this would be a pedestrian only route but there is a lot of traffic, some quite heavy, which appears to use this as a shortcut from the A61, avoiding the traffic lights.	7/31/2021 12:17 PM
4	Can we propose a highway improvement scheme for lower speed limits and/or enhanced and improved road markings and adequate signals and/or truck/lorry ban on Spring Lane, especially on bend at Old School House as lots of people walk/jog on the road and many boy and girl scouts walk to the scout building.	7/30/2021 9:00 PM
5	So important with such heavy traffic through the parish.	7/30/2021 4:25 PM
6	The use of Burn Bridge as a "rat run" (exacerbated by the extensive development to the West of Harrogate) is a real concern of ours. We have young girls and live near to Burn Bridge Road. We would like to see the use of this road as a cut through strongly discouraged.	7/29/2021 8:08 PM
7	The actions for traffic calming measures including digital speed signs should also be applied to the entry and exit points at Walton Park.	7/29/2021 5:17 PM
8	Extreme traffic calming measures on Church Walks and in the vicinity of Pannal School are needed to discourage through traffic.	7/29/2021 2:46 PM
9	Re-routing the harrogate bus (36) or alternative to give greater access to the new Dunlopillo site residents	7/29/2021 9:37 AM
10	Residents should definitely be consulted.	7/28/2021 11:20 PM

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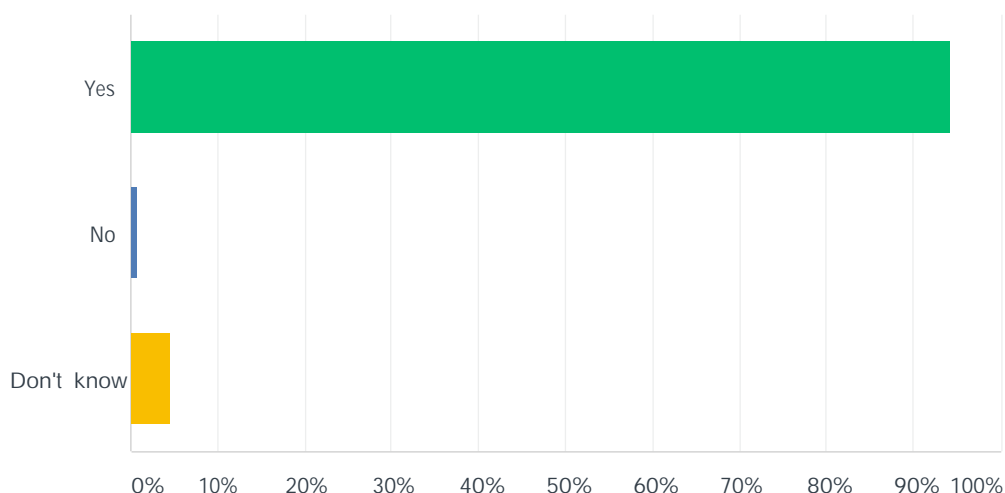
11	Yew tree LANE (!) and Burn bridge road are not the By pass and far too much heavy traffic uses them. the narrow right angled bridge over the railway is very dangerous.	7/28/2021 7:17 PM
12	The A61 its now to fast, speed limits should be set here as the number of residents has increased and children walk along this road. The pathway needs amending as it is insufficient in places.	7/28/2021 12:39 PM
13	turning lanes wont fit	7/27/2021 8:34 PM
14	Traffic calming measures should be introduced on Church Lane between Sandy Bank Cottages and Pannal Main Street. Cars regularly exceed the 30mph speed limit on this road despite the bends and blind corners, making it dangerous for both the many pedestrians and for residents exiting their driveways.	7/27/2021 6:14 PM
15	Traffic volume, particularly heavy vehicles, and speeding cars along Burn Bridge Road need to be a priority	7/27/2021 10:48 AM
16	We need a western by-pass to take the commuter traffic out of the village. Traffic "calming" just adds to pollution and carbon footprint.	7/26/2021 8:12 PM
17	"alleviate traffic congestion on the west side of Harrogate"? You mean through Pannal and Burn Bridge? Not a big fan of the West of Harrogate bypass as that may well attract even more traffic and noise to some currently peaceful countryside around P & BB	7/26/2021 1:27 PM
18	Yes, but should be much more specific on schemes/proposals that will alleviate through traffic in village/west of Burn Bridge i.e. west side congestion. We need concrete proposals in here.	7/25/2021 5:09 PM
19	Strongly agree, the increasing rat running/speeding through the parish that the west harrogate developments have and will bring are the biggest single problem/challenge we face. In my opinion!	7/21/2021 8:25 PM
20	The aims are laudable but "traffic calming" can equal driver frustration which defeats the objective. In my view, improving traffic flow is a better objective.	7/20/2021 2:45 PM
21	This would be an excuse to say the community supports a western bypass which has been muted on many occasions and never goes away.	7/13/2021 10:48 PM
22	Burn bridge road is a rat run and getting worse.	7/13/2021 9:16 PM
23	Turning lanes may benefit traffic flow. So called traffic calming measures, such as "road humps" complemented by already potholed road surfaces just add to braking and accelerating of vehicles adding to pollution noise and damage to vehicles.	7/13/2021 11:35 AM
24	No more speed humps. Traffic restrictions to be based on reduced speed limits on Burn Bridge road and directional? blocks to traffic as by the bridge over the beck.	7/13/2021 9:45 AM
25	Very strongly support	7/12/2021 10:03 PM
26	Please, please, please make sure that Burn Bridge needs are addressed. Railway bridge on Burn Bridge road hasn't been designed for volume or heavy traffic using this road. Further traffic management required at junction with Leeds Road to prevent accidents.	7/12/2021 7:23 PM
27	This policy could be enhanced by reference to improved safety for all - people in vehicles, on 2 wheels and on foot.	7/12/2021 3:10 PM
28	See earlier comments	7/8/2021 11:38 AM
29	I am wary of traffic calming measures. Slowing and acceleration of traffic causes noise problems for nearby residents and increased pollution. Road humps can set up vibration which damages buildings. Emergency vehicles may also be adversely affected. Closure of roads except for access might be preferable if possible.	7/6/2021 3:51 PM
30	Should not have objected to the bypass decades ago. Short term nimbyism	7/5/2021 2:53 PM
31	Resurfacing of Main Street and Station Road critical and needs addressing immediately. Parts are in a dangerous state for cyclists and motorists.	7/5/2021 1:36 PM
32	I think there are sufficient traffic calming measures at the moment and the congestion on the Main Street at school times provides accident free traffic calming.	7/4/2021 1:41 PM
33	Can we make sure that the calming is before you get to the village - let's deter people from	7/3/2021 9:58 PM

Using our villages for rat runs before they get here and definitely slow them all down on burn bridge road no matter what time of the day

34	Again I don't understand how a turning lane could be incorporated at Pannal Bank. I agree to traffic calming. I feel we haven't been given enough information to comment effectively on this section.	7/3/2021 4:41 PM
35	Does not cover the newly developed area of Jubilee park. This area has the same needs and should be given the same priority for investment.	7/3/2021 4:11 PM
36	Speed limits need to be urgently reviewed	7/3/2021 12:02 PM

Q20 COMMUNITY FACILITIES & SERVICES Do you agree with Policy Intention CFS1?

Answered: 107 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	94.39%	101
No	0.93%	1
Don't know	4.67%	5
TOTAL		107

#	COMMENT	DATE
1	Totally agree	8/4/2021 1:35 PM
2	The hairdressers are not mentioned	7/31/2021 11:59 AM
3	Essential.	7/30/2021 4:25 PM
4	how can parish council resist the loss when most of these are private businesses and they could simply go out of business. It cannot protect them or enhance them?	7/29/2021 10:44 PM
5	Public conveniences is a very good idea	7/29/2021 7:25 PM
6	Too vague	7/29/2021 5:44 PM
7	Emphatically	7/29/2021 2:46 PM
8	The village needs all these facilities	7/29/2021 1:11 PM
9	St. Robert's Church and the surrounding graveyard cannot be picked up and moved somewhere else.	7/28/2021 11:20 PM
10	a road should be built from Otley Road to Buttersyke bar.	7/28/2021 7:17 PM
11	However more facilities are needed and spread throughout the community not just focused on Pannal	7/28/2021 12:39 PM
12	The title of the policy includes "Enhancement" but the greyed title only include "resist loss" i.e.excludes enhancement. The list is not complete . Omissions include Elizabeth Black Hairdresser, the revamped Crimble Hall and since Pannal Motor Centre is included so should	7/27/2021 9:43 PM

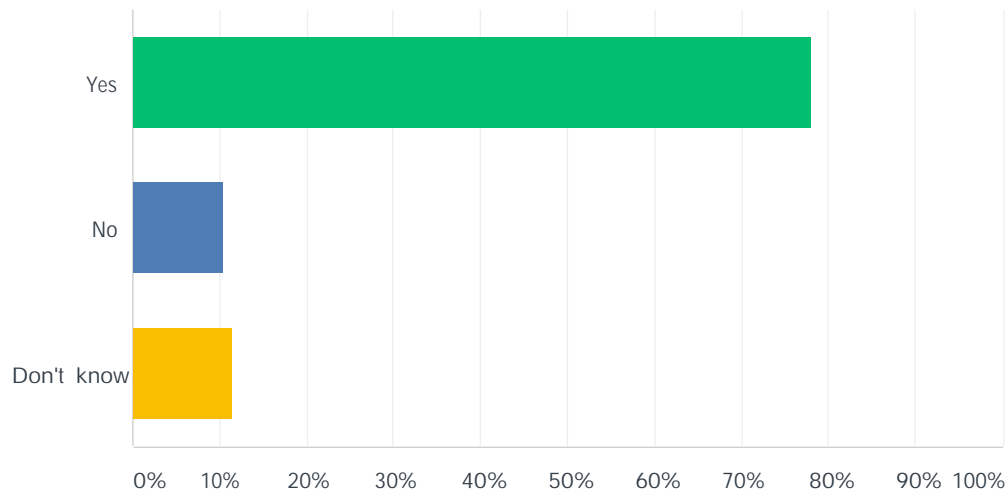
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the BMW and Mercedes facilities, the new Costs coffee shop and the BP M& S shop. There should be much more emphasis on enhancement.

13	I have no issue with any on the list but the community has to support each of these, else there is little point in preserving them.	7/26/2021 4:34 PM
14	All needed and more where possible. Help should be provided wherever possible to attract new ventures to the village.	7/25/2021 9:21 PM
15	All very valued	7/13/2021 9:16 PM
16	No comment	7/13/2021 11:35 AM
17	The devil is in the detail here - the question it begs is "how"	7/12/2021 3:10 PM
18	The village can not afford to lose any of these	7/11/2021 8:26 PM
19	Pannal, Burn Bridge and Walton Park are frequently mentioned but Walton Place Long Acre Drury Close/Lane and Walton Ave are on the fringes but neglected	7/9/2021 4:35 PM
20	As most of these are private businesses it is not clear what intervention is worthwhile	7/7/2021 11:45 AM
21	Community facilities such as the Post Office/Village store and the Co-op have provided an essential lifeline during the pandemic. They should be protected at all costs.	7/6/2021 3:51 PM
22	Will locals support another pub. This is a commercial decision unless it is a community facility.	7/5/2021 2:53 PM
23	No clue how you will put this in place but good ideas	7/3/2021 9:58 PM
24	Very important to support making Pannal a great place to live and work.	7/3/2021 4:11 PM

Q21 Do you agree with Policy Intention CFS2?

Answered: 105 Skipped: 2



ANSWER CHOICES	RESPONSES	
Yes	78.10%	82
No	10.48%	11
Don't know	11.43%	12
TOTAL		105

#	COMMENT	DATE
1	Why no mention of the village hall	8/4/2021 1:35 PM
2	New development by A61 will provide extra cafe / restaurant capacity	7/31/2021 12:46 PM
3	A pub would be very welcome news	7/31/2021 12:23 PM
4	Public house, cafe/restaurant? How? Where?	7/31/2021 11:59 AM
5	It would be really good to have a local cafe and/or restaurant and shops in the village, this would	7/30/2021 9:00 PM
6	The current pub is possibly not financially safe so not sure another one might do more harm than good.	7/30/2021 6:30 PM
7	If there was sufficient demand for a pub in Pannal, then the previous pub wouldn't have shut down. Drinking habits have changed in the last 20 years. The Black Swan isn't overly busy. I'd rather see the Black Swan succeed than campaign for a second pub that is going to struggle. If people Pannal want to go to the pub, I can't imagine many are put off by the extra 600m they need to walk to get to the Black Swan.	7/30/2021 9:09 AM
8	not sure what this means, help out existing pub, build a new one?? Toilets, where?	7/29/2021 10:44 PM
9	Don't think we need a new pub	7/29/2021 8:39 PM
10	Although as we commented above other independent retail/leisure/commercial uses that add to the amenity within the Parish should be strongly encouraged.	7/29/2021 8:08 PM
11	A public house in Pannal and/or Walton Park is neither a realistic commercial proposition nor is it needed. The former pubs at Spacey Houses (now BMW forecourt) and Pannal station (now the Coop) closed through lack of support. The area has neither the local trade to support	7/29/2021 7:40 PM

another pub nor does it have the destination characteristics and surrounding infrastructure to attract visitors from further afield.

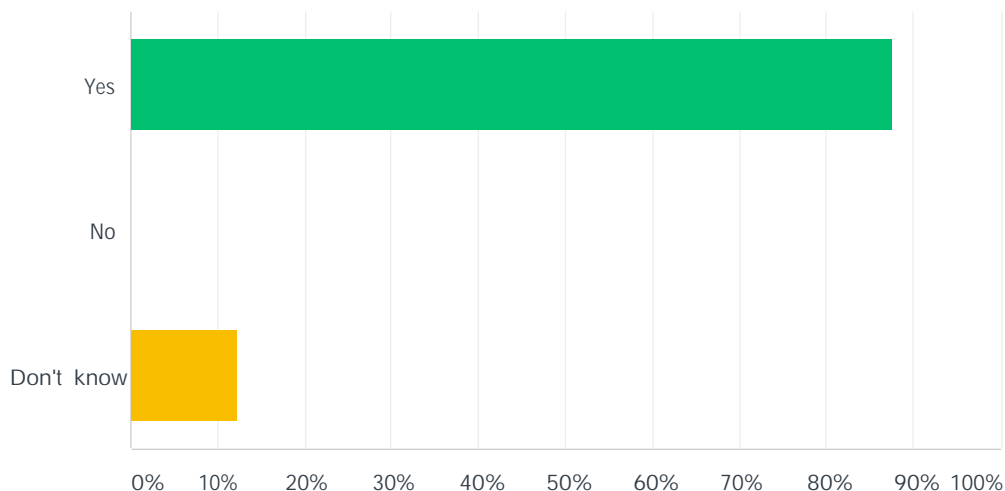
12	An ideal location would be in the vicinity of the current PO, Co-op and rail station - instead of the ugly, out-of-keeping semi-ruined building. The developers had promised residents that this building would be demolished as part of the new housing development plan but somehow wriggled out of it (pleading loss of profit!) This location would be ideal to knit the new housing to the village and provide community meeting spots, like a cafe/restaurant and pub, maybe some green space and a water feature.	7/29/2021 2:46 PM
13	The return of a pub in Pannal would be welcomed as would the creation of a cafe/restaurant	7/29/2021 1:11 PM
14	Definitely need a pub since the demise of the Harwood	7/29/2021 9:37 AM
15	Not sure we need additional pubs and not sure we could support a cafe/restaurant. Need to think about location of public conveniences as such facilities can quickly become run down/damaged.	7/29/2021 9:20 AM
16	Provided any new build respects the surroundings it is placed in.	7/28/2021 11:20 PM
17	pub for pannal.	7/28/2021 7:17 PM
18	Very much agree with this	7/28/2021 12:39 PM
19	is there really a need for a pub? what was the real level of support for this?	7/27/2021 8:34 PM
20	Would prefer that 'instead of' or 'as well as' proposing a new pub this policy promoted the use of the existing pub in Burn Bridge and the social facilities at the Memorial Hall. I personally do not believe that in this day and age there is sufficient business for more than one pub in the parish.	7/27/2021 6:14 PM
21	Yes to cafe and public conveniences (if properly serviced) but not clear that another pub is needed ...in fact if there is a need, another pub will surely appear!	7/26/2021 4:34 PM
22	However the residents will need to use a public house and/or cafe/restaurants.	7/26/2021 3:28 PM
23	There is adequate provision of these services with the new development at Crimble Hall	7/25/2021 10:15 PM
24	I think the Cricket Club and their pop-up bar is fantastic. Showing the pub what to do and how to do it!! The club house should be extended and the bar be open more often so the profits can be ploughed back in to a community facility. Same also for Pannal Sports.	7/25/2021 9:21 PM
25	Not convinced that there is a need for a public house in Pannal. Black Swan is located well and needs to be run well and used by residents. Another pub could not probably be sustained in current modern environment. Very supportive of public conveniences and cafe/restaurant - should be such facilities in heart of new housing area and around the station.	7/25/2021 5:09 PM
26	Pub in Pannal village or Spacey Houses would be great to have; hard to imagine where one could be located in Walton Park.	7/24/2021 10:25 AM
27	A public house within Pannal would be a great addition to the village	7/23/2021 12:10 PM
28	A cafe in the village would be wonderful. I personally feel The Black Swan is close enough to Pannal to not need another one.	7/22/2021 11:27 AM
29	Being as so few people in the parish actually support the existing pub, which is just a short walk away from anywhere in Pannal/Burn Bridge. It will be hard to get another one that would be financially viable.	7/21/2021 8:25 PM
30	None of the facilities identified are of interest to me.	7/20/2021 2:45 PM
31	The Black Swan is struggling, so it is questionable whether the village could support another pub	7/19/2021 2:29 PM
32	No need for a further public house. The current one is not well used.	7/17/2021 3:28 PM
33	Not sure about the need for a pub on Walton Park or whether a cafe would be viable in the village. Public toilets could be a bonus for walkers passing through the area.	7/17/2021 12:47 PM
34	We look like having cafe and restaurant facilities at the garden centre site. Also the drive in Costa.	7/13/2021 9:16 PM

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35	No comment	7/13/2021 11:35 AM
36	But no need for a public house in Pannal or Walton Park, we have already seen the closure of Platform One in Pannal and the Spacey Houses pub on the A61 through lack of use. best to try and keep the Black Swan going. Public loos are a sensible suggestion but who will pay for the service and cleaning of them and how much will it cost. Could we have the types of unisex toilets available in some continental countries where admittance is prepaid for with automatic cleaning after each use??	7/13/2021 9:45 AM
37	Unsure about the public conveniences	7/12/2021 10:03 PM
38	Do we need another pub as such. Cafe/resturant/wine bar would be better maybe?	7/12/2021 3:10 PM
39	Cafes to serve different tastes. Independents would suit the village perfectly	7/11/2021 8:26 PM
40	Public conveniences should not be locked up or only available at certain times	7/9/2021 4:35 PM
41	Public House -- dubious we did not support The Harwood Cafe/Restaurant -- dubious Toilets -- Support	7/8/2021 5:37 PM
42	Again, these should be address separately as it relates to private businesses.	7/7/2021 11:45 AM
43	All will improve the quality of life for residents and encourage visitors	7/6/2021 3:51 PM
44	With the Costa Coffee and redeveloped Crimble Hall, I do not think there is a need for further Public House/Cafe/Restaurants. I have doubts about the maintenance, cleanliness, safety of public conveniences.	7/4/2021 1:41 PM
45	What about children's areas	7/3/2021 9:58 PM
46	Fully agree these ar missing requirements to achieve the vision. Areas around Pannal railway and new Jubilee park housing area should be prioritized for investment.	7/3/2021 4:11 PM
47	Unnecessary	7/3/2021 12:02 PM

Q22 Do you agree with Policy Intention CFS3?

Answered: 106 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	87.74%	93
No	0.00%	0
Don't know	12.26%	13
TOTAL		106

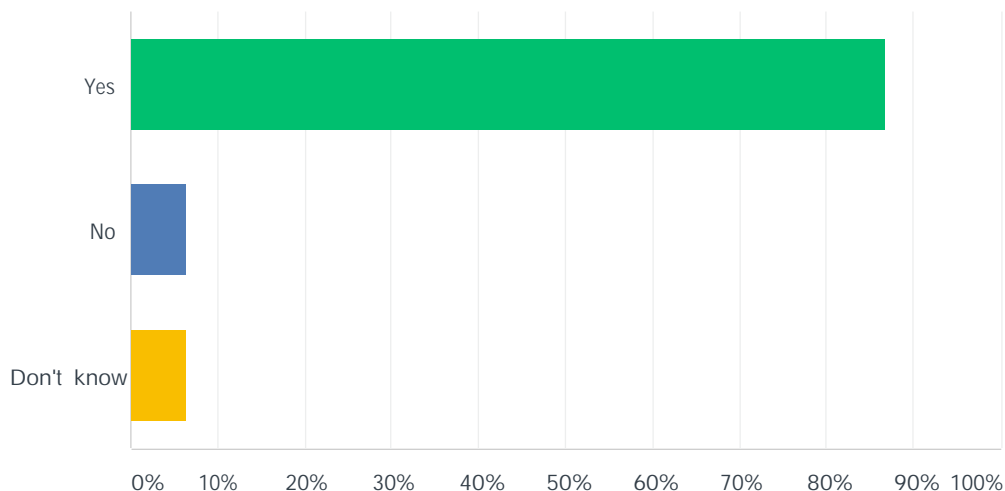
#	COMMENT	DATE
1	Because of house building there will be pressure to increase the size of the school - but is this realistic.	8/4/2021 1:35 PM
2	If this means enlarging the school, more pupils = more traffic, this must be addressed by better parking facilities elsewhere. Pannal Green and the church car park cannot take any more school traffic.	7/31/2021 12:17 PM
3	Again, necessary with increased housing.	7/30/2021 4:25 PM
4	again what does this mean? it would set out constraints and requirements that would be needed to be satisfied for the development of educational facilities on this site? The school is already here, surely this would come under the education budget provision?	7/29/2021 10:44 PM
5	It is not clear what 'educational facilities' are needed. What is 'buffer planting'? Charging points? Noise comin and going? A very narrow approach road. Both school and church must be treated with respect. Losing trees and hedgerows does not sound good either.	7/28/2021 11:20 PM
6	Difficult I know, but children learn from their parents. Respecting the village and its residents, plus a little bit of exercise to start the day shouldn't be too difficult??	7/28/2021 10:58 PM
7	Electric charging points provision to be "self financed" if to be provided. How will duration of time at each point be regulated. Someone parks, plugs in, and comes back later in the day!!	7/27/2021 11:34 AM
8	However with strong support for additio to this to add a lot of cycle parking, storage with cover and secure storage at the site so that a large proportion of children could use cycling to school. We should be VERY ambitious in this regard to reduce traffic in the village.	7/25/2021 5:09 PM
9	But I am struggling to see the need for electronic car charging points for people dropping their kids at school...	7/22/2021 11:27 AM

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10	Not so sure about the access to the footpath for all and sundry to the school. there is adequate provision already.	7/18/2021 11:38 AM
11	No comment	7/13/2021 11:35 AM
12	Already overstretched before the vast increase in homes planned by HBC which will further swamp the school even after its planned expansion unless further restraints are put on its catchment area.	7/13/2021 9:45 AM
13	Getting in touch with community groups such as Treesponsibility, who recently planted 800 trees on a farm on Brackenthwaite lane	7/11/2021 8:26 PM
14	I presume you have a wish list of aspirations for educational facilities.	7/4/2021 1:41 PM
15	Don't make it so difficult and all about trees to improve the pretty dowdy facilities for our children. Doubt the footpath Will do much	7/3/2021 9:58 PM
16	Important but perhaps of lower priority than other actions.	7/3/2021 4:11 PM
17	In part - see earlier comments re car park. Essentially Pannal School is in the wrong place - resite onto A61 & provide school bus for village children.	7/3/2021 12:02 PM

Q23 HOUSING Do you agree with Policy Intention H1?

Answered: 107 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	86.92%	93
No	6.54%	7
Don't know	6.54%	7
TOTAL		107

#	COMMENT	DATE
1	Who decides what the local needs are?	8/4/2021 1:35 PM
2	Include building bungalows	7/31/2021 12:52 PM
3	No future housing for the village	7/31/2021 11:46 AM
4	But must ensure much better provision of affordable housing	7/30/2021 8:45 AM
5	doesn't HBC already do this?	7/29/2021 10:44 PM
6	The recently adopted Local Plan has set the development limits for Pannal/Burn Bridge. The Plan should not seek to address any sort of perceived housing needs outside of these limits. Any as yet unallocated space within the development limits is likely to be very small scale.	7/29/2021 7:40 PM
7	Ideally would like to see bungalows being built for the older population but builders prefer town houses etc as they can get more built in the same area.	7/29/2021 9:20 AM
8	NO MORE HOUSING AT ALL	7/28/2021 7:17 PM
9	Please include a wish that housing developments are not boring samey samey design	7/28/2021 2:35 PM
10	Does "Local" just mean Pannal /Burn Bridge ?	7/27/2021 9:43 PM
11	The priority on housing is to limit numbers built to ensure the rural aspect is maintained	7/27/2021 10:48 AM
12	We agree that it is based on need of the prospective home owners and not on the need of a land owner to develop. However, please note that demand for housing on the south side of Harrogate will always be greater as people want to work in Leeds - making Harrogate more of a dormitory town	7/26/2021 3:28 PM
13	Houses built to satisfy local housing requirements are not necessarily filled with local people.	7/26/2021 1:27 PM

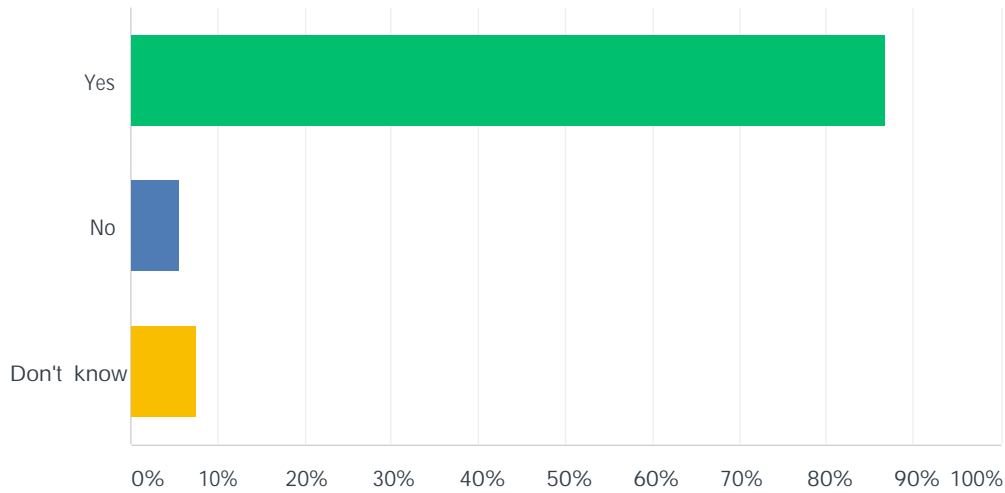
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With a policy that states it will fulfil local demand will end up with an estate the size of West & South Yorkshire. Demand for housing here is high because it is a nice place to live, for no other reason. Priority No 1 should be to keep it that way.

14	I don't want to see more new houses built...	7/22/2021 11:27 AM
15	Traffic is already bad on most roads around this area. Building new houses will detract from the heritage of the area.	7/14/2021 8:16 PM
16	No comment	7/13/2021 11:35 AM
17	Bungalows not mansions.	7/13/2021 9:45 AM
18	The issue is that housing built is not really addressed by capacity in other services (roads, schools, etc.) beforehand.	7/7/2021 11:45 AM
19	Stop new houses	7/3/2021 9:58 PM
20	I am actually astounded that the evidence from the survey stated larger properties were needed. I feel we have a wealth of this type in Pannal, Burn Bridge and Walton Park but will accept the evidence	7/3/2021 4:41 PM

Q24 Do you agree with Policy Intention H2?

Answered: 107 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	86.92%	93
No	5.61%	6
Don't know	7.48%	8
TOTAL		107

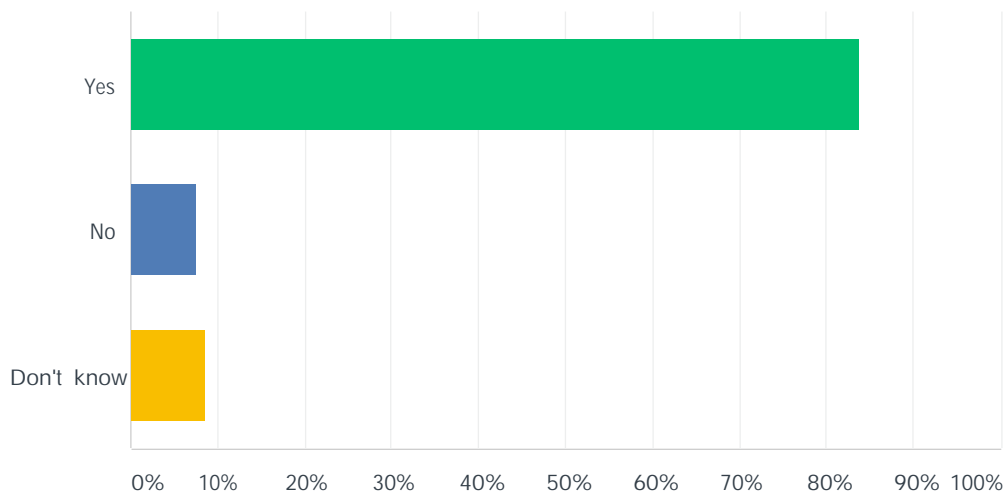
#	COMMENT	DATE
1	No future housing for the village	7/31/2021 11:46 AM
2	Must ensure adequate affordable housing	7/30/2021 8:45 AM
3	yes, with the proviso that such small sites could also be useful for providing the additional local community facilities specified earlier.	7/29/2021 5:17 PM
4	Emphatically support the policy of small infill sites that knit into the current mix of housing. No more large, stand-alone developments are needed.	7/29/2021 2:46 PM
5	No more development in private gardens	7/28/2021 7:17 PM
6	Any new development should also have environmental considerations at its heart. Sustainable and longevity being key focus	7/28/2021 12:39 PM
7	10 units 0.4 ha too large for these communities	7/27/2021 8:34 PM
8	Environmental needs also need to be added - such as 'green corridors'.	7/26/2021 3:28 PM
9	10 houses? Care needs to be taken to dissuade developers from splitting larger plots into smaller developments - is 10 the right number?	7/26/2021 1:27 PM
10	Allow for sufficient car parking.	7/25/2021 9:21 PM
11	Specific criteria should include net additions to green space and connected network of green and blue spaces; enhancement to wildlife biodiversity	7/25/2021 5:09 PM
12	Prefer no infill . Green spaces and open vistas are better.	7/14/2021 8:16 PM
13	No comment	7/13/2021 11:35 AM

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14	Not many sites available around the village for even developments of 10 houses or less.	7/13/2021 9:45 AM
15	This is an invitation to developers to to build 10 units or less on sites which are not specifically protected or enhanced. We all lost the apeal against 13 houses on Rossett Green Lane - but this is the kind of development that you are inviting by this policy.	7/12/2021 3:10 PM
16	Stop new housing	7/3/2021 9:58 PM
17	Depends on what the criteria or tests are. Until these can be reviewed to ensure appropriateness against the vision then it is difficult to endorse this point.	7/3/2021 4:11 PM

Q25 Do you agree with Policy Intention H3?

Answered: 106 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	83.96%	89
No	7.55%	8
Don't know	8.49%	9
TOTAL		106

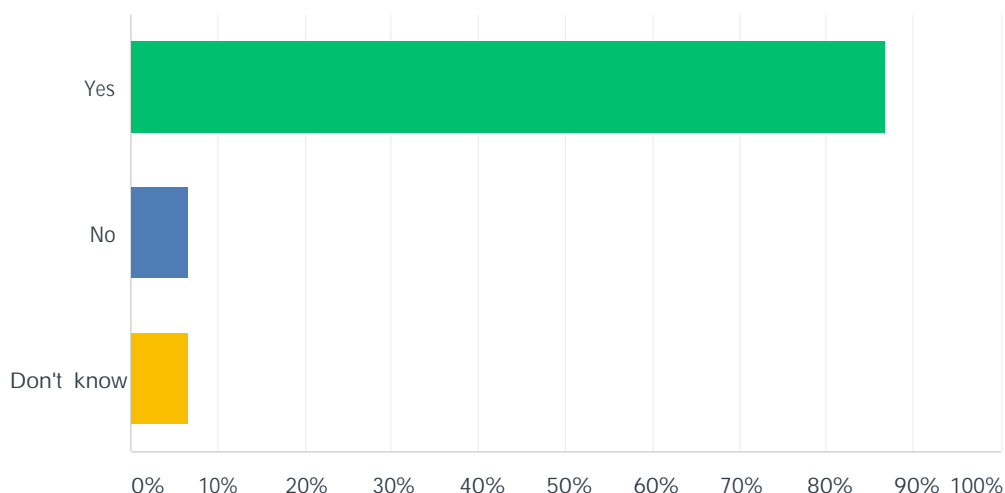
#	COMMENT	DATE
1	Who decides?	8/4/2021 1:35 PM
2	No future housing for the village	7/31/2021 11:46 AM
3	How can we include protection against development of the farming/grazing fields on Woodcock Hill; both directly as being explicitly mentioned under the green and natural environment policy but also indirectly by broadening the criteria/ tests as per policy intention H3 (p.14) rather than just "pollution issues" to extend to "environmental and preservation issues".	7/30/2021 9:00 PM
4	Important to limit expansion of building.	7/30/2021 4:25 PM
5	For the reasons I've given above, it is not appropriate to set out any such criteria or tests for hypothetical scale development (10 or more units) which could only take place outside of the Local Plan development limits. In rejecting an Appeal to develop 48 sites on Spring Lane Farm (within the SLA but outside the LP development limits) the Government appointed Inspector placed by far the most weight on the adverse landscape impact.	7/29/2021 7:40 PM
6	Community Land Trust is an excellent idea.	7/29/2021 2:46 PM
7	After the completion of the Dunlopillo site there are very few, or no 'brown field' sites in the villages. any future development would inevitably involve 'Greenfield sites'.	7/28/2021 10:58 PM
8	NO MORE HOUSING OF ANY SIZE	7/28/2021 7:17 PM
9	subject to comment above	7/27/2021 8:34 PM
10	Include environmental aspects - such as 'green corridors'.	7/26/2021 3:28 PM
11	Think our policy should be that there is no further need for such large scale housing developments in this parish, so setting out criteria for them implicitly accepts that there could	7/25/2021 5:09 PM

be need or justification. The parish has provided significant new housing via the dunlopillo area and plans there should be completed to meet housing needs.

12	What would be the benefit of a Community Land Trust?	7/18/2021 11:38 AM
13	No Building on green belt should be allowed.	7/14/2021 8:16 PM
14	Please save Crimple Valley. Like the non planning Trust	7/13/2021 9:16 PM
15	Traffic issues need to be fully considered	7/13/2021 11:35 AM
16	As above - this is an invitation. Would it not be better to have a policy to identify land where development would be acceptable provided lots of criteria were met? This would be a better containment strategy than the reactive ones that are proposed and more in line with number 7 bullet in "how the plan aims to achive the vision" on page 5. "Positively influencing....." to me means identifying possibly suitable land for devlopment.	7/12/2021 3:10 PM
17	I am against further housing development within the Pannal/Burnbridge area	7/7/2021 12:13 PM
18	For larger developments there should be Zero Carbon considerations using ground source heating and/or solar power	7/4/2021 1:41 PM
19	Stop new housing	7/3/2021 9:58 PM
20	Depends on what the criteria or tests are. Until these can be reviewed to ensure appropriateness against the vision then it is difficult to endorse this point.	7/3/2021 4:11 PM

Q26 ECONOMIC DEVELOPMENT Do you agree with Policy Intention ED1?

Answered: 106 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	86.79%	92
No	6.60%	7
Don't know	6.60%	7
TOTAL		106

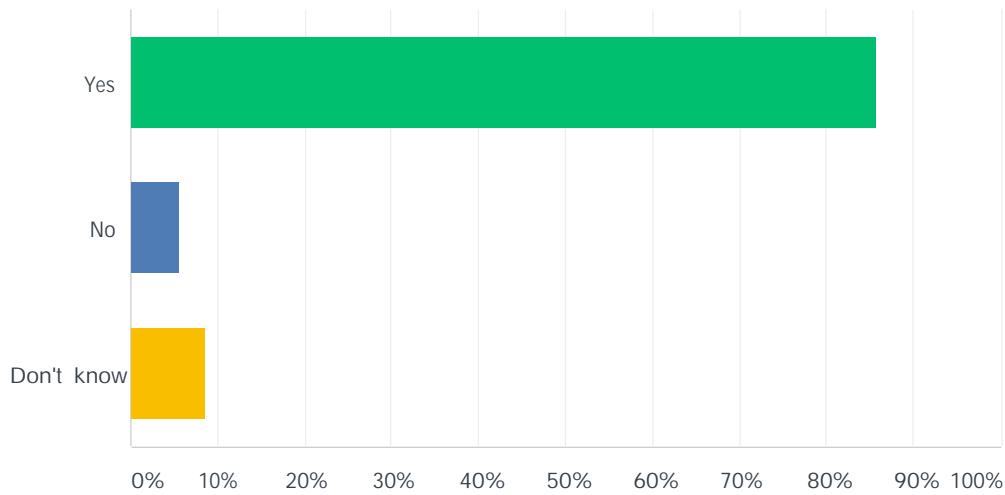
#	COMMENT	DATE
1	Don't see the need for Costa coffee on that site - there are other coffee suppliers in the area.	8/4/2021 1:35 PM
2	Question mark still over former office block and land behind	7/31/2021 12:46 PM
3	We agree with protecting current businesses. Regarding the Dulopillo site we would not like to see large business development there.	7/31/2021 12:17 PM
4	how would parish council do this?	7/29/2021 10:44 PM
5	As long as the safeguarding bears in mind the size and shape of what they are being used for in the future.	7/28/2021 11:20 PM
6	no buildings at all at bottom of Almsford Bank	7/28/2021 7:17 PM
7	It is not clear why these sites are considered Employment sites rather than local facilities. It should include the Dunlopillo site	7/27/2021 9:43 PM
8	care homes are employment sites as are the commercial facilities in the village listed CFS1. Ideally any development should aid local employers. need a policy that aims to integrate this very large development into the village	7/27/2021 8:34 PM
9	On the east side of the A61, the Mercedes Garage, BP and ATS are an eyesore. These act as a nucleus for further expansion of similar units and ruin the aspect the valley and viaduct provide.	7/26/2021 3:28 PM
10	How many people who live in P & BB work in these places?	7/26/2021 1:27 PM
11	But the eyesore of the Dunlopillo building needs to be demolished	7/24/2021 10:25 AM

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12	Although was very disappointed to see that a big chain like Costa was allowed to build in place of where our much more useful dry cleaners and petrol station were.	7/22/2021 11:27 AM
13	Yes, the village needs a community hub/centre such as a cafe	7/19/2021 11:33 AM
14	How about the new food store destined for later this year? What about the commercial businesses on the former Dunlopillo site?	7/18/2021 11:38 AM
15	No comment	7/13/2021 11:35 AM
16	No development of PN18	7/13/2021 9:45 AM
17	Why would we have a policy to safeguard these? What if they become economically unviable? There is nothing any Parish Council can do if a business loses money and needs to close. This is unrealistic.	7/12/2021 3:10 PM
18	The Dunlopillo site is an eyesore that would be better demolished and rebuilt	7/9/2021 4:35 PM
19	We could happily lose the the Mercedes, BMW and ATS sites.	7/8/2021 5:37 PM
20	This relates to private businesses and is not really within the purview of the council	7/7/2021 11:45 AM
21	The litter of coffee cups around the village from Costa is a pain. I don't know what could be done about it though.	7/5/2021 4:13 PM
22	Add the care home to the list	7/4/2021 1:41 PM
23	Doubt many locals are actually employed by these companies?	7/3/2021 9:58 PM
24	Too limited. How are we going to make Pannal an attractive investment location for businesses. We need local jobs for the local community esp part-time jobs for younger and older members of the community.	7/3/2021 4:11 PM

Q27 Do you agree with Policy Intention ED2?

Answered: 105 Skipped: 2



ANSWER CHOICES	RESPONSES	
Yes	85.71%	90
No	5.71%	6
Don't know	8.57%	9
TOTAL		105

#	COMMENT	DATE
1	I'm opposed to any further development on the farmland in the vicinity of ATS, BP and Crimble Hall. There is already enough development.	7/31/2021 12:46 PM
2	I would not agree with any employment sites south of Almsford Bridge	7/31/2021 12:23 PM
3	We would not like to see any further business development south of Almsford Bridge or anywhere else along the A61 leading into Harrogate	7/31/2021 12:17 PM
4	This is a lapwing nesting site which are on the endangered list	7/31/2021 11:40 AM
5	Electric car charging points essential and urgent	7/29/2021 7:25 PM
6	Account needs to be taken of climate impact - increased risk of flooding with increase in hard standing surface areas. Repercussions for the village and adjoining businesses, and railway line.	7/29/2021 5:17 PM
7	BUT, any further development for this area should be limited. Proposals to date have been inappropriate, such as a mail-order distribution centre and would not provide employment for local people. On the contrary, such developments would only bring yet more daily commuters and commuter traffic to the area.	7/29/2021 2:46 PM
8	There certainly needs to be building height restrictions so as to not lose sight of the wonderful viaduct	7/29/2021 1:11 PM
9	Bear in mind that this will be an important entry to Harrogate. It would be good to keep green sides to the road rather than an even larger jumble of heterogeneous buildings, some great, some small. Transport assessment sounds good.	7/28/2021 11:20 PM
10	I find it strange that neither of the care homes are worthy of a mention in the plan? They must be the villages largest employers? Should we be looking at making them more inclusive in	7/28/2021 10:58 PM

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village life?

11	Within working hours this should also include light pollution. The light pollution emitted from the BMW garage at night is not acceptable and should be looked at regardless of this survey.	7/28/2021 12:39 PM
12	dont agree need to restrict working hours	7/27/2021 8:34 PM
13	Electric charging points provision to be "self financed" if to be provided. How will duration of time at each point be regulated. Someone parks, plugs in, and comes back later in the day!! No working hours restrictions should apply except for noise considerations.	7/27/2021 11:34 AM
14	This is not a suitable site for this type of development.	7/26/2021 8:12 PM
15	There should be no development here. We have heard stories of kingfishers being seen regularly at this site...	7/26/2021 3:28 PM
16	Obviously no one wants PN18, but it's in the Harrogate plan, so we have to live with it. I trust the Neighbourhood plan will be as restrictive as possible in order to act as a dissuasion to anyone thinking of building there.	7/26/2021 1:27 PM
17	There is a lot of replace upon electronic vehicle charging points within the document, could these be solar or wind powered. I don't want the village to be known as a charging area!	7/25/2021 9:21 PM
18	Support would be dependent on criteria. A lot of work is required here to make sure that the development controls ensure no increase in traffic, and that there are associated additions to green space and walking/cycling routes to employment/facilities. Specific need to avoid height that destroys rural views of the Crimple Valley.	7/25/2021 5:09 PM
19	but why restrict working hours unless the activity is excessively noisy?	7/20/2021 2:45 PM
20	We all want to keep the view of the Crimple valley and viaduct from the A61 and are concerned about increased traffic accessing the A61 at that point.	7/17/2021 12:47 PM
21	We should persist in attempts to reverse the development of this site which is entirely unsuitable for so many reasons including access/egress; filling the space between Pannal and Harrogate, and spoiling the Crimple Valley vista	7/16/2021 3:43 PM
22	This is a a sop to an inappropriate development in a special area. This development should be opposed.	7/13/2021 10:48 PM
23	Concern about extensive developments at Almsford Bank	7/13/2021 9:16 PM
24	No comment	7/13/2021 11:35 AM
25	But be harsher with HBC when we gain some more element of control.	7/13/2021 9:45 AM
26	ED2 would not be necessary if the development of Harrogate Rugby Club had been allowed. Worried about development in terms of spoiling Crimple Valley and traffic congestion.	7/5/2021 1:36 PM
27	Add Zero Carbon power sources to the list	7/4/2021 1:41 PM
28	I would add noise restrictions pre 9am and post 5pm. Noise carries and Pannal village community could be disturbed without this restriction.	7/3/2021 4:41 PM
29	As presented, the clause appears too restrictive to attract the investment needed.	7/3/2021 4:11 PM

Q28 NON-PLANNING COMMUNITY ACTIONS

Do you have any comments about any of the proposed Non-Planning Community Actions? (see Policy Intentions Document –end of each Chapter 3 section)

Answered: 65 Skipped: 42

#	RESPONSES	DATE
1	Where would the tree planting take place? I don't understand the Till Aquifer I appreciate the amount of work put into create this document but I feel it is something of a 'wish list' summarised by 'we want to improve our local environment' - no one can really argue with this general aspiration but there are not many concrete proposals. One of the main local problems is increased traffic congestion. This is going to get worse following all the recent house building in Harrogate. There is unlikely to be government money for new roads and tinkering with park & stride, extra parking and cycle lanes is unlikely to be the answer. The land at the back of the church is presently a bit of a wild dumping ground and is limited and may not be able to provide all the suggested needs. I was surprised that there was little reference to the village hall which is an important village asset.	8/4/2021 1:35 PM
2	Traffic calming, we would suggest that the only way to control speeding would be the use of speed cameras and fines. While we appreciate the dedication of speed watch teams, they are a temporary deterrent, Because the route is a rat run, the mindset of most is speed. Train station facilities: certainly encourage increased use of trains, I don't think frequency is a problem. Station facilities could be improved: the 'shelter' on Platform 1 is not adequate against bad weather or indeed Good weather! It does not provide shade or shelter. A ticket machine on Platform 1 would be very welcome too.	7/31/2021 12:17 PM
3	When the Bellway project was approved, the proposed road from the development was intended to be pedestrian only, cars were to go via the newly built roundabout on the A61 and enter the village that way. This 'open' road has now become a rat run with big vehicles using it daily as a short cut. The traffic lights outside Crimble Hall has exacerbated this over recent months as locals circumnavigate 2 sets of lights and add extra volume in through the village. The cars travel rather fast up to the village hall junction and pull straight out, not mindful of pedestrians with babies who have ventured out of the hall after attending mother and baby groups. This is an accident waiting to happen.	7/31/2021 11:59 AM
4	No comments.	7/29/2021 7:45 PM
5	How about a school bus service for Pannal Primary, staffed appropriately, so that parents could reliably use it even for younger children, and therefore cut down car journeys in and out of the village. And on a related topic, I was wondering why there was no mention of local bus services (apart from 'commuter' buses such as the Number 36) in the Transport Section of the PID	7/29/2021 7:25 PM
6	No.	7/29/2021 5:44 PM
7	None	7/29/2021 5:18 PM
8	Very detailed with some desirable outcomes for the village if achieved.	7/29/2021 5:17 PM
9	No further comment	7/29/2021 2:46 PM
10	Agree with all of these especially the school and main street parking. However we do need to discourage car usage, although this may be difficult because it is no longer a village school as it is likely to have a wider catchment area.	7/29/2021 9:37 AM
11	Nothing in particular	7/29/2021 9:20 AM
12	After your careful, detailed examination of how best to order Pannal and Burn bridge, the decision on the day I finished this response to your ideas was disheartening to say the least. Where is Till Aquifer?	7/28/2021 11:20 PM

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13	The Parish Council should have a record of 'Flora and Fauna' for the Parish. Essential in protecting our 'green spaces' from development.	7/28/2021 10:58 PM
14	The commercial uses of the Dunlopillo site should avoid uses which would be detrimental to the residential areas EG, noisy, untidy and excessive road use.	7/28/2021 10:08 PM
15	agree all	7/28/2021 7:17 PM
16	Agree with these intentions	7/28/2021 5:34 PM
17	Agree with all the proposed actions	7/28/2021 2:35 PM
18	none	7/28/2021 12:51 PM
19	It is vital to protect hedgerows for our local wildlife, but this has to be tempered with transport, i.e. walking into the village the very thin pathway is often made smaller by the hedgerows. This means that people are often walking in the middle of the road to get around one another.	7/28/2021 12:39 PM
20	None	7/28/2021 7:25 AM
21	This survey is inadequate. How should we react to proposals for provision of on street electric vehicle charging points.? How do we react to any proposed Park & ride facilities off the A61	7/27/2021 9:43 PM
22	No influence on road maintenance	7/27/2021 11:15 AM
23	Emphasise need to ban HGV through traffic and reduce speed limits to 20mph and introduce appropriate traffic calming measures	7/27/2021 10:48 AM
24	No	7/26/2021 8:12 PM
25	This is a general comment. I think there is an opportunity to form partnerships with local businesses and institutions, in order to obtain sponsorship for village improvements. Villages that are successful in 'Britain in Bloom' for example will have planters sponsored by local businesses, providing the businesses with useful advertising - but that is just an example.	7/26/2021 4:34 PM
26	Dunlopillo should be demolished. Low level buildings should be provided including a new post office for the current business to move into. The Cherry trees that were destroyed by the developer should be reinstated along the road past the current post office into the Dunlopillo development.	7/26/2021 3:28 PM
27	Consider community purchase of important green space (as per Longlands Common)? Better provisions for cycling to school / church etc including road maintenance (currently roads are lethal for bikes) and bike parking? Cycle track along old railway line to Sainsbury's / Fodder? Possibly extended to Morrisons? I don't see any mention of footbridge to Pannal Sports / Crimple Hall?	7/26/2021 1:27 PM
28	The actions at the end of TT&T are comprehensive and also add to saving lives and improving the health of children in the community. The Council should enable funding to ensure safe access across the busy through- route of the village during school access times. The blind spot of the zebra crossing is worrying and will inevitably lead to accidents with the increase in traffic numbers throughout the village. The hedgerow protection status for Spring Lane would be very welcome by the local community	7/25/2021 10:15 PM
29	No comments. A few general comments however: Footpath needed to Spring Lane, it is dangerous for those who walk along it especially when vehicles are parked on it. Could a permissive footpath be provided in the farmers field? Stop school buses using Yew Tree Lane.... so many near misses. Streetlights along Yew Tree Lane, between the Methodist Church and Rossett Green Lane. This is VERY dark and dangerous in the winter. The path could do with being wider too. Demolish Dunlopillo! The village isn't the prettiest, particularly around the Coop / garage area. No idea what can be done. Perhaps once the house building is complete it will help. the Village green is often a mess / unkempt. Relocate the zebra-crossing on Main Street so it isn't hidden around the corner. Potholes!! Compulsory purchase of a house(s) on Main Street to provide additional access to the primary school!! Connect the Pannal Sports fields to the village so children do not have to walk adjacent to Leeds Road to get there. A community run pub?? Get the Black Swan to be a focal point of the community. Thank you.	7/25/2021 9:21 PM
30	no	7/25/2021 7:26 PM

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31	Traffic through Pannal village needs to be discouraged, e.g. by toll barriers with number plate recognition to allow free access to residents	7/24/2021 10:25 AM
32	No	7/23/2021 12:10 PM
33	No	7/22/2021 6:55 PM
34	I am broadly in agreement with them	7/20/2021 2:45 PM
35	The action to establish a Community Land Trust could do with being expanded to explain what it is and why it comes as part of Housing, why not also Community Facilities ?	7/19/2021 2:29 PM
36	No	7/19/2021 2:28 PM
37	no	7/19/2021 11:33 AM
38	The Harrogate Local Plan, although approved, has several shortcomings which are supposed to be addressed in part by the West of Harrogate Parameters Plan. Should this not be adequate, why should any of the parish's needs be forced to comply with the policies of a dysfunctional borough council?	7/18/2021 11:38 AM
39	I think the Parish Council has done a brilliant job of outlining what is important to residents and what is potentially achievable within our planning system.	7/17/2021 12:47 PM
40	I support them all	7/16/2021 3:43 PM
41	Just not sure we need more or larger trains.	7/15/2021 10:51 AM
42	As another Action point, Introduce more resident responsibility for adequate maintenance of hedges, trees and pavement edges in order to ensure safety etc of all users.	7/15/2021 10:38 AM
43	All very worthwhile actions.	7/14/2021 9:33 PM
44	Encourage the take up of Solar panels (good looking all black inset solar panels) and home batteries to meet Carbon targets not really mentioned in this document yet crucial in decarbonisation and climate change. Also encourage wild flower fields in the area.	7/14/2021 8:16 PM
45	I like the idea of a Country Park status for the area north east of St Roberts church	7/13/2021 10:48 PM
46	Think they are all very valuable and necessary.	7/13/2021 9:16 PM
47	No	7/13/2021 11:35 AM
48	I could have if I knew what 'blue' infrastructure was	7/13/2021 9:45 AM
49	No	7/12/2021 10:03 PM
50	Country Park status most important for Crimple Valley. Village Green status has been applied to Pannal Green by PVS. First Conservation Area and Buildings by Anne Smith. Anne Smith also had Spacey Houses Farm protected by Historic England.	7/12/2021 5:18 PM
51	no	7/12/2021 3:10 PM
52	None	7/11/2021 8:26 PM
53	The duck pond at Mill Lane is an eyesore at times and whilst it is not the responsibility of the parish council an official letter to those who are responsible may provoke a response. I'm sure some residents would also contribute to funding it's dredging.	7/9/2021 4:35 PM
54	Agree entirely	7/8/2021 11:38 AM
55	no thanks.	7/7/2021 2:40 PM
56	One real issue (which I know does not go here but you have no additional space) is that the roads are terrible and there is little if any control of parking (I get blocked in my own driveway), poor drainage and flooding (particularly on side streets where the NYC does not come to clear drains).	7/7/2021 11:45 AM
57	Lobbying for A61 peak time traffic flow optimisation , increased train frequency and capacity and improved access to the station, if possible, would be my preferred areas for action	7/6/2021 3:51 PM
58	No. All good. I think the PID is a very serious and well-structured document. Well done.	7/5/2021 4:13 PM

PANNAL & BURN BRIDGE NEIGHBOURHOOD DEVELOPMENT PLAN 2021-35

59	No more development in Crimple Valley between the Show ground and Pannal.	7/5/2021 2:53 PM
60	Agree	7/5/2021 1:36 PM
61	The Harrogate Advertiser (1st July) highlights the Harrogate District Walk to School initiative (p24). Rather than just having this a half-termly event Pannal School should encourage this to be a much more frequent activity. I am surprised that in a document that has aspirations for the next 15 years there is no mention of Zero Carbon initiatives - perhaps it would be useful to get some input and ideas from local charity Zero Carbon, Harrogate. See also article on p39 on discouraging car journeys.	7/4/2021 1:41 PM
62	No	7/4/2021 12:53 PM
63	Don't understand the question	7/3/2021 9:58 PM
64	I've run out of time. It would have been useful to add this to the end of each chapter!	7/3/2021 4:41 PM
65	Included in the above. Thank you for the opportunity to contribute.	7/3/2021 4:11 PM

APPENDIX 5d: Policy Intentions Document Consultation Results Grid

ASPECT OF PID COMMENTED UPON	COMMENT MADE	RECOMMENDED RESPONSE	PROPOSED ACTION
Vision	How is Pannal going to get involved in a cycle network	NOTED – National Cycle Route 67 passes just to the east of the parish, on Pannal Road before it meets the A658. It is not an unreasonable vision to have a new cycle path/paths within the parish to link into this national network, nor to create more local cycle-friendly paths.	NO ACTION
	Mostly	NOTED – without knowing where there are areas of disagreement, it is impossible to know how it might be made more agreeable.	NO ACTION
	Very important for the Parish to be separate from the built up area of Harrogate.	AGREE	NO ACTION
	Nothing wrong with a vision, but all this is a pipedream and overambitious	DISAGREE – the preamble makes it clear that the vision is “aspirational” and a “challenging ambition” and that there is no guarantee it will be delivered. That is not to say that it is not achievable. Plans must be based on a vision and there is little point in aiming low.	NO ACTION
	1) We are supportive of the vision that is outlined although we would like to see some wording around “the promotion of retail/leisure/commercial uses that add to the vibrancy of the village” for example... independent coffee shops, butchers, bakers, artisan food makers etc... Not more Costa Coffees! 2) The statement about the	1) NOTED – this is encapsulated in the references to “enhanced facilities and activities” and “growth of the area’s community facilities and services”. 2) AGREE	1) NO ACTION 2) NO ACTION

	<p>parish "not being overburdened by unwanted commuter traffic" is CRUCIAL. This is a real concern of ours.</p> <p>Not convinced entirely.</p> <p>A good statement of the future of the village.</p> <p>Overall yes, but the next steps are very important for: 1. Who/how will the "documented character" document be produced and consulted and the timescale? 2. Who/how will the "neighbourhood Plan Map" be produced and consulted? These are very important documents to produce and will need a plan for consultation with villages for community views, eg. provision of more / improved footpaths and cyclepaths</p> <p>In general it is pleasingly ambitious yet always aware of the nature of the two places. More might be made of the long history of Pannal and its differences with Burn Bridge.</p> <p>The green space between the villages and the built up area of Harrogate is of prime importance and any development which diminishes this should be resisted</p> <p>FANTASIC JOB DONE BY ALL</p> <p>Not convinced of the need for more frequent trains</p> <p>With particular support for the vision regarding unwanted commuter traffic</p>	<p>NOTED – without knowing which aspects do not convince, it is impossible to know how it might be made more convincing.</p> <p>NOTED</p> <p>NOTED – the character area work is being carried out by consultants to a brief set by the PC. It will be completed in the autumn and its results embodied in the draft Neighbourhood Plan, to be consulted on early 2022 latest. The map, again produced by consultants, will be part of the draft plan.</p> <p>NOTED – a section on the history of the parish will form part of the draft plan, i.e. the next stage of work.</p> <p>AGREE – it is intended that the plan seeks to achieve jut this.</p> <p>NOTED</p> <p>NOTED - considered that this chimes with sustainable transport agenda, i.e. making it easier/more comfortable to use public transport.</p> <p>NOTED</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
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	<p>1) I would like to see an explicit statement on climate change which is the most important issue of our time. This needs to be tackled bottom-up as well as top-down, so the parish needs to have a vision as to how it will make a contribution. 2) While I broadly agree, I have a slightly different take on paragraph 3. Traffic levels generally, not just commuter traffic, are on the increase. 3) The road network at present has to support traffic, cyclists and pedestrians - and fails to do this adequately on for example HillFoot and HillTop Lane, Yew Tree Lane and Brackenthwaite Lane. 4) The vision talks about enhancing the cycle network and Public Rights of Way - but walkers need improved access to these Rights of Way, possibly best achieved by new paths alongside these lanes.</p> <p>We agree with parts of the vision - not the whole package</p> <p>A lot of hard work and effort has gone into producing a well thought out plan for the benefit of Pannal residents</p> <p>It is reassuring to see something being done by people who have an interest in either maintaining the community or improving it.</p> <p>All sound sensible proposals for moving forward</p> <p>the document is very wordy and difficult to understand in plain layman's terms</p>	<p>1) NOTED – acknowledged this is an important issue that needs full consideration.</p> <p>2) NOTED – acknowledged that not just commuter traffic which is the problem.</p> <p>3) NOTED – acknowledged that there are problems on most of the narrow through routes in the parish.</p> <p>4) NOTED – it is the intention to put forward proposed improvements to the network as part of the next stagedraft plan.</p> <p>NOTED – without knowing which parts are not agreed with, it is impossible to know which parts to amend or how.</p> <p>NOTED</p> <p>NOTED</p> <p>NOTED</p> <p>NOTED – the document is the forerunner to a fully-blown Neighbourhood Plan which will ultimately form part of the statutory development plan for the parish, alongside the Harrogate Local Plan. Unfortunately, as such, i.e. as a</p>	<p>1) ACTION – planning policy and community action options for the plan to address climate change issues to be considered and included in plan as appropriate/feasible.</p> <p>2) ACTION – amend wording to read 'unwanted commuter and other 'rat-running' traffic'.</p> <p>3) ACTION – consider traffic management schemes on through routes where feasible and appropriate.</p> <p>4) ACTION – include proposed improvements to network in draft plan.</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
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		statutory planning document, it has to include technical language, not always easily accessible to the lay person.	
	Keeping Pannal /Burn Bridge/Walton Park as a separate village from Harrogate and protection of the Crimple Valley from inappropriate development are top of my list.	NOTED – the primacy of this view in the vision reflects its importance in the plan.	NO ACTION
	Yes. It has obviously been very well considered and we support it in full.	NOTED	NO ACTION
	Green space and wildlife is priority	NOTED – the primacy of these issues in the vision and in the ordering of the plan's sections reflects this view.	NO ACTION
	Excellent vision for the future	NOTED	NO ACTION
	Yes	NOTED	NO ACTION
	nCESSARY TO OBTAIN OUR FAIR SHARE OF DEVELOPERS LIABILITY PAYMENTS	NOTED – it is assumed that this refers to Community Infrastructure Levy – the PC automatically receives a set percentage at present. This will increase on the adoption of the Neighbourhood Plan.	NO ACTION
	Aspirational	NOTED – as stated in the preamble.	NO ACTION
	I would like to see the needs of Burn Bridge included, particularly in regards to traffic volumes/ management which will result from developments already underway as well as future plans	NOTED – these are implicitly covered in the final sentence of para 3 of vision. Acknowledged that there are problems on roads through Burn Bridge which attempts should be made to address. PC already doing utmost to address speeding.	ACTION - consider traffic management schemes on Burn Bridge through routes where feasible and appropriate.

	Well thought out	NOTED	NO ACTION
	Seems well thought out	NOTED	NO ACTION
	Well balanced approach to a range of strategic issues facing the locality	NOTED	NO ACTION
	In the main but some issues need attention more urgently	NOTED – without knowing which issues are deemed to need more urgent attention, it is impossible to know whether/where to amend the vision or how.	NO ACTION
	1) Concepts are directionally correct. However, they are too focused on Pannal village and not the broader Pannal and Burn Bridge community, especially the new Jubilee Park community that due to the timing of the prior survey has had limited voice in these proposals and from the document will benefit the least from the proposed paths forward. 2) Additionally, the vision fails to address the need to create spaces in the community for teenagers to hang out 3) and to create part time work opportunities for both younger and older members of our community.	1) NOTED – the Jubilee Park community will hopefully have made its voice heard as part of the parish-wide consultation on this document. It is not however made clear what that community requires that is not covered in the document. 2) NOTED – it is considered that such spaces (indoor and outdoor) already exist and that the issue is the provision (or lack of) activities within such spaces, in which the teenagers themselves should be playing a pro-active role. 3) NOTED – it is not within the gift of a Neighbourhood Plan to create part-time or any other work opportunities. What the plan is intending, through its policies on community facility and employment site protection, is to create the conditions for continued employment of various types within the parish, some of which will inevitably be	1) NO ACTION 2) ACTION – add new community re facilitating teenager engagement in parish youth activities. 3) NO ACTION

	<p>Better quality rail links, but with whom or what?</p> <p>The Village should be protected from becoming a part of a larger Harrogate. The entrance routes to Harrogate though the Village should be cherished.</p>	<p>part-time and suitable for all ages. The newly allocated employment site at 'South of Almsford Bridge' will provide further local employment opportunities of all types.</p> <p>NOTED – 'better quality' relates to the standard of rolling stock and other service features rather than to destinations.</p> <p>NOTED</p>	<p>NO ACTION</p> <p>NO ACTION</p>
Aim 1	In #1 emphasise more the connectivity (network can be ambiguous) so 'connected into accessible green/blue corridors' through and around the parish e.g.	NOTED – connection is implicit in the definition of network.	NO ACTION
Aim 3	<p>I would only say that the third aim could be augmented. "All new development is in keeping with historical, architectural and landscape quality". This is a bit black or white. Some new development actually looks better by being obviously modern rather than a pastiche. There maybe provision for this under the relevant Policy but the key is we want very high quality sympathetic design.</p> <p>Slight worry about the 3rd aim re new development being in keeping with existing architectural quality as the reality is that current development is of very mixed architectural quality - perhaps the aim should be to increase the quality or at least match the best of existing buildings?</p>	<p>NOTED – the key word here is 'quality' rather than say 'style' – development can indeed be modern and in keeping with existing historical etc. quality. Policy will make it clear that innovative new development has a place.</p> <p>NOTED – the design policies which will appear in the draft plan will be nuanced in terms of relating new development to the existing character of the area of the parish in which it is proposed. As such, it may well be that development in an area of poor existing character is expected to be innovative/an</p>	<p>NO ACTION</p> <p>NO ACTION</p>

		improvement in order to raise standards.	
Aim 4	<p>Happy with the aims and objectives, with the one caveat that the "developing of better routes for cyclists and public right of way users" doesn't adversely impact on the improvements of transport infrastructure and services. i.e that the needs of cyclists are not given preference over those of car users.</p> <p>I would extend the 4th bullet to match the comment above for the vision statement.</p> <p>A vision of "a local rural road network no longer overburdened by unwanted commuter traffic" does not seem to equate with the aim to achieve the vision "by improving transport infrastructure and services, alleviating congestion"</p> <p>Re improvement of transport infrastructure, while I agree with the overall aim, I would like the 36 bus service to be mentioned specifically and supported as a vital connection between Pannal and Leeds, Harrogate and Ripon.</p>	<p>NOTED – in practice, it is unlikely that any proposals that may appear in the draft plan for cycle route creation/ improvement will have an adverse impact on other users.</p> <p>NOTED – any change to the vision with a direct implication for an aim will also result in an amended aim where deemed necessary.</p> <p>DISAGREE – the aim of 'alleviating congestion' equates perfectly with the vision of reduced commuter traffic. The aim of improving infrastructure/ services covers, for e.g., improved rail services (which could reduce commuter traffic) or to footpath creation/ improvement.</p> <p>NOTED – this is too specific a point to include in a general plan-wide aim. It is considered that the 36 service is of good quality with no indication of any threat to its continuation. As such no action is needed.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
Aim 6	I don't agree that the Plan should seek to encourage the building of new homes irrespective of type (ref aims 6 and 7). The recently adopted Local Plan has defined the development limits and whilst developers might still seek	NOTED – in the case of Aim 6, the intent is to ensure that any homes that are built, primarily as a result of Local Plan allocations, meet local needs rather	NO ACTION

	<p>to build outside of these limits, the Plan should not in any way encourage this.</p> <p>Generally I support the 9 aims but have doubts about the reference in point 6 on housing to meet the needs of local people. What does local mean in this context? Does it mean Harrogate people, or Pannal people or Yorkshire people?</p> <p>c) Who would be the arbiter of 'homes of the right type'?</p>	<p>than just being built in order to maximise developer profits.</p> <p>NOTED – local in the context of this Neighbourhood Plan, for Pannal & Burn Bridge Parish only, means the community of the parish.</p> <p>NOTED – the 'Housing' section of the document specifically cites the 2018 Housing Needs Survey carried out in the parish, which identified a threefold local housing need, and indicates the likelihood of a policy specifying a housing type mix that meets that identified need. The arbiters of what the policy states in the final submitted plan will be the community itself, via future consultations (NB consultation on this document overwhelming supported the proposed policy intention on housing mix). The arbiter of what the policy states in the final plan will be an independent examiner. The community itself is the ultimate arbiter as to whether the overall plan is adopted.</p>	<p>NO ACTION</p> <p>NO ACTION</p>
	<p>There is a lot of emphasis on new housing developments which seems that you are resigned to the fact these will happen - more needs to be done to stop these awful developments. The developers always seem to get their own way and we need to put a stop to them destroying local communities, devaluing local properties and putting</p>	<p>NOTED – in the case of Aim 6, the emphasis is on trying to ensure that any houses built, primarily as a result of Local Plan allocations (which are a 'done deal'), meet local housing needs as well as developer's profit-led aspirations.</p>	<p>NO ACTION</p>

	up shoddy buildings without adding anything to the community!		
Aim 7	<p>I don't agree that the Plan should seek to encourage the building of new homes irrespective of type (ref aims 6 and 7). The recently adopted Local Plan has defined the development limits and whilst developers might still seek to build outside of these limits, the Plan should not in any way encourage this.</p> <p>No 7 - I'd question the need of more housing - there's been a lot already.</p> <p>Any new housing in the area should be kept to a minimum as infrastructure already stretched.</p> <p>#7 'positively influencing' very vague - not sure what it means - I think we should be bolder and say influence any new housing the reflect the essential principles of the village design and layout. sympathetic to heritage, adding to natural green space connectivity, adding cycling and walking access etc. thereby emphasising the exact terms that any new housing proposals will be judged by overall</p>	<p>NOTED – in the case of Aim 7, the intent is twofold (as reflected in Policy Intentions 2 & 3 in the Housing section of the document). Firstly to positively influence any future infill/windfall housing – either on vacant plots or as a result of re-development of currently built-on sites over the next 14 years. Proposals for such housing are inevitable and cannot be prevented by the Neighbourhood Plan. Secondly, in order to make it more difficult for speculative housing development proposals (which again the plan cannot prevent happening) to gain approval by HBC. In this latter regard, Aim 7 could perhaps be amended to make its intent clearer.</p> <p>NOTED – some future infill/windfall housing development is more or less inevitable over the 14 year plan period. No other housing, apart from Local Plan allocations, is anticipated and will be resisted.</p> <p>NOTED – the draft plan's design and housing policies will make these things explicit – such matters are too specific for a generic aim.</p>	<p>ACTION – amend aim to better reflect both indicated policy intentions.</p> <p>NO ACTION</p> <p>NO ACTION</p>

	<p>But rather than positively influencing building of more new housing, could we stop building more and more so our roads and school aren't massively overburdened and our green spaces lost? The huge development behind the station feels like more than enough new housing....</p> <p>There is a lot of emphasis on new housing developments which seems that you are resigned to the fact these will happen - more needs to be done to stop these awful developments. The developers always seem to get their own way and we need to put a stop to them destroying local communities, devaluing local properties and putting up shoddy buildings without adding anything to the community!</p> <p>I think that the current extension to the village housing meets the needs of the village for the next period. It will be difficult to develop further material housing without losing the separation of the village and preserving Pannal as a village community as opposed to a dormitory suburb of Leeds and Harrogate. Think infill residential only and redevelopment of existing development footprints is sufficient.</p>	<p>NOTED – some future infill/windfall housing development is more or less inevitable over the 14 year plan period. No other housing, apart from Local Plan allocations, is anticipated and will be resisted.</p> <p>NOTED – some future infill/windfall housing development is more or less inevitable over the 14 year plan period. The intent is to positively influence how/where this is delivered. No other housing, apart from Local Plan allocations, is anticipated and will be resisted. The quality of any housing built will be addressed via draft plan design policies.</p> <p>NOTED – the plan anticipates only infill/windfall development over the 14 year plan period and seeks to positively influence its delivery. It will resist any other housing proposals.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
Aim 8	Overall good but what is appropriate employment.	NOTED – employment only in the types of uses/sectors already present at the locations set out in policy intention ED1 in the Economic Development section of the document – these will be specified in draft plan policy.	NO ACTION

	<p>I think that they seem broadly fine, though I am not sure how realistic "local employment opportunities" will be given the size of the area and the lack of local businesses following the replacement of the old Dunlopillo site area with housing.</p> <p>Mostly agree, but concerned about local employment issues in light of Costa, Crimble Hall and any future developments.</p>	<p>NOTED – such opportunities will reside in existing local employment sites, as set out in policy intention ED1, and in existing commercial community facilities/services as set out in CFS1.</p> <p>NOTED – the intention is to control the types of employment uses allowed on existing sites, as set out in ED1, while also protecting those sites for employment uses. The plan cannot influence the types of uses already allocated by the Local Plan on the South of Almsford Bridge site.</p>	<p>NO ACTION</p> <p>NO ACTION</p>
Aim 9	No 9 is a bit wishywashy	NOTED – the draft plan's design policies which flow from this necessarily general aim will make layout and design requirements clear.	NO ACTION
Aims - General	<p>They are clearly stated and in the best interest of the village</p> <p>Agree with all.</p> <p>There is no mention of a bus service. The lack of buses through the village is a severe limitation on the connectivity of Pannal which contributes to the increase in car use.</p> <p>Agree.</p> <p>what are your 9 aims? it's just not clear in this document.</p>	<p>NOTED</p> <p>NOTED</p> <p>NOTED – bus services/public transport generally is implicit in the term 'transport infrastructure and services'. The service through the village was withdrawn due to lack of community use.</p> <p>NOTED</p> <p>NOTED – they are set out on P4-5 of the document under the heading 'How the</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>ACTION – amend heading as indicated.</p>

		plan aims to achieve vision'. In the interests of total clarity, the draft plan heading will be amended to 'Plan Aims'.	
	They seem sensible and deliverable	NOTED	NO ACTION
	All the aims are relevant to our community. I agree with all of them.	NOTED	NO ACTION
	Fully agree	NOTED	NO ACTION
	Agree with the aims in general. The aspirations for housing development are good but how far developers will be made to follow these is a crucial issue.	NOTED – once the aspirations are carried through into planning policies in the plan and the plan is finally 'adopted', developers must take account of the policies in exactly the same way they must take account of Harrogate Local Plan policies.	NO ACTION
	I agree with all the stated aims, especially the first three that should underpin all the other 6 aims	NOTED – the primacy of these issues in the vision and the ordering of document sections reflects the importance placed on the natural and built environment in the plan/parish.	NO ACTION
	Hopefully achievable	NOTED – the plan's policies will be designed to achieve the plan aims.	NO ACTION
	I agree with the 9 aims and just hope they can be achieved	Once adopted, the plan/policies will carry the same weight as Harrogate Local Plan policies – their effectiveness will hinge on how rigorously they are applied by HBC officers/members (and their successors in the new unitary authority).	
	Agree	NOTED	NO ACTION

	All	NOTED	NO ACTION
	Agree	NOTED	NO ACTION
	ok all	NOTED	NO ACTION
	I agree with these aims, I would be concerned to ensure that they are not kept separate from one another and will link in. I.e when there is new development that infrastructure is also a part of that.	NOTED – the final adopted plan policies which will flow from the aims will be applied ‘in the round’ to any planning proposals that come forward in the parish.	NO ACTION
	I agree with all 9 aims	NOTED	NO ACTION
	should we explicitly aim to keep the village separated from Harrogate?	NOTED – this aspiration is already clearly embodied and upfront in the vision.	NO ACTION
	excellent	NOTED	NO ACTION
	Comprehensive.	NOTED	NO ACTION
	We would support all 9 aims with particular attention to controlling the amount of new development	NOTED	NO ACTION
	All seem OK = because they are pretty general, there is not much to disagree with.	NOTED – their generic nature sets the context for what will be detailed and specific policies.	NO ACTION
	And I would like to see a climate change / carbon reduction aim.	NOTED – acknowledged this is an important issue that needs full consideration.	ACTION – planning policy and community action options for the plan to address climate change issues to be considered and included in plan as appropriate/feasible.

	<p>1) We are all for the creation of jobs and businesses but the Crimple Valley between Pannal and Harrogate is not suitable for housing and industrial units of any type. The view towards the NYM and the White Horse with the viaduct is an iconic scene travelling into Harrogate. 2) Securing the current greenbelt from development should be of paramount priority. 3) How would these aims survive changes in government? How would they be resilient enough?</p>	<p>1) NOTED – the document/ Neighbourhood Plan does not propose any such development and is powerless to prevent any such already set out in the Harrogate Local Plan. The plan's policies will seek to protect key views such as those highlighted. 2) NOTED – Neighbourhood Plans have no Green Belt policy remit – only HBC (and successor authorities) through their local Plans have Green Belt policy powers. 3) NOTED – Neighbourhood Plans are prepared in good faith within the context of Acts of Parliament, Regulations, National Planning Policy and guidance etc.. They like all else are subject to changes in all of the above as a result of changing Government views (e.g. national policy was amended in July 2021)/changes in Government. It is impossible to legislate for such changes. What can be said is that once a Neighbourhood Plan is adopted, it carries as much weight as any plan adopted by HBC.</p>	<p>1) NO ACTION 2) NO ACTION 3) NO ACTION</p>
	<p>The aims are well balanced and help to improve the community. Points 1 and 3 are particularly welcome</p> <p>Good. No clear mention of 'green' / sustainable building i.e. LEED or UKGBC registered developments, why not aim to set the standard for new build in the area?</p>	<p>NOTED</p> <p>NOTED – acknowledged this is an important issue that needs full consideration.</p>	<p>NO ACTION</p> <p>ACTION – planning policy and community action options for the plan to address climate change issues to be considered and included in plan as appropriate/feasible.</p>

	We broadly agree with the nine aims and feel that taken together they offer a good chance of protecting and maintaining a village environment.	NOTED	NO ACTION
	All very good	NOTED	NO ACTION
	think we are missing a principle of modernisation i.e. protecting character and heritage whilst at the same time moving with the times in respect to broadband access, green transport, remote working, local employment	NOTED – it is considered that local employment is specifically addressed via Aim 8 and in the policies section. The remaining issues are implicit in the vision’s references to “taking full advantage of new technological developments” and “moving with the times”. Green transport is also addressed via a community action in the Transport etc. section. Broadband access is already being addressed on the ground.	NO ACTION
	They seem to be appropriate to the local area and ethos	NOTED	NO ACTION
	Agree with all	NOTED	NO ACTION
	Agree with these. I agree with them all.	NOTED	NO ACTION
	I feel the aims listed are a positive step	NOTED	NO ACTION
	Agree with them all	NOTED	NO ACTION
	Very good but you will need the co-operation of both Harrogate and North Yorkshire councils and that won't be easy to get.	NOTED – Harrogate Council (or its unitary successor) will ultimately adopt the Neighbourhood Plan (NP) and be responsible for applying its policies alongside those of the adopted Harrogate Local Plan. They are also a statutory consultee in its preparation.	NO ACTION
	They're all relevant but only if some of the officers and elected councillors at Harrogate Borough Council will work to achieve them. Their record is not good to date.		

		The ultimate arbiter of its final policy content however is an independent examiner not the local authority. NYCC are a statutory consultee but have planning powers only in respect of minerals and waste matters which are expressly excluded as NP topics. They are however a key partner in Highways matters.	
	on the whole they seem okay	NOTED	NO ACTION
	I agree with all 9 aims	NOTED	NO ACTION
	I consider the Aims set out comprehensively describe a P&BB that I would want to be part of.	NOTED	NO ACTION
	Whilst I agree with the broad aims can some reference be made to support the issues around climate change beyond the green spaces, transport and housing, ie, so that it is an aim in it's own right.	NOTED – acknowledged this is an important issue that needs full consideration.	ACTION – planning policy and community action options for the plan to address climate change issues to be considered and included in plan as appropriate/feasible.
	Support them all	NOTED	NO ACTION
	Agree	NOTED	NO ACTION
	Like the aims and no objection to any of them	NOTED	NO ACTION
	I agree with your aspirations	NOTED	NO ACTION
	A good framework, especially in relation to traffic	NOTED	NO ACTION
	How realistic are these aims e.g developments in keeping with existing historical, architectural and landscape	NOTED – the aims and the policy intentions which flow from them are commonplace and tried/tested in	NO ACTION

	<p>quality. There are several completed and current developments in the area that don't meet these objectives</p> <p>Agree with aims.</p> <p>The aims are for the village boundaries of Pannal and BurnBridge, not so much the wider Parish Boundary. Those of us who live on Rossett Green Lane and Church Lane and guard the green area between Harrogate and Burn Bridge /Pannal should have some recognition or that green space will get developed!</p> <p>What has been stated are reasonable requests that enables Pannal to be truly recognised as a village.</p> <p>Agree with them all.</p> <p>All laudable</p> <p>Impressive</p> <p>they are aspirational but I doubt achievable . New development sites...The housing development at Jubilee Park, is an example of not being in keeping with the area. additional housing is needed I absolutely agree but this development is just a crush of red brick houses out of keeping with the village. it could have been so much better - even the name bears no link to the community !</p>	<p>Neighbourhood Plans. Once the plan is adopted its policies in this respect must be applied to new development proposals. Clearly the plan's as yet unadopted aims/policies can have no bearing on historical developments and their perceived failings.</p> <p>NOTED</p> <p>DISAGREE – the aims, indeed the entirety of the document and the NP which will grow out of it relate to all of Pannal & Burn Bridge Parish. This includes Church Lane in its entirety and all land/properties south of Rossett Green Lane. It is not clear why it is thought otherwise.</p> <p>NOTED</p> <p>NOTED</p> <p>NOTED</p> <p>NOTED</p> <p>NOTED – it is considered that though challenging the vision/aims are achievable over a 14 year period. Clearly the plan's as yet unadopted aims/policies can have no bearing on historical developments and their perceived failings.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
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	<p>commendable</p> <p>Generally agree with them</p> <p>I like them a lot and think they represent a comprehensive identification of approach to the future challenges facing Pannal, Burn Bridge and the Crimble Beck valley.</p> <p>Agree with the aims</p> <p>Agree with the aims.</p> <p>I think they are well thought out.</p> <p>Reasonable & achievable</p> <p>Agree with these broadly.</p>	<p>NOTED</p> <p>NOTED</p> <p>NOTED</p> <p>NOTED</p> <p>NOTED</p> <p>NOTED</p> <p>NOTED</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
PI GNE1	<p>1) Green issues are likely to be linked to important factors such as climate change and extreme weather. 2) An area at the back of the church appears to be a messy dumping ground.</p> <p>You have stated that "policy" will protect the blue infrastructure network, which was mentioned twice, but no expansion as to how from persistent pollution as like Sunday</p>	<p>1) NOTED – acknowledged this is an important issue that needs full consideration.</p> <p>2) NOTED – land is HBC owned. PC periodically approaches HBC re its condition and can do so again.</p> <p>NOTED – in the absence of specific information, it is assumed comment relates to Clark Beck. The cause is unknown. Incidents are referred to HBC but invariably clear before action is taken. NP planning policy can only relate to protection against adverse effects of development not incidents such as this.</p>	<p>1) ACTION – planning policy and community action options for the plan to address climate change issues to be considered and included in plan as appropriate/feasible.</p> <p>2) ACTION – approach HBC re maintenance of land.</p> <p>NO ACTION</p>

	<p>Critical to the nature of the Parish as a village. Fundamental to the physical and mental health of villagers that we can access natural and wild green spaces without using powered transport.</p> <p>1) I have lived in Pannal for over 20 years and don't even know the names of the Woods! They are in this document I assume (although the most important map wasn't printed!) How about putting up the names of the Woods so that we connect to our environment, simply but effective in feeling a sense of belonging. 2) The allotments have been talked about til the cows come home, surely this would be simple to sort. Too much hot air and not enough action in my opinion, sorry</p> <p>The importance of maintaining the green space separation of the Parish from Harrogate is stated in the intro but not specifically identified in GNE1</p> <p>We need as much open space as possible</p> <p>A 'green and blue infrastructure' really does need explaining.</p> <p>The 'wellness' effect of our 'greenspaces' cannot and should not be underestimated</p>	<p>NOTED</p> <p>1) NOTED – where relevant to the plan, the names of woods will be included. Erection of signs naming local woods is a good idea. There is no printable NP map at this early stage. 2) NOTED – not as simple as might be supposed due to land ownership issues amongst others. The NP will help by putting in place a supportive policy context.</p> <p>NOTED – the green space 'gap' in question will form a key part of the infrastructure network referred to in GNE1. As such, it will be subject to policy protection. It must however be borne in mind that the NP cannot put in place any stronger protection that that provided by the Local Plan. NP policy will add another layer to existing Local Plan protection.</p> <p>NOTED</p> <p>NOTED – para 2 (lines 2-4) of the document on P7 does explain the terminology. This will be expanded on in the draft plan.</p> <p>NOTED</p>	<p>NO ACTION</p> <p>1) ACTION – incorporate names of woods in draft plan where appropriate and approach HBC (main woodland owner) re erection of signage with name and some information. 2) NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
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	I think the importance of the green space between the village and Harrogate should be stressed more	NOTED – it is already addressed via GNE1 and GNE2 in the document. The resultant draft NP policies will add protection layers to those already provided by the Local Plan. The NP cannot provide stronger protection than that afforded by the Local Plan.	NO ACTION
	Would it be wise to differentiate between open spaces with public access and those without such access - these latter are still important.	NOTED – the NP's policies will cover both across a range of policies.	NO ACTION
	Provided there is no rampant extension of "conservation" areas and tree preservation orders.	NOTED – the NP has no powers in respect of either conservation area designation or TPOs. It will however introduce local designations to better conserve areas/features of evidenced value.	NO ACTION
	We are unsure of the need for allotments	NOTED – community consultation has indicated and continues to indicate significant support for provision.	NO ACTION
	The environmental green spaces appear a secondary aim to enhancement (OK) extension (reads like extension is a done deal and this is to make it more palatable).	DISAGREE – this interpretation of the NP's policy intentions is not recognised and is inaccurate.	NO ACTION
	This is crucial to protect the distinctive historical and semi rural aspect of Pannal, maintain the SLA's and ensure the protection of local assets	NOTED	NO ACTION
	Strengthen to emphasise true connectivity between green spaces to create connections for people to be able to walk, ride, cycle through spaces, in safe pathways, and to other non-motorised pathways outside the parish.	NOTED – the NP policy provisions will be as strong and comprehensive as they can be within the national policy and	NO ACTION

	<p>Agree for the most part but Green Belt needs a review as its implementation almost 50 years ago was completely arbitrary with Special Landscape Areas excluded. Some of the land in the Green Belt is more suited to development than any on SLAs.</p> <p>Consider allocation of an area to be “rewilded” to allow nature to develop unhindered.</p>	<p>Local Plan context that they must be prepared.</p> <p>NOTED – Green Belt review can only be undertaken by HBC (or its successor authority) as part of a Local Plan review. NPs have no Green Belt policy remit.</p> <p>NOTED – rewilding is not a planning policy matter for which land can be formally ‘allocated’. Land set-aside for this purpose is also dependent on land ownership. The HBC-owned ‘Crimple Seasonal Wetland’ includes rough agricultural land between beck and footpath which may be suitable. Suggestions as to possible areas would be useful.</p>	<p>NO ACTION</p> <p>ACTION – add community action re approaching HBC re rewilding idea as indicated.</p>
	<p>Important that we stand alone and aren't absorbed by Harrogate</p>	<p>NOTED</p>	<p>NO ACTION</p>
	<p>1) The as yet undeveloped football pitches on the former Dunlopillo site are not needed with the vast number of football pitches recently and welcomed on Leeds Rd. They would also cause congestion and parking problems on the housing estate. better to provide tennis courts. 2) Allotments are I believe a legal requirement, one of the few that the Parish Council has to provide.</p>	<p>1) Such a revision to approved plans is not within the gift of the NP. 2) NOTED – PCs do have a duty to provide allotments. The PC is endeavouring to do so and the NP will help in this regard. Landownership is an obstacle.</p>	<p>1) NO ACTION 2) NO ACTION</p>
	<p>The policy is fine but it doesn't say anything yet, really. It depends which open spaces are identified for protection. The danger with this policy is that any area not identified for protection will then be open season for developers.</p>	<p>NOTED – it is not yet a policy, merely the statement of a policy intention. The policy will appear in the next stage draft plan. The map which will accompany the draft plan will identify all areas for</p>	<p>NO ACTION</p>

	<p>Would be a yes if I understood specific areas that were to be assigned for development. An overall map of the area showing different area classifications would be very helpful.</p> <p>I could have if I knew what 'blue' infrastructure was.</p> <p>Improve access for all, able and disabled, where possible. Help the local people to easily enjoy and relate to the local Green and Blue Infrastructure.</p>	<p>protection. Plans, whether NPs or Local Plans, cannot protect every piece of open land from development – only those where there is an evidenced case for protection.</p> <p>NOTED – the next stage draft plan will identify all areas for protection. In the meantime, the Harrogate Local Plan Proposals Map provides the most up-to-date picture of areas currently allocated for development/protection.</p> <p>NOTED – the term is explained in the document (P7/para 2/lines 2-4), i.e. watercourses and water bodies.</p> <p>NOTED – access to green/blue infrastructure is addressed via TTT1.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
PI GNE2	<p>The 3 lines in the document appear to be something of a 'wish list' with nothing very 'concrete'. It is rather a wish list</p> <p>It is not up to the Parish to dictate what changes should be made to this area.</p>	<p>NOTED – as explained in the document (P6/para 2), only 'policy intentions' are stated at this stage. Actual detailed policies will be included at the next draft plan stage.</p> <p>DISAGREE – as explained in the document (P3/para 1), a parish council is, since 2011, legally empowered to produce Neighbourhood Plans setting out planning policies/proposals for its area which, once adopted become part of the statutory Development Plan alongside the district council's Local Plan.</p>	<p>NO ACTION</p> <p>NO ACTION</p>

	Would prefer no further development in the Crimble Valley	NOTED – adopted Local Plan policy, which the NP cannot conflict with or override, already allows for some development in the Crimble Valley. The NP cannot change this only seek to shape it.	NO ACTION
	See above	NOTED	NO ACTION
	Vital to preserve the SLA.	NOTED	NO ACTION
	Agreed but must have clear guidelines and not subjective criteria so avoiding room for argument	NOTED – policy in the draft plan will do this as far as possible within a national and Local Plan policy context.	NO ACTION
	1) where is this exactly? Do Pannal villagers know?? 2) What about more simply ideas, like adding more park benches or asking someone to cut the hedge up Church Lane so that the bench there can enjoy the views of the crag!!	1) NOTED – the extent of the Crimble Valley SLA is shown on the Harrogate Local Plan Proposals Map. It will also be shown on the NP Map which will accompany the next stage draft plan. 2) NOTED – the hedge issue is periodically addressed by the PC. Suggested locations for benches would be useful.	1) NO ACTION 2) NO ACTION
	1) As I comment in point 2 above, the Plan should not seek to set criteria for development outside of the development limits set in the Local Plan as this could be seen to condone and encourage such development. Given the village is surrounded by the Upper Crimble Valley SLA and Green Belt, any such development would encroach further on these important landscapes and reduce the separation from the more urban Harrogate. 2) For any new infill or replacement building within the development limits, layout and design criteria could be helpful.	1) DISAGREE – Local Plan Policy NE4 (Landscape Character) already allows for appropriate development within the SLA, but subject only to 2 generic criteria. The NP seeks to supplement this by adding more detailed local criteria relative to the specific character (s) of the Crimble Valley SLA. 2) NOTED – this intention is set out in the document’s Housing section and	1) NO ACTION 2) NO ACTION

		will be realised through draft plan policies.	
	Crimple Valley needs protection from whatever nibbles along its edges. There is important grazing land where the beck flows through Pannal, not just a pretty picture and perhaps someone's livelihood.	NOTED – the NP planning policies will do all it can to add to the protection of the valley from development.	NO ACTION
	crimple Valley view is very, very important	NOTED – the importance of views and vistas is specifically acknowledged in GNE2.	NO ACTION
	The Intention should be strengthened to include resisting inappropriate development.	NOTED – the next stage draft plan policy will do just this, in line with adopted Local Plan Policy NE4.	ACTION – ensure 'resistance of inappropriate development' forms part of policy wording.
	danger is it will be too subjective	NOTED – policy wording in the next stage draft plan will be made as unambiguous as possible.	NO ACTION
	The Crimple Valley SLA is important to the parish in that it provides a green buffer between the parish and Harrogate, thus ensuring the continuance of the parish's separate identity, a factor that is of great importance to its residents.	NOTED	NO ACTION
	However, the criteria is woolly and has not be defined in the document. What are the distinctive landscape features? What would fit?	NOTED – the next stage draft plan policy, flowing from this document's generic policy intention, will set out detailed criteria based on a detailed assessment of landscape character.	NO ACTION
	CV SLA has already been compromised with the approval of employment development on the A61 opposite Crimple Hall by HBC to the dismay of local residents. It is imperative that its natural beauty is maintained and	NOTED – the NP will do its utmost to do this, but is constrained by both national and Local Plan policies.	NO ACTION

	protected from further development by HBC for all to enjoy.		
	How can we protect the view and vista in the distance way out of our area i.e. the waste incinerator next to the A1?	NOTED – NP policies will do what they can through the influence they can exert over developments on land within the parish.	NO ACTION
	Yes, with addition that we need to identify here (or elsewhere if appropriate) A wide range of vistas/views that need protection.	NOTED – the NP will identify key views/ vistas and include policies designed to protect them.	NO ACTION
	The Crimple valley should be protected at all costs.	NOTED – the NP will do its utmost in this regard, subject to national and Local Plan policy contexts.	NO ACTION
	I think it important to recognise and acknowledge that the Crimple Valley is more than the area between St Robert's Church and Almsford Bank. It extends southward at least as far as Buttersyke.	NOTED - if/where the Crimple Valley extends beyond the designated SLA, this extension could be covered, if deemed appropriate, by the NP's green/blue infrastructure designation.	ACTION – consider the area specified as being outside the SLA for inclusion within green/blue infrastructure.
	Important not to lose this special landscape area, bit by bit. Before you know it, it will be swallowed up and lost forever	NOTED	NO ACTION
	I would but cannot see how the village can effect this in face of the Borough Councils drive to sell off PN18 for cash	NOTED – while the NP/PC can do nothing about historical decisions made elsewhere, it can do its best to protect what remains for the future.	NO ACTION
	The policy should be to protect and enhance all of the special landscape areas to make it as difficult as possible for developers.	NOTED – the intention behind GNE1 & GNE3 in the document is to endeavour to protect/enhance other areas of landscape value.	NO ACTION

	<p>this is imperative. We need to to maintain development but we need to build in keeping with the landscape and area. Costa Coffee drive through ? come on - design is so important.</p> <p>This would be important to preserve the appearance of the village and ensure developers keep to local rules</p> <p>Views and vistas ok but you need to allow for different tastes and characters to be experienced. Not just twee village design!</p> <p>Greenbelt and 3 Special Landscape Areas cover land within the Parish. Their wording and status should be upheld in any new plans. Watering down the language may let unwelcome development erode the village character, and that of Harrogate.</p>	<p>NOTED – the NP will endeavour to improve design standards across a range of design policies.</p> <p>NOTED</p> <p>NOTED – policies will allow for innovative/modern design in keeping with local character.</p> <p>NOTED – the NP cannot water down what is already stated in adopted Local Plan policies. NP policy cannot in any way address Green Belt policy as Green Belt is not a NP matter. As a matter of fact, there is only 1 named SLA in the parish (ref Local Plan policy), which is then sub-divided into compartments in the HBC Landscape Assessment.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
PI GNE3	<p>Not sure what some of these areas are, eg Pannal Community Park</p> <p>I have no objection to change of use</p> <p>1) No further development to Pannal Green. 2) Demolish garage areas to accomodate future power points for electric cars. Garages are not fit for purpose these days, new cars are too large</p> <p>How can we include protection against development of the farming/grazing fields on Woodcock Hill? Could this be included as a green space to preserve or rather under</p>	<p>NOTED – all named areas will be clearly identified on a map accompanying he next stage draft NP.</p> <p>NOTED</p> <p>1) NOTED – LGS designation should prevent development. 2) NOTED – this is beyond the remit of NPs.</p> <p>NOTED – this area is already designated Special Landscape Area (SLA) in the adopted Local Plan – NP policy will</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>1) NO ACTION 2) NO ACTION</p> <p>ACTION – include in identified green and blue infrastructure network.</p>

	<p>Policy Intention GNE6 (i.e. biodiversity/nature conservation). It is such a special place and green field oasis in middle of our beautiful Pannal.</p> <p>All these areas are most important to provide sporting facilities for young people especially.</p> <p>Think you've already identified them, how are you going to protect them?</p> <p>Not sure if this includes the path along the beck and the pond</p> <p>I would add that the Special Landscape Area which falls within the Parish boundary should also be identified and protected.</p> <p>It is more of a wishlist, rather than a policy.</p> <p>the plan also needs to consider, if appropriate, the field next to Spacey Houses Whin, off the Follyfoot Road, which has interesting plants, according to Harrogate and District Naturalists Society.</p>	<p>supplement this policy. Inclusion in the NP's green and blue infrastructure policy would add another layer of protection. The area would not however meet criteria for Local Green Space designation.</p> <p>NOTED</p> <p>NOTED – the next stage plan will additionally clearly identify them on a map, showing boundaries for each. LGS designation effectively gives them Green Belt status – the strongest protection against development available.</p> <p>NOTED – on assumption this refers to 'corridor' between Burn Bridge and Pannal, it can be assessed as a candidate LGS site.</p> <p>NOTED – the SLA is too large an area to be eligible for LGS designation.</p> <p>NOTED – as explained in the document (P6/para 2) these are 'policy intentions' not policies – the detailed policies will appear in the next stage draft NP.</p> <p>NOTED – sites such as this can be assessed as candidate LGS sites.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>ACTION – consider whether site suitable as LGS candidate and assess if so.</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>ACTION – consider whether site suitable as LGS candidate and assess if so.</p>
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	<p>Include footpath (ringway) between Pannal and Burn Bridge as a natural wildlife environment for non development</p> <p>The current heatwave has shown how valuable and well loved is the green wooded land encircling Pannal and Burn Bridge. The paths all around are very well trodden.</p> <p>The 'Crimple seasonal wetland' provides an excellent chance to create and protect an essential bio-diverse area which would be accessible to everyone. An opportunity for an outside classroom maybe?</p> <p>The list is not complete, e.g the football pitches at the rear of the Dunlopillo site and the wooded area on the left going up Follifoot road should be included</p> <p>add crimple valley SLA duck pond</p> <p>Please add Spring Lane land to this list</p> <p>However, the scope is too limited - include the Crimple Valley, Woodcock Hill and Daw Cross/Hilltop Lane.</p>	<p>NOTED – sites such as this can be assessed as candidate LGS sites.</p> <p>NOTED</p> <p>NOTED – this may well be the case but is an issue for the school not the NP/PC.</p> <p>NOTED – it is acknowledged that the list may not be definitive – hence the use of ‘including’. The ‘Follifoot Rd site can be assessed as a candidate LGS. The football pitches are not yet created/used so too early to assess for LGS.</p> <p>NOTED – sites such as this can be assessed as candidate LGS sites.</p> <p>NOTED – unclear exactly which area of land is meant so impossible to respond meaningfully.</p> <p>NOTED – it is acknowledged that the list may not be definitive – hence the use of ‘including’. Crimple Valley is too large an area to be eligible for LGS designation. Woodcock Hill and Daw</p>	<p>ACTION – consider whether site suitable as LGS candidate and assess if so.</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>ACTION – consider whether Follifoot Rd site suitable as LGS candidate and assess if so.</p> <p>ACTION – consider whether site suitable as LGS candidate and assess if so.</p> <p>NO ACTION</p> <p>ACTION – consider whether site suitable as LGS candidate and assess if so.</p>
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	<p>Cross/Hilltop Lane can be assessed as candidate LGS sites.</p>		
Again, the protection of local green space is vital for maintaining and enhancing the lifestyle quality of local residents and visitors.	NOTED		NO ACTION
Yes, but with addition of other areas - this is not exhaustive - the Environment sub-group have identified others and will add details. Others need nominated protection.	NOTED – it is acknowledged that the list may not be definitive – hence the use of ‘including’. Further sites can be assessed as candidate LGS sites.		ACTION – Environment ‘sub-group’ to provide details of further candidate sites for assessment.
Our local green spaces are all very precious.	NOTED		NO ACTION
1) Spelling of 'Allen Wood'? Thought it was 'Allan Wood' 2) Can we include any part of the land behind the Church which is farmed but could also be accessible to the public as it is, informally, now.	1) NOTED – Allen Wood is considered by NP steering group to be correct spelling. 2) NOTED – as agricultural land, this would not meet LGS eligibility criteria. Also already within SLA so has some protection/status.		1) NO ACTION 2) NO ACTION
The "management" of Allen Wood is overdue. A significant reduction of trees in the early 90's never produced the glades and clearings that were planned.	NOTED – HBC owned. Management could be improved.		ACTION – add community action re encouraging management.
Crimple wetland should be promoted. The agricultural value of the adjoining areas must be very low.	NOTED – meaning of comment unclear. As such, difficult to respond meaningfully. Decisions re agricultural land are down to the farmer responsible.		NO ACTION
Agree essential to protect these areas	NOTED		NO ACTION
Important to protect and retain all local green spaces	NOTED		NO ACTION

	<p>1) Again - any area not listed here will be open season for developers. 2) This policy seems to be very focussed on the village itself rather than the wider parish. Please remember that the parish includes parts of Rossett Green Lane and Yew Tree Lane and we are the buffer between Harrogate and Pannal parish. The green space in the very narrow wedge between Rossett Green Lane/Yew Tree Lane and Burn Bridge should be specifically protected.</p> <p>The land at the top of Drury Lane between the by-pass and the Golf Club could be considered,</p> <p>All concentrated on Pannal but no mention of Burn Bridge areas</p> <p>Any strengthening of protection would be welcome.</p> <p>HBC – make sure you have robust evidence and justification for the areas you choose with reference to the Local Green Space designation criteria in the NPPF.</p> <p>Scrub land near All Saints Court/Stone Rings Beck, Almsford Bank Wood and wet meadows west of the footpath off Follifoot Road are all belonging to HBC should also be valued. Spacey Houses Whin Wood (part) is also valuable and has public access. Setting of path from Mill Lane to Burn Bridge Road beside beck to be cherished.</p>	<p>1) NOTED – all sites put forward which meet the eligibility criteria following assessment will be put forward for designation.</p> <p>2) NOTED – the green space wedge specified is likely to be too large for LGS designation, but can be considered for inclusion within green/blue infrastructure. It is already SLA. All candidate sites in this area that are put forward for LGS designation will be assessed against the eligibility criteria.</p> <p>NOTED – sites such as this (Black Wood?) can be assessed as candidate LGS sites.</p> <p>NOTED - any candidate sites in Burn Bridge area that are put forward for LGS designation will be assessed against the eligibility criteria.</p> <p>NOTED</p> <p>NOTED – all candidate LGS sites are being/will be assessed using a pro-forma embodying the NPPF eligibility criteria.</p> <p>NOTED - sites such as these can be assessed as candidate LGS sites.</p>	<p>1) NO ACTION</p> <p>2) ACTION – consider specified green wedge for inclusion in blue/green infrastructure.</p> <p>ACTION – consider whether site suitable as LGS candidate and assess if so.</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>ACTION – consider whether site suitable as LGS candidate and assess if so.</p>
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PI GNE4	Generalised 2 line 'wish list'	NOTED – as explained in the document (P6/para 2), only 'policy intentions' are stated at this stage. Actual detailed policies will be included at the next draft plan stage.	NO ACTION
	This is too vague. It needs more focus.		
	don't understand the question here at all, ie how?	NOTED – the detailed policy in the next stage draft plan will hopefully make this clear.	NO ACTION
	see comment above. Tree planting should be in appropriate areas.	NOTED – the policy intention makes no mention of tree planting. If there were to be any tree planting on any site, by way of enhancement, it would only be done if/as appropriate.	NO ACTION
	Not too much 'enhancement' please.	NOTED – any enhancement would be relative to the needs, existing character /functions of any given site.	NO ACTION
	open spaces are vital .	NOTED	NO ACTION
	Provided there is no rampant extension of "conservation" areas and tree preservation orders.	NOTED – the meaning of this comment in relation to this particular policy intention is not clear.	NO ACTION
	Yes, with more specificity on enhancements - we should be specific on the need for tree planting with native species in more of the green area network and connecting routes.	NOTED – any enhancement would be relative to the needs, existing character /functions of any given site.	NO ACTION
	1) More details needed. 2) Would love to see an entirely new playground on the village field, for example.	1) NOTED – the detailed policy in the next stage draft plan will provide more detail. Any enhancement would be relative to the needs, existing character /functions of any given site.	1) NO ACTION 2) ACTION – add community action as indicated.

	<p>See comment on GNE3</p> <p>In total agreement</p> <p>No comment</p> <p>We are a rural village and should remain so but this will be difficult in view of the vast increase in house developments on Otley Road, Whinney Lane, the old Police training Centre etc. etc.</p> <p>Same comments as above - those areas not deemed worthy of enhancement will be concreted over!</p> <p>HBC – how are you going to differentiate between allocated Local Green Spaces and other green spaces. Make sure that there is no confusion – maybe change terminology of non-allocated sites.</p> <p>Also the confirmation of exiting popular path routes over HBC land as PROW, to support for the long term existing and extra nature conservation on areas of poor farmland.</p>	<p>2) NOTED – ‘village field’ taken to be Crimple Meadows – provision for small children here is supported.</p> <p>NOTED</p> <p>NOTED</p> <p>NOTED</p> <p>NOTED – the NP cannot answer for or address historical decisions.</p> <p>NOTED – the NP will do its utmost to protect green areas of evidenced local value. It is simply not possible for it to protect every piece of undeveloped land.</p> <p>NOTED – consideration will be given to how possible confusion could be avoided, with particular reference to how such confusion as been voided in other ‘made’ NPs.</p> <p>NOTED – PROW designation /confirmation matters are non-planning. This could however be looked at as part of the work to identify PROW network expansion and improvement.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>ACTION – avoid possible confusion as highlighted through careful policy wording.</p> <p>ACTION – investigate as part of PROW network work as indicated.</p>
PI GNE5	<p>Bit like as above - where are the allotments, tennis courts and bowling green going to go?</p>	<p>NOTED – the next stage draft plan policy may identify a specific site/sites if such can be identified. If not the policy</p>	<p>NO ACTION</p>

	Not specific	will appear as an aspiration, perhaps with criteria as to suitable location types.	
	Yes, we need tennis courts, bowling green etc.	NOTED	NO ACTION
	These facilities are lacking in the area without having to use powered transport to reach them.	NOTED	NO ACTION
	More areas are needed for the needs of items listed in GNE5.	NOTED	NO ACTION
	Tennis courts and a bowling green would require significant investment to build and maintain. I need convincing that there isn't sufficient provision already elsewhere in Harrogate. I expect a bowling green would appeal primarily to our older residents - will the demand still be there for a bowling green in 20 years? Aren't some bowling greens struggling to maintain their membership and meet their costs? Building a bowling green and tennis courts would require building on a significant amount of green space - the protection of which is one of the other priorities	NOTED – a policy aspiration for such facilities does not constitute a commitment to any expenditure on the part of the PC. Parish facilities would be more sustainable, removing the need for travel – probably by car. A bowling green is a form of green space. Neither bowling green nor tennis courts take up 'significant' amounts of space. Draft plan policy may well identify a suitable site/sites or set out locational criteria.	NO ACTION
	The parish council already support this but nothing has happened to date, so why not? particularly allotment provision?	NOTED – landownership obstacles.	NO ACTION
	I am personally very keen on the idea of allotments. I can see how tennis courts and a bowling green could enhance health and social interaction of several age groups in our community and therefore also think these are a good idea.	NOTED	NO ACTION
	If this involves taking out existing natural green areas, we would prefer that these were retained as they are currently. (NB remaining text missing)	NOTED - draft plan policy may well identify a suitable site/sites or set out locational criteria.	NO ACTION

	Allotments would be a valuable addition to the village	NOTED	NO ACTION
	Allotments are required in this area as we are encouraged to grow our own vegetables	NOTED	NO ACTION
	Have doubts re necessity of provision of tennis courts/bowling green. There is probably sufficient provision in the Harrogate area already.	NOTED – community consultation, including on this document, show strong support for provision. Parish facilities would be more sustainable, removing the need for travel – probably by car.	NO ACTION
	It should be ensured this is not focused on Pannal village but it spread evenly throughout the parish in Walton area and Burnbridge.	NOTED - draft plan policy may well identify a suitable site/sites or set out locational criteria. Specific suggestions re Burn Bridge/Walton are welcomed.	NO ACTION
	As previously mentioned, unsure of need for allotments	NOTED – community consultation, including on this document, shows strong support for provision.	NO ACTION
	Difficult to see where the land for some of these would be found, and they are quite high maintenance facilities.	NOTED - draft plan policy may well identify a suitable site/sites or set out locational criteria. Any commitment to provide would need to be underpinned by a clear future business/management plan.	NO ACTION
	But where would you place these? Would these have a negative impact on the diversity of wildlife and plantlife in the area?	NOTED - draft plan policy may well identify a suitable site/sites or set out locational criteria, e.g. in order to avoid adverse impacts on wildlife.	NO ACTION

	<p>Particularly important In a post covid world as this adds real value to local residents' quality of life at little cost to the council.</p> <p>1) This will be hard to provide, even if a green space, 'NIMBY's' will object... noise, light pollution, additional car parking will all be used against such a development even though the village is crying out for such things as tennis or bowls. 2) There are areas which could be used for such things i.e. at the northern end of Rosedale.</p> <p>I'm not sure how you create new green space without adapting what is already there... I think unspoiled green space is best for the environment.</p> <p>Are tennis courts and a bowling green going to be financially viable.? They take a lot of upkeep and would need to be well supported and paid for by the users.</p> <p>Tennis courts and a bowling green would serve only a very limited section of the parish. A multi-sport pitch involving basketball, netball, tennis, walking football, children's football, etc. all on astroturf would be a better proposition and be open to far more participants.</p> <p>I think there will be a need for additional playground facilities and particularly for the 1-5 year olds</p> <p>Allotments, tennis courts & bowling green are fantastic ideas. The village would really benefit from these new facilities.</p>	<p>NOTED</p> <p>1) NOTED - draft plan policy may well identify a suitable site/sites or set out locational criteria, seeking to address such potential objections. 2) NOTED – the site is privately owned but owner’s intentions are not known.</p> <p>NOTED - draft plan policy may well identify a suitable site/sites or set out locational criteria, with an aim of not impacting adversely on valuable existing green space.</p> <p>NOTED - any commitment to provide would need to be underpinned by a clear future business/management plan.</p> <p>NOTED – community consultation, including on this document, shows strong support for provision. Not all provision will be used by all. That said, there is considered to be merit in the suggestion.</p> <p>NOTED – this is considered a suitable suggestion for Crimble Meadows.</p> <p>NOTED</p>	<p>NO ACTION</p> <p>ACTION – approach owner re future intentions.</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>ACTION – add multi-sports pitch to policy</p> <p>ACTION – add community action re play area for small children as indicated.</p> <p>NO ACTION</p>
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	Biodiversity and nature is integral to this area	NOTED - draft plan policy may well identify a suitable site/sites or set out locational criteria, e.g. in order to avoid adverse impacts on wildlife.	NO ACTION
	Especially allotments	NOTED	NO ACTION
	Depends where these amenities go, but in general support provision of such activities for the village	NOTED - draft plan policy may well identify a suitable site/sites or set out locational criteria.	NO ACTION
	Provided they meet evidenced needs	NOTED - community consultation, including on this document, shows strong support for provision.	NO ACTION
	Tennis courts not more football pitches for use by teams from all over harrogfate and Knaresborough.	NOTED – there is no policy intention in respect of football pitches.	NO ACTION
	Suggest outside green space to sit, meet and chat	NOTED – such spaces already exist – village green, Crimple Meadows, new space at Dunlopillo site. Specific suggestions to fill any perceived gaps welcomed.	NO ACTION
	This needs to be progressed as soon as possible	NOTED	NO ACTION
	Additional social facilities would make Pannal a better place to live and improve physical and mental fitness	NOTED	NO ACTION
	This will positively improve amenities in the area.	NOTED	NO ACTION
	Surely the provision of green space is determined by availability unless we transform brown space to green. I do not consider tennis courts to be green space - more likely to be hard courts.	NOTED – consideration will be given to using the term ‘open space’ rather than ‘green space’. New green space can be created from existing brown space.	ACTION – consider use of ‘open space’ wording rather than ‘green space’ in draft plan policy.

	<p>What about things for the tweens? The play area is constantly full of black tracksuit wearing 13/14 year olds clogging up the children's areas</p> <p>Imbalanced on the needs of younger members of the community vs older members. Need places for younger / teenagers to safely hang out and be entertained.</p> <p>No allotments Bowling green and tennis courts could be sited in Crimble meadows</p> <p>HBC – I would make a change in the terminology here and maybe refer to them as open space rather than green space to avoid confusion with the allocated Local Green Space. Also open space would more accurately reflect areas such as tennis courts, bowling greens, which would more likely be classed as outdoor sport rather than green space.</p> <p>If locally, overprovision of certain facilities exists an alternative greenspace provision is made of that same land.</p>	<p>NOTED – it is considered that such spaces (indoor and outdoor) already exist and that the issue is the provision (or lack of) activities within such spaces, in which the teenagers themselves should be playing a pro-active role.</p> <p>NOTED – it is considered that such spaces (indoor and outdoor) already exist and that the issue is the provision (or lack of) activities within such spaces, in which the teenagers themselves should be playing a pro-active role.</p> <p>NOTED - draft plan policy may well identify a suitable site/sites or set out locational criteria to rule out unsuitable locations.</p> <p>NOTED – consideration will be given to using the term 'open space' rather than 'green space'.</p> <p>NOTED – this could be considered as part of policy.</p>	<p>ACTION – add new community re facilitating teenager engagement in parish youth activities.</p> <p>ACTION – add new community re facilitating teenager engagement in parish youth activities.</p> <p>NO ACTION</p> <p>ACTION – consider use of 'open space' wording rather than 'green space' in draft plan policy.</p> <p>ACTION – consider additional policy clause to reflect comment.</p>
PI GNE6	<p>One sentence 'aspiration' - no details</p> <p>Vague</p> <p>Essential!</p>	<p>NOTED – the decision as to whether to include a policy on Biodiversity/Nature Conservation in the next stage draft plan is dependent on further consideration of existing HBC policies on these matters.</p>	<p>NO ACTION</p>

	See comment above for GNE3	NOTED	NO ACTION
	Joined up woodland contributes greatly to sustainable biodiversity.	NOTED	NO ACTION
	Bio-diversity and nature conservation are much overlooked.	NOTED – initial consideration suggests that HBC Local Plan policies are very comprehensive.	NO ACTION
	isn't HBC policy enough?	NOTED – initial consideration suggests that HBC Local Plan policies are very comprehensive. The decision as to whether to include a policy on Biodiversity/Nature Conservation in the next stage draft plan is dependent on further consideration of HBC policies.	NO ACTION
	Biodiversity needs great care.	NOTED	NO ACTION
	Why say Policy may be developed rather than will be developed?	NOTED – the decision as to whether to include a policy on Biodiversity/Nature Conservation in the next stage draft plan is dependent on further consideration of existing HBC policies on these matters.	NO ACTION
	On the proviso that it greatly strengthens HBC policy.		
	dont know what this means ?		
	Provided there is no rampant extension of "conservation" areas and tree preservation orders.	NOTED	NO ACTION
	Not enough detail given to comment.	NOTED	NO ACTION
	We have no idea what HBC's policy is.	NOTED	NO ACTION
	I'm surprised by the HBC allowing all the developments being on green belt.	NOTED – comment not relevant to the NP	NO ACTION

	Biodiversity is very important and this local area has the potential to contribute much more	NOTED – if a NP policy can add locally to existing HBC policy, then a policy will be included in the next stage draft plan.	NO ACTION
	Biodiversity and nature conservation is essential for the future, and is often overlooked by HBC.	NOTED – initial consideration suggests that HBC Local Plan policies on nature conservation are very comprehensive.	NO ACTION
	No comment	NOTED	NO ACTION
	Nature conservation yes, biodiversity no	DISAGREE – the comment is nonsensical – the two go hand in hand.	NO ACTION
	1) There needs to be more clarity on what are the gaps and what needs to be done. 2) The Parish is riddled with ivy and removing some of this might help with greater diversity of plants	1) NOTED – the decision as to whether to include a policy on Biodiversity/Nature Conservation in the next stage draft plan is dependent on further consideration of existing HBC policies on these matters. 2) NOTED – this is far too detailed and at same time general a point to respond to meaningfully. Some information on ‘ivy hotspots’ would have been helpful.	1) NO ACTION 2) NO ACTION
	Not really enough information in this to agree or disagree	NOTED	NO ACTION
	Highlight existing Sites of Interest for Nature Conservation, encourage the designation of Local Nature Reserves, and Geological Sites. Encourage and support the production of information to promote and develop public interest in various aspects of their local environment.	NOTED – SINC’s should be highlighted on NP Map and where relevant to other NP policies. The other matters are non-planning in nature – designation of specific LNR/Geological sites already covered by community actions – no other candidates are known. HBC is to be approached re erection of	ACTION – SINC’s to be included in NP as indicated. HBC to be approached re woodland signage.

		information signage at its wood in the parish.	
PI GNE7	<p>As previous comment in GNE6</p> <p>what does this mean exactly. Villagers would need to know existing HBC policy to know how to answer this and I am sure the majority do not know what it is, I certainly don't!</p> <p>Vague</p> <p>It's crucial that we retain trees, hedgerows and woodlands especially as there are so many people uprooting these to accommodate cars in their driveways and creating house extensions.</p> <p>very much so - it is sad to see a lot of hedges getting removed for walls/fences for peoples gardens.</p> <p>Essential!</p> <p>Replace "may" by "will"</p> <p>Not enough detail yet.</p> <p>On the proviso that it greatly strengthens HBC policy - to make it better at protecting the environment (same for q8)</p> <p>Not enough detail given.</p>	<p>NOTED</p> <p>NOTED – the decision as to whether to include a policy on Trees/Hedgerows/Woodlands in the next stage draft plan is dependent on further consideration of existing HBC policies on these matters.</p> <p>NOTED</p> <p>NOTED</p> <p>NOTED – the decision as to whether to include a policy on Trees/Hedgerows/Woodlands in the next stage draft plan is dependent on further consideration of existing HBC policies on these matters.</p> <p>NOTED – the decision as to whether to include a policy on Trees/Hedgerows/Woodlands in the next stage draft plan is dependent on further consideration of existing HBC policies on these matters.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>

	The preservation of local hedgerow and habitat is vitally important across all parts of the parish and development proposals such as Spring lane which severely disrupt and diminish this are not welcome in the local community	NOTED	NO ACTION
	Hedgerows.... so many people allow their hedges to overgrow the pavements. WHY???!!!	NOTED – PC periodically approaches owners re hedgerow management.	NO ACTION
	We don't know what HBC's policy is.	NOTED	NO ACTION
	More trees planted both for wildlife and for supporting biodiversity.	NOTED– new tree planting is addressed under community actions and may yet be addressed via NP policy.	NO ACTION
	No comment	NOTED	NO ACTION
	The entire district has a shortage of mature trees, development should see the planting of more mature, and of course more expensive, trees as part of housing developers liability.	NOTED – new tree planting is addressed under community actions and may yet be addressed via NP policy.	NO ACTION
	as above	NOTED	NO ACTION
	Are there any opportunities to develop more woodland in the Parish?	NOTED – no specific schemes at moment but receptive to idea.	NO ACTION
	As with GNE6 no detail And just a “may be”	NOTED – the decision as to whether to include a policy on Trees/Hedgerows/ Woodlands in the next stage draft plan is dependent on further consideration of existing HBC policies on these matters.	NO ACTION
	This area is declining in birdlife, and perhaps the hedges are too thin to provide for nesting.	NOTED – beyond the remit of the NP to address.	NO ACTION

	1) Develop public awareness for the local trees and hedgerows and the wildlife it contains. 2) Identify locations where new provision would be most useful. Find land so that Northern Forest can create woodlands in the Parish.	1) NOTED 2) NOTED – could conceivably form part of planning policy, but may be better in community actions. More consideration needed.	1) ACTION - HBC to be approached re woodland signage in the parish. 2) ACTION – consider suggestion as either planning policy and/or community action issue.
Green & Natural Environment – Non-Planning Community Actions	<p>1) Where would the tree planting take place? 2) I don't understand the Till Aquifer.</p> <p>Where is Till Aquifer?</p> <p>The Parish Council should have a record of 'Flora and Fauna' for the Parish. Essential in protecting our 'green spaces' from development.</p> <p>It is vital to protect hedgerows for our local wildlife, but this has to be tempered with transport, i.e. walking into the village the very thin pathway is often made smaller by the hedgerows. This means that people are often walking in the middle of the road to get around one another.</p> <p>Consider community purchase of important green space (as per Longlands Common)?</p> <p>The hedgerow protection status for Spring Lane would be very welcome by the local community.</p>	<p>1) NOTED – suitable sites not yet identified. 2) NOTED – part of the 'Harrogate Till' aquifer, i.e. permeable rock containing groundwater, underlies the parish. What happens above it has implications for it and vice versa – hence the action to monitor and record.</p> <p>NOTED – hence the action to record and list species. Existing records are held by the North & East Yorkshire Ecological Data Centre.</p> <p>NOTED – the issue here would appear to be hedgerow management. Equally, footpaths can be made wider at expense of road narrowing/traffic calming – issue to be considered for inclusion in next stage draft plan under 'Traffic etc.' section. PC periodically addresses hedgerow management with owners.</p> <p>NOTED – e.g. is outside parish. Specific suggestions welcomed.</p> <p>NOTED</p>	<p>1) NO ACTION 2) NO ACTION</p> <p>NO ACTION</p> <p>ACTION – consider potential footpath improvements as part of highway improvement proposals in policy and/or as community action.</p> <p>NO ACTION</p> <p>NO ACTION</p>

	<p>the Village green is often a mess / unkempt.</p> <p>As another Action point, Introduce more resident responsibility for adequate maintenance of hedges, trees and pavement edges in order to ensure safety etc of all users.</p> <p>1) Encourage the take up of Solar panels (good looking all black inset solar panels) and home batteries to meet Carbon targets not really mentioned in this document yet crucial in decarbonisation and climate change. 2) Also encourage wild flower fields in the area.</p> <p>I like the idea of a Country Park status for the area north east of St Roberts church</p> <p>1) Country Park status most important for Crimple Valley. 2) Village Green status has been applied to Pannal Green by PVS. 3) First Conservation Area and Buildings by Anne Smith. Anne Smith also had Spacey Houses Farm protected by Historic England.</p> <p>The duck pond at Mill Lane is an eyesore at times and whilst it is not the responsibility of the parish council an official letter to those who are responsible may provoke a response. I'm sure some residents would also contribute to funding it's dredging.</p>	<p>NOTED – HBC responsibility. Not often mown and trees not well managed. PC periodically approaches HBC re these issues.</p> <p>NOTED – PC periodically approaches owners re hedgerow management.</p> <p>1) NOTED – acknowledged this is an important issue that needs full consideration. 2) NOTED</p> <p>NOTED</p> <p>1) NOTED 2) NOTED – while this may be the use, it has no statutory authority and the village green is not officially listed. 3) NOTED</p> <p>NOTED – the duck pond is owned privately/jointly by neighbouring residents and is their responsibility. Little/no management currently takes place. With its wildlife/historic interest, it is a candidate LGS site.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>1) ACTION – planning policy and community action options for the plan to address climate change issues to be considered and included in plan as appropriate/feasible. 2) ACTION – add community action re encouraging wildlife-friendly management and mowing regimes.</p> <p>NO ACTION</p> <p>1) NO ACTION 2) NO ACTION 3) NO ACTION</p> <p>ACTION – consider whether site suitable as LGS candidate and assess if so.</p>
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	<p>poor drainage and flooding (particularly on side streets where the NYC does not come to clear drains).</p> <p>I am surprised that in a document that has aspirations for the next 15 years there is no mention of Zero Carbon initiatives - perhaps it would be useful to get some input and ideas from local charity Zero Carbon, Harrogate. See also article on p39 (NB Harrogate Advertiser 1st July) on discouraging car journeys.</p> <p>Thanks to you for both 'important hedgerows' and 'eligible' hedgerows.</p> <p>Spring Lane hedge must be protected.</p> <p>The Spring Lane hedge should be a priority</p> <p>identify suitable TPO opportunities</p> <p>Provided there is no rampant extension of "conservation" areas and tree preservation orders.</p> <p>In addition there needs to be an action to identify areas for tree planting, prior to seeking (NB remaining text cut off – possibly 'funding')</p> <p>We should ask residents to identify hedgerows for protection and enhancement - for biodiversity and maintaining visual amenity.</p>	<p>NOTED – ongoing issue for NYCC – not a NP/PC issue.</p> <p>NOTED – acknowledged this is an important issue that needs full consideration.</p> <p>NOTED</p> <p>NOTED</p> <p>NOTED</p> <p>NOTED – this would be an onerous task for the PC/NP steering group. Specific suggestions for trees outside the conservation area would be welcomed.</p> <p>NOTED – any proposed actions re trees/TPOs (NB conservation areas not relevant in this section), will be fully justified/evidenced.</p> <p>NOTED – specific suggestions as to areas welcomed.</p> <p>NOTED – seems like a feasible idea.</p>	<p>NO ACTION</p> <p>ACTION – planning policy and community action options for the plan to address climate change issues to be considered and included in plan as appropriate/feasible.</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>ACTION – ask residents via newsletter.</p>
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	<p>Focus first should be on improving the condition of existing trees, hedgerows and woodland before expanding.</p> <p>Would like to see expansion of field hedgerows to provide better support for wildlife particularly birds.</p>	<p>NOTED – community actions re pursuit of county park and LNR status for significant wild areas in the parish signals an existing focus.</p> <p>NOTED – may be possible within context of future country park/LNR status for areas of parish, if successful (ref community actions). Otherwise, down to individual farmer decisions.</p>	<p>NO ACTION</p> <p>NO ACTION</p>
Green & Natural Environment - General	<p>Yorkshire Wildlife Trust - Yorkshire Wildlife Trust would recommend inclusion of details of the 'Building with Nature' initiative within the Neighbourhood Plan. Building with Nature is a framework that enables developers to integrate high-quality multifunctional green infrastructure to create places in which people and nature can flourish.</p> <p>-Building with Nature sets out standards to provide a benchmark to be used in addition to the Biodiversity Net Gain metric, in order to provide a qualitative assessment of a proposed development site. The Building with Nature (BwN) key themes are:</p> <ul style="list-style-type: none"> • Core – Distinguishing green infrastructure from a more conventional approach to provision of open and green space. • Wildlife – to protect and enhance wildlife, creating networks where nature can thrive, and supporting the creation of development which more effectively delivers a net gain for wildlife. • Water – a commitment to improving water quality, on site and in the wider area: reducing the risk of flooding and managing water naturally for maximum benefit. • Wellbeing – to deliver health and wellbeing benefits through the green features on site, 	<p>NOTED – while clearly a laudable initiative, it is not considered appropriate to promote to developers a set of voluntary, non-statutory standards in NP policy.</p>	<p>NO ACTION</p>

	<p>making sure they can be easily accessed by people close to where they live.</p> <p>-Building with Nature is a voluntary approach developed by practitioners, policy-makers and academic experts, and tested with the people who will use and benefit from the framework. Schemes can be assessed at pre-application, reserved matters and post-construction/in-use stages. Further information can be accessed via the website: https://www.buildingwithnature.org.uk.</p>		
PI BE1	<p>Bit of a 'catch all'</p> <p>For the benefit of wildlife I would support mixed hedgerows and object to their destruction and replacement with walls.</p> <p>Vital to maintain the character of the area,</p> <p>But must have clear criteria</p> <p>isnt this already covered by planning permission, why would parish council need to get involved?</p> <p>Is all of this not already covered by the current planning guidelines?</p>	<p>NOTED – acknowledged that the stated policy intention perhaps reads as such. The next stage draft plan policy will set out clear, detailed criteria to guide new development in/adjacent to the conservation area.</p> <p>NOTED – this can be considered in policy drafting, relative to the evidenced characteristics of the conservation area.</p> <p>NOTED</p> <p>NOTED</p> <p>DISAGREE – it is currently covered in the non-statutory Pannal Conservation Area Appraisal, against which planning applications are assessed. The embodiment of Appraisal advice in what will be statutory NP planning policy will give the advice significant extra weight.</p>	<p>NO ACTION</p> <p>ACTION – consider comment as indicated.</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>

	<p>Yes, although our comment above about very high quality sympathetic design still stands. This could be a modern style.</p> <p>I agree subject to my comments above relating to potential future development in the SLA and outside of the Local Plan development limits.</p> <p>Criteria need to be specific. This is still vague.</p> <p>Because the criteria have not been detailed.</p> <p>Strongly agree</p> <p>It would be important to know who is doing the documenting. Residents should know how much older Pannal is than Harrogate. Pannal is recorded having its own market by 1304. Not until 1770 was Harrogate a 'well established spa'.</p> <p>views and vistas are essential to Pannal</p> <p>We support a degree of flexibility in design, traditional and modern design can be successfully (NB rest of wording missing)</p>	<p>NOTED – the NP policy will not preclude innovative modern design solutions.</p> <p>NOTED – the conservation area sits almost entirely within development limits, overlapping the SLA in one small area. It should be noted that existing HBC Local Plan policy does not preclude development within the SLA and the NP cannot override this.</p> <p>NOTED – as explained in the document (P6/para 2), only 'policy intentions' are stated at this stage. Actual detailed policies will be included at the next draft plan stage.</p> <p>NOTED</p> <p>NOTED – the starting point for documented character must be the existing Pannal Conservation Area Appraisal produced by HBC. This will be supplemented by a new study currently being undertaken on the PC's behalf by independent consultants.</p> <p>NOTED – these will be fully documented and evidenced as justification for NP planning policies.</p> <p>NOTED – policy wording by its nature allows for some flexibility. Policy will not preclude innovative modern design solutions.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
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	No new level of mandatory approval to be introduced! Who will decide the criteria, inc design, to be applied?	NOTED – the policy criteria in the final NP will be developed by the PC, based on the Pannal Conservation Area Appraisal, supplemented by a new PC-commissioned consultancy study, in the context of existing HBC policy and subject to further rounds of community consultation. HBC (and it successor authority will be responsible for applying the policy once adopted, following a community referendum. BE1 attracted very strong community support in the consultation on this document.	NO ACTION
	This should not be so constrictive as to not allow for technological developments to be used in development i.e. ground source heat pumps which may require construction of a plant room.	AGREE – policy needs to allow for climate change related initiatives, subject to design considerations where necessary.	NO ACTION
	Totally agree with need for sensitive planning and design to sensitively it in with village, and not someting along the style of barracks!!	NOTED	NO ACTION
	Important to protect the nature and character of the neighbourhood	NOTED	NO ACTION
	The plan should not be restricted to the conservation area. More controls are needed on the residents planning applications which are seeing a proliferation on giant extensions not in keeping with the rest of the village.	NOTED – other plan policies, as set out in policy intentions BE2-7 in the document will address design considerations throughout the parish.	NO ACTION
	The views and vistas should be given more weight in this policy. There is too much reference to historical architecture which I can understand but our architecture	NOTED – views/vistas will be given due weight in the next stage draft plan policies. Acknowledged climate change	ACTION – planning policy and community action options for the plan to address climate change issues to be

	<p>needs to develop to be more efficient and use less carbon and this inevitably means that the "look" of dwellings will/must change. I would prefer to see a policy that supports low carbon footprints for new dwellings which is consistent with preservation of views and vistas.</p> <p>This supplements GNE2</p> <p>Burn bridge in particular has multiple different designs of houses throughout the ages - we need to be able to put our stamp on these houses and keep them Individual and with character - not just boring white blobs of housing</p> <p>I hope the design of future developments will not be anything like Jubilee Park. This whole area is an eyesore and a perfect example of how ignorant HBC Planning department are. It is a complete mish mash, no overall forward thinking, planning, development, design and above all it is not in keeping with a village. If this has been allowed I have no faith whatsoever that any of Heritage, Development and Design policy intention will or would be adhered to but I do agree with it.</p> <p>HBC – use the Conservation Appraisal document as the starting point for these criteria.</p>	<p>is an important issue that needs full consideration.</p> <p>NOTED – only in so far as the SLA and conservation area overlap in one small area and the SLA forms the setting of some of the conservation area. In practice many plan policies will work in concert in respect of any given site/area/development proposal.</p> <p>NOTED – plan policy will also address design and new development outside the conservation area.</p> <p>NOTED – the NP will put in place a suite of design/development policies covering the whole parish, relative to the evidenced characteristics of the different ‘character areas’ which make up the parish. Once adopted, the policies must be implemented, alongside Local Plan policies, by HBC or its successor authority.</p> <p>NOTED – this will be the logical starting point.</p>	<p>considered and included in plan as appropriate/feasible.</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
PI BE2	<p>Not sure what would be involved here</p> <p>what is a local heritage area?</p>	<p>NOTED – the idea of Local Heritage Areas is explained in the document (P9/para 1/lines 2-6).</p>	<p>NO ACTION</p>

	<p>It is to be hoped the Parish Council Planning Committee will have more influence following the implementation of the announced reorganisation of the Council/County Council</p> <p>This would be too restrictive for those already in residence</p> <p>Subject to seeing what the defined areas are and what restrictions will be imposed.</p> <p>What is the purpose of this Policy?</p> <p>Sorry - don't understand. Where are these areas 'exactly'?</p> <p>The older dwellings in the Burn Bridge - Malthouse Lane should become a Local Heritage area with appropriate constraints on future development</p> <p>I live on Malthouse Lane, and would like to have more information about what "heritage status " would mean for our location.</p> <p>All three of the candidate areas listed, All Saints, Burn Bridge – Malthouse Lane and Hill Foot/Hill Top Lane should be designed as Local Heritage Areas. Each has its own particular character and is as worthy of designation and protection as the Pannal Conservation Area</p> <p>I have some reservations.</p>	<p>NOTED – this is not a NP matter. As far as it is understood, PC powers will remain unchanged in relation to higher authority planning powers and responsibilities.</p> <p>NOTED – the level of ‘restriction’ would be less than for conservation areas. The design criteria for any defined LHAs will be set out in the next stage draft plan.</p> <p>NOTED – the next stage draft plan policies/map will make this clear.</p> <p>NOTED – the idea of Local Heritage Areas is explained in the document (P9/para 1/lines 2-6).</p> <p>NOTED – this is the intention of BE2-5 in the document.</p> <p>NOTED - The design criteria for new development in defined LHAs will be set out in the next stage draft plan.</p> <p>NOTED – this is the intention of BE2-5 in the document.</p> <p>NOTED – with no information as to those reservations, it is not possible to address any concerns.</p>	<p>NO ACTION</p> <p>NO ACTION.</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
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	<p>Maybe the list could be extended.</p> <p>Not sure that I fully understand the Local Heritage Areas- for example Malthouse Lane is a mixture of historic buildings and 1960s/1970s housing of no architectural merit</p> <p>I don't really see a distinctive character to these areas.</p> <p>No comment</p> <p>But not sure where 'All saints' is supposed to be</p> <p>As above. Too much emphasis on heritage for me.</p> <p>I hope the design of future developments will not be anything like Jubilee Park. This whole area is an eyesore and a perfect example of how ignorant HBC Planning department are. It is a complete mish mash, no overall forward thinking, planning, development, design and above all it is not in keeping with a village. If this has been allowed I have no faith whatsoever that any of Heritage, Development and Design policy intention will or would be adhered to but I do agree with it.</p>	<p>NOTED – with no information as to potential extensions, it is not possible to respond in any meaningful way.</p> <p>NOTED – the next stage draft plan will define proposed LHAs, including a boundary. The areas defined will be based on a thorough character analysis and should only include areas of demonstrable heritage value. All documentation will be available to view/for comment at the next community consultation stage.</p> <p>NOTED</p> <p>NOTED – the map accompanying the next stage draft plan will define areas with boundary lines.</p> <p>NOTED – the document reflects the importance placed on heritage in community consultations to date (and endorsed in the consultation on this document).</p> <p>NOTED – the NP will put in place a suite of design/development policies covering the whole parish, relative to the evidenced characteristics of the different 'character areas' which make up the parish. Once adopted, the policies must be implemented, alongside Local Plan policies, by HBC or its successor authority.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
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	Development of local heritage area status would be very welcome as would a set of design and design codes for the area.	NOTED	NO ACTION
PI BE3-BE5	<p>As BE2</p> <p>same as above isn't it?</p> <p>As above</p> <p>answer is yes (faulty box). Where housing already has a uniform design, any change of use/new development should be obliged to follow similar design.</p> <p>see comment above</p> <p>1) Provided acceptable innovation/design is not prohibited which would otherwise add interest and sympathetic, tasteful character. 2) No new level of mandatory approval to be introduced. Who will decide the criteria, inc design, to be applied?</p>	<p>NOTED</p> <p>NOTED – no, BE2 addresses the identification/definition of LHAs, while BE3-5 address the detailed design criteria for each.</p> <p>NOTED</p> <p>NOTED – design criteria for each area will be set relative to the documented characteristics of each area. Mimicking is not necessarily the best/only design solution.</p> <p>NOTED</p> <p>1) NOTED - policy will not preclude innovative modern design solutions. 2) NOTED – the policy criteria in the final NP will be developed by the PC, based on a new PC-commissioned consultancy study, supplemented by local survey work, in the context of existing HBC policy and subject to further rounds of community consultation. HBC (and its successor authority will be responsible for applying the policy once adopted, following a community referendum.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>1) NO ACTION 2) NO ACTION</p>

		BE3-5 attracted very strong community support in the consultation on this document.	
	Again the criteria have not been laid out!	NOTED – as explained in the document (P6/para 2), only ‘policy intentions’ are stated at this stage. Actual detailed policies will be included at the next draft plan stage.	NO ACTION
	broadly agree but it is a bit jargonistic for me. I am not clear what you are trying to say.	NOTED – detailed design/development criteria for each defined area will be set, relative to the documented characteristics of each area, in policies in the next stage draft plan.	NO ACTION
	One would need to know the documented characteristics to be able to comment.	NOTED – these will be available to view/for comment, alongside the draft plan at the next consultation stage.	NO ACTION
	See above	NOTED	NO ACTION
	Totally agree	NOTED	NO ACTION
	See comments on BE1	NOTED	NO ACTION
	as above	NOTED	NO ACTION
	Whilst respecting heritage areas, fresh eyes should always be used if environmental modernisation plans are submitted	AGREE - policy needs to allow for climate change related initiatives, subject to design considerations where necessary.	NO ACTION
	Comments again as point (NB text missing)	NOTED	NO ACTION

	The extremely high cost for building to design standard set is likely to create financial hardship for some and make property too expensive for others. There needs to be a balance in preserving local beauty while creating a diverse place to live and work.	NOTED – while having some sympathy with this view, the national planning policy imperative on design – strengthened as recently as July 2021 in the revised NPPF – places a high premium on locally distinctive design standards which the NP is bound to reflect.	NO ACTION
PI BE6	<p>These are important buildings in our parish.</p> <p>these buildings are not owned by parish council and any enhancements would be sort under normal guidelines why the need for this protection, surely this would happen anyway</p> <p>Wesley Cottage should not be considered a non-designated heritage asset. Spring Lane Farmhouse and adjoining stone barn should.</p> <p>must retain character of the area</p> <p>should make clear that the list is not complete and may be added to.</p> <p>maybe add some of the older farmhouses</p>	<p>NOTED</p> <p>NOTED – the concept of identifying and lending some protection to ‘non-designated heritage assets’ or ‘local listing’ by local authorities as it is often referred to is commonplace. No such local list exists for Pannal Parish or indeed Harrogate Borough as a whole. The highlighting of what is likely to be a small number of locally important buildings/structures will make their protection and sympathetic enhancement easier to achieve.</p> <p>NOTED – the final list of ‘assets’ to be included in the policy will be based on assessments carried out relative to Historic England published guidelines.</p> <p>NOTED</p> <p>NOTED – the use of the word ‘included’ in BE6 makes this clear.</p> <p>NOTED – which? Specific suggestions welcomed</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>

	<p>All three identified should be designated as stated.</p> <p>No new level of mandatory approval to be introduced! No new level of mandatory approval to be introduced! Who will decide the criteria, inc design, to be applied?</p> <p>And expand on those mentioned.</p> <p>This should be put forward as an urgent matter as these historic building should be afforded protection status</p> <p>But needs to be more extensive - name buildings that are otherwise contained within Heritage Area Assessments - because individual properties have specific value and need protection.</p>	<p>NOTED – the final list of ‘assets’ to be included in the policy will be based on assessments carried out relative to Historic England published guidelines.</p> <p>NOTED – the policy content and list of identified ‘assets’ in the final NP will be produced by the PC, based on a new PC-commissioned consultancy study, supplemented by local survey work, in the context of existing national/HBC policy and Historic England guidance, and subject to further rounds of community consultation. HBC (and its successor authority will be responsible for applying the policy once adopted, following a community referendum. BE6 attracted very strong community support in the consultation on this document.</p> <p>NOTED – any candidate ‘assets’ put forward will be rigorously assessed against historic England criteria.</p> <p>NOTED – the NP is being progressed as quickly as possible.</p> <p>NOTED - any candidate ‘assets’ put forward will be rigorously assessed against historic England criteria. Assuming ‘heritage assessments’ to mean ‘conservation area assessments’, any properties mentioned therein are already part of a ‘designated’ heritage</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
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		asset (i.e. the conservation area), so by definition cannot be considered as 'non-designated' heritage assets.	
	We understand the Methodist Church may not survive anyway due to lack of support which would put the whole complex at risk of development.	NOTED – the intention of the policy is to protect the church as a heritage asset irrespective of its future use/any proposed development.	NO ACTION
	No comment	NOTED	NO ACTION
	Also the Parish Church if that is not already identified as a Heritage building?	NOTED – as stated in the document (P9/para 2/line 2), the parish church is a grade II* Listed Building.	NO ACTION
	I do not attach much importance to this	NOTED – the policy intention attracted very strong community support in the consultation on this document.	NO ACTION
	Wensley Cottage - No	NOTED – the final list of 'assets' to be included in the policy will be based on assessments carried out relative to Historic England published guidelines.	NO ACTION
	No opinion	NOTED	NO ACTION
	I hope the design of future developments will not be anything like Jubilee Park. This whole area is an eyesore and a perfect example of how ignorant HBC Planning department are. It is a complete mish mash, no overall forward thinking, planning, development, design and above all it is not in keeping with a village. If this has been allowed I have no faith whatsoever that any of Heritage, Development and Design policy intention will or would be adhered to but I do agree with it	NOTED – the NP will put in place a suite of design/development policies covering the whole parish, relative to the evidenced characteristics of the different 'character areas'/'heritage assets' which make up the parish. Once adopted, the policies must be implemented, alongside Local Plan policies, by HBC or its successor authority.	NO ACTION

	<p>HBC – I would title this policy as Local Listing rather than non-designated. In reality anything that is not listed and not identified anywhere could be a non-designated heritage asset. By having a local listing policy where you identify the important buildings, it still gives you the chance to have non-designated heritage asset status for any asset that you may have missed. It also reflects the local nature of the asset and process for designating. Check the Conservation Appraisal where it lists the important buildings.</p>	<p>NOTED – consideration will be given to this comment. That said, it is known that a number of recently ‘made’ NPs include non-designated heritage asset (NDHA) policies of the type envisaged and titled as such and that neither the local authorities nor examiners concerned have raised this as an issue. Experience suggests that examiners are unlikely to allow the identification of NDHA within a conservation area, given that the conservation area itself is already a designated heritage asset, i.e. there is a clear conflict here.</p>	<p>ACTION – consider the suggestion made in titling/framing the draft plan policy.</p>
PI BE7	<p>Walton Park is a housing estate. At the same side of the A61 there is also Long Acre plus several older desirable properties on/leading from mainly 2 cul-de-sacs</p> <p>how?</p> <p>See comments above on future new development within SLA and outside of Local Plan development limits.</p> <p>The requirements seem very demoralising given, for instance, Walton Park.</p>	<p>NOTED – policy content will reflect the character areas into which each fall, taking account of notable individual characteristics.</p> <p>NOTED – policy will set criteria for different defined/documented character areas, against which all planning applications for development will be assessed.</p> <p>NOTED</p> <p>NOTED – it is somewhat premature to make comment on requirements for Walton Park or anywhere else in the parish, as such requirements have not yet been set out. The next stage draft</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>

	<p>No new level of mandatory approval to be introduced! No new level of mandatory approval to be introduced! Who would decide the criteria, inc design, to be applied?</p> <p>1) It has been hard to disagree with any of the BE intentions. However I felt it was weighted too much to the heritage aspects and BE7 for me is quite important. I hope that buildings can be constructed in the next 15 years of which we can be proud and which can have a value as people look back 50 years from now. 2) Also I think that we should have an intention to require new buildings to be constructed using sustainable technology (to address the climate change vision/aim)</p> <p>Potentially yes, if the design criteria had been defined and presented.</p> <p>We can't see what is so special about Walton Park that it deserves special mention. It's a housing development</p>	<p>plan policies will make requirements clear.</p> <p>NOTED – the policy criteria in the final NP will be produced by the PC, based on a new PC-commissioned consultancy study, in the context of existing national/HBC policy and subject to further rounds of community consultation. HBC (and its successor authority will be responsible for applying the policy once adopted, following a community referendum. BE7 attracted very strong community support in the consultation on this document.</p> <p>1) NOTED 2) NOTED - acknowledged this is an important issue that needs full consideration.</p> <p>NOTED – the criteria will be set out in the next stage draft plan policies and underpinned by a full assessment of local character across the parish, available to residents.</p> <p>NOTED – every part of the parish has its own character, irrespective of whether</p>	<p>NO ACTION</p> <p>1) NO ACTION 2) ACTION – planning policy and community action options for the plan to address climate change issues to be considered and included in plan as appropriate/feasible.</p> <p>NO ACTION</p> <p>NO ACTION</p>
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	<p>much the same as Crimple Meadows or the former Dunlopillo site.</p> <p>See BE1 again</p> <p>Landscape - yes absolutely. Would prefer the emphasis on low carbon rather than repetition of historical style if it can blend in better with the landscape (for example single storey dwellings with green roofs etc.)</p> <p>The more control of development design the better the area will be protected</p> <p>The vision wants to take "full advantage of technological developments" All the policies in this section need to be aspirations subject to newer technologies eg it would concern me if the policies barred the installation of solar panels or other zero carbon power sources.</p> <p>As before - still need to be able To Add character and modernise existing buildings</p> <p>I hope the design of future developments will not be anything like Jubilee Park. This whole area is an eyesore and a perfect example of how ignorant HBC Planning department are. It is a complete mish mash, no overall forward thinking, planning, development, design and above all it is not in keeping with a village. If this has been allowed I have no faith whatsoever that any of Heritage, Development and Design policy intention will or would be adhered to but I do agree with it.</p>	<p>that character is special or not. Design criteria in the policies will reflect this.</p> <p>NOTED</p> <p>NOTED – acknowledged this is an important issue that needs full consideration.</p> <p>NOTED</p> <p>AGREE - policy needs to allow for climate change related initiatives, subject to design considerations where necessary.</p> <p>NOTED – policy wording by its nature allows for some flexibility. Policy will not preclude innovative modern design solutions.</p> <p>NOTED – the NP will put in place a suite of design/development policies covering the whole parish, relative to the evidenced characteristics of the different ‘character areas’/‘heritage assets’ which make up the parish. Once adopted, the policies must be implemented, alongside Local Plan policies, by HBC or its successor authority.</p>	<p>NO ACTION</p> <p>ACTION – planning policy and community action options for the plan to address climate change issues to be considered and included in plan as appropriate/feasible.</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
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	<p>See point 12.</p> <p>HBC – I think it is a good idea to identify different areas where there will be different design criteria etc. however I do not feel it is necessary to have it split between all the different policies and split by heritage and non-heritage areas. It would be better if there was one character area policy that identified all the different areas and provided design/development criteria for each area. There are a variety of elements that make up the character of the area not just heritage so by splitting them in this way you may miss important elements e.g landscape, trees, highway treatments etc. Will be necessary to undertake comprehensive character assessments of each of these areas to enable the distinctive features to be identified and the criteria to be produced. The NPPF has recently been updated and enhanced particularly with design guidance and policies https://www.gov.uk/government/publications/national-planning-policy-framework--2 Also see the National Design Guide at https://www.gov.uk/government/publications/national-design-guide and the newly published National Design Code guidance at https://www.gov.uk/government/publications/national-model-design-code.</p> <p>The distinctive architecture of Walton Park (where I live) has been eroded in recent years with the building of extensions in material other than stone.</p>	<p>NOTED</p> <p>NOTED – the PC has commissioned AECOM consultants, via Locality's Technical Support scheme to carry out comprehensive character assessments. The PC is also fully aware of the recently updated NPPF and new design guidance. Consideration will be given to the best way to achieve appropriate/ effective policy coverage, drawing on the experience of other known 'made' NPs. The council's views will be taken account of in this.</p> <p>NOTED – BE7 is designed to address this sort of issue.</p>	<p>NO ACTION</p> <p>ACTION – consider HBC view re policy approach.</p> <p>NO ACTION</p>
Built Environment – General	<p>Historic England – we do not wish to comment in detail on the Neighbourhood Plan..... The Pannal and Burnside (sic) Plan Area contains 3 grade II* and 7 grade II Listed Buildings, as well as the Pannal Conservation Area. It will also contain several local non-designated heritage assets.</p>	<p>NOTED – the statement that there are 10 Listed Buildings in the parish conflicts with the document's view that there are 12. References to the Heritage at Risk register, the NYAAS and</p>	<p>ACTION – check number of Listed Buildings/structures (NB there are 12) and Heritage at Risk register. Approach the organisations suggested re</p>

	<p>We also note that the Neighbourhood Plan (PID) incorporates Heritage and Heritage Asset policies. These policies should be worded in a way which will help to protect these sites and their settings, to address any Heritage at Risk and ensure that any change is managed appropriately..... We consider that the planning and conservation staff at the Harrogate Council are best placed to assist you in the development of your Neighbourhood Plan and, in particular how the strategy might address the area's heritage assets. Consequently, we do not consider that there is a need for Historic England to be involved in the further development of your plan. If you have not already done so, we would recommend that you speak to the staffs at the North Yorkshire Archaeological Advisory Service who look after the North Yorkshire Historic Environment Record/Sites and Monuments Record. They should be able to provide details of not only any designated heritage assets but also locally important buildings, archaeological remains and landscapes. Some Historic Environment Records may also be available on-line via the Heritage Gateway (www.heritagegateway.org.uk). It may also be useful to involve local voluntary groups such as.....local historic groups in the production of your Neighbourhood Plan.</p> <p>Regarding heritage, I like what Linton village has done to put plaques on older properties referencing previous owners</p>	<p>NYHER/SMR are useful and can be followed up. Use will also be made of the books by local historian Anne Smith.</p> <p>NOTED – this is a nice idea which could perhaps be actioned by a group in the local community as in Hebden Bridge.</p>	<p>potential NDHA and information useful to LHA assessments.</p> <p>NO ACTION</p>
PI TTT1	<p>1) Cycling , no roads are wide enough for separate cycle lanes, nor are the footpaths to share with the foot traffic. Where are the extra footpaths required? 2) I think we have a good system of footpaths / bridleways they just need clearing from time to time.</p>	<p>1) NOTED – the possible identification of routes will be part of the process of drafting the next stage draft plan policy. If none are identified, the policy be left as generally welcoming of routes,</p>	<p>1) ACTION – develop policy wording in line with response.</p> <p>2) ACTION – consider maintenance issues as part of overall network review.</p>

	<p>1) The Parish is poorly served by paths which can be used all the year round. 2) There are no concessions or designated cycle paths in the Parish. 3) Even the poor state of the road surfaces makes cycling unsafe.</p> <p>These networks are vital in view of future increases in traffic.</p> <p>There is no mention of a bus service for Pannal . A return of such a service would reduce car use and decrease the isolation suffered by those unable to drive or get to the train or the bus service on the Leeds Road</p> <p>1) Protect what cycling routes? There aren't any. 2) Road are diabolical, tackle that first</p>	<p>should any be proposed, perhaps subject to caveats reflecting the types of concerns raised. 2) NOTED – maintenance issues can be looked at as part of the plan's overall review of the PROW/cycle way network.</p> <p>1) NOTED – maintenance issues can be looked at as part of the plan's overall review of the PROW/cycle way network. 2) NOTED – policy will look to address this. 3) NOTED – PC already lobbying on this. Individual resident/community lobbying may also help.</p> <p>NOTED</p> <p>NOTED – previous bus service was withdrawn due to lack of community use.</p> <p>1) NOTED – ‘protect’ is used generically in TTT1 in relation to the network – it is acknowledged there are currently no designated cycle routes. 2) NOTED – PC already lobbying on this. Individual resident/community lobbying may also help.</p>	<p>1) ACTION – consider maintenance issues as part of overall network review. 2) NO ACTION 3) NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>1) NO ACTION 2) NO ACTION</p>
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	<p>Strongly agree. As new residents to Burn Bridge we love seeing people and horses walking round the village. This should be encouraged.</p> <p>A bit wishy washy...</p> <p>As well as cycle paths, cycle crossings and pedestrian crossings need to be addressed on the A61 particularly.</p> <p>Emphatically Yes!</p> <p>But see previous comment about the rights of cyclists</p> <p>Definitely! Improvements for walking and cycling are extremely important. Too many cars are parked on pavements, including our road (Pannal Avenue) which has become a car park over recent year. We also need improved walking and cycling routes from Pannal into harrogate - the pavement along the A61 past the garden centre is frightening to walk along with the fast, close traffic and yet only half the pavement is available due to overgrowth. We were also sad that a walking / cycle route were never explored across the fields behind the church</p> <p>1) No mention anywhere that A61 cuts off Spacey Houses and how this might be overcome especially with new employment site coming on stream 2) footpaths cycleways can be provided within field boundaries especially where they are HBC owned</p>	<p>NOTED</p> <p>NOTED – the next stage draft plan policy will provide greater clarity.</p> <p>NOTED – given that crossing already exists at Pannal Bank, a new crossing at Crimble Hall, delivered via the PN18 commercial development, might be feasible.</p> <p>NOTED</p> <p>NOTED</p> <p>NOTED – the suggestions will be considered as part of policy development.</p> <p>1) NOTED – given that crossing already exists at Pannal Bank, a new crossing at Crimble Hall, delivered via the PN18 commercial development, might be feasible. 2) NOTED – will be borne in mind in policy development and consideration of possible routes.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>ACTION – include new crossing as requirement/aspiration of PN18 development – ref PI ED2. Also investigate rumoured existing underpass at this broad location.</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>ACTION – consider the suggested routes as indicated.</p> <p>1) ACTION – include new crossing as requirement/aspiration of PN18 development – ref PI ED2. Also investigate rumoured existing underpass at this broad location. 2) NO ACTION</p>
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	<p>This must be pragmatic and fully allow access for people's daily transport needs, mainly by car</p> <p>Mustn't adversely affect traffic flows in the area. There are already problems for traffic flow.</p> <p>Horse riding and vehicles do not go well together. The roads are narrow enough without putting more horses on them!</p> <p>See earlier comments on paths alongside roads.</p> <p>Expansion of bridleways through the valley to further link up with the wider network (e.g., the bridleway under the viaduct that comes to a dead end). these are important 'nature' routes that people in the parish have enjoyed and kept grounded using recently.</p> <p>Walking on footpaths and bridleways is well signposted. Horse-riding is well catered for. There is no provision for safe cycling in to Harrogate, can this PLEASE change? Plenty of sport and recreation cycling available, but how are we to expect people to cycle to high school, work or shopping in Harrogate.</p> <p>Very strongly - should also be bolder and specific e.g. add to and connect safe cycling routes that can allow users to connect to a wider network of safe cycling routes and travel from the village to important amenity areas locally and more widely to the extent that there is a multiplefold increase in cycling journey and significant reduction in short motorised journeys.</p>	<p>NOTED – the needs of all highway users will be considered, but the climate crisis places a new imperative on encouraging non-vehicular travel means.</p> <p>NOTED – TTT1 makes no mention of encouraging more horses onto the roads.</p> <p>NOTED</p> <p>NOTED – suggestion may have potential as new route to be identified in policy and/or community action.</p> <p>NOTED – policy aims to address this as far as the parish is concerned.</p> <p>NOTED – as explained in the document (P6/para 2), only 'policy intentions' are stated at this stage. Actual detailed policies will be included at the next draft plan stage.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>ACTION – consider suggested route idea in policy development/for community action.</p> <p>NO ACTION</p> <p>NO ACTION</p>
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	<p>I would like there to be no parking facilities on Buttersyke Way, Pannal for the new football ground area. It needs it's own parking facility.</p> <p>Any cycling route must be segregated from vehicles and pedestrians. Cyclists are vulnerable to vehicular traffic and pedestrians/pets/disabled/older people are vulnerable to cyclists.</p> <p>Could do with some intentions about walking and cycling routes as well as the car-based policies</p> <p>Connect crimple viaduct footpath to the show ground via the disused rail track</p> <p>Very strongly support</p> <p>Focus should be on addressing rat runs, there is no consideration of the problems in Burn Bridge. These should take president over horse riding and cycling.</p> <p>How about a policy to make horse riders clean up their horses' mess from the roads?</p> <p>1) Consider hard cutting back of hedges to give more space and safety to pedestrians - e.g. station rd. 2) FOLLIFOOT RD is in dire need of a path set back from the road as well as a cycle path.</p> <p>1) Is horse riding really going to help? 2) Also if all you do is Make the roads even more narrow the cycle idea is also</p>	<p>NOTED – PC aware of situation and agree. But developer responsibility and not to be provide despite PC efforts.</p> <p>NOTED – this safeguard could be built into the draft plan policy.</p> <p>NOTED – this is encompassed under TTT1. New routes will be considered as part of development of next stage draft plan policy.</p> <p>NOTED – outside the parish.</p> <p>NOTED</p> <p>NOTED – it is not a question of one issue having precedence over another, certainly in NP policy terms. HGV use to be addressed. Speeding already being addressed to PC's utmost.</p> <p>NOTED – this is not a planning policy issue and unrealistic as a PC/NP action point.</p> <p>1) NOTED – already periodically addressed by the PC. 2) NOTED – suggestion may have merit.</p> <p>1) NOTED – bridleways form only a very small part of the Public Rights of Way</p>	<p>NO ACTION</p> <p>ACTION – consider suggested safeguard in policy development.</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>ACTION – add community action re HGV use.</p> <p>NO ACTION</p> <p>1) NO ACTION 2) ACTION – consider as part of policy development.</p> <p>1) NO ACTION 2) NO ACTION</p>
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	<p>a terrible idea - look what happened in London recently and Leeds - even worse traffic and no one using the cycle lanes</p> <p>1) I do not think cyclists need any more provision. 2) If you have cyclists, horses and walkers all on the same path that is dangerous. 3) Just improve the path between the duck pond and the cricket pitch. 4) It would have been useful to include a current Neighbourhood plan map in this survey.</p> <p>Does not cover the newly developed area of Jubilee park. This area has the same needs and should be given the same priority for investment.</p> <p>1) Yes but clarity is needed on what 'improved walking provision' will achieve. 2) If it is hoped more children will walk to school, why provide more car parking for parents? 3) Interesting to note that horse riding provision is mentioned but nowhere in this section is the provision of</p>	<p>(PROW) network. Bridleway improvements (if indeed any result from the intended policy) are likely to be limited in nature.</p> <p>2) NOTED – there is no suggestion that any new cycling routes would be on roads and certainly not on roads too narrow to accommodate them. Policy will look to take account of the needs of all road users.</p> <p>1) DISAGREE – there are currently no dedicated cycle paths within the parish</p> <p>2) NOTED – there is no suggestion anywhere that this would be the case. Policy will take account of the needs of all users.</p> <p>3) NOTED – ongoing problem and NYCC responsibility – PC keeps trying to get it addressed.</p> <p>4) NOTED – premature at policy intentions stage to prepare/present a map when no firm proposals have been worked up.</p> <p>DISAGREE – not clear how this policy intention does not cover Jubilee Park, particularly when it makes no mention or exclusion of any specific geographical area – it applies parish-wide.</p> <p>1) NOTED – encouragement of more walking generally is a good thing per se as part of a multi-pronged approach to trying to reduce vehicular travel.</p>	<p>1) NO ACTION 2) NO ACTION 3) NO ACTION 4) NO ACTION</p> <p>NO ACTION</p> <p>1) NO ACTION 2) NO ACTION 3) ACTION – add community action re approach indicated.</p>
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	<p>a regular, cheap bus service given any thought. Perhaps children will canter to school?</p>	<p>2) NOTED – the proposed ‘Park and Stride’ provision is aimed at taking parked traffic off Main Street and will involve some walking (NB hence the ‘stride’ element). Many children from outside the parish attend the school and cannot walk to school.</p> <p>3) NOTED - bridleways form only a very small part of the Public Rights of Way (PROW) network. Bridleway improvements (if indeed any result from the intended policy) are likely to be limited in nature. Previous general bus service was withdrawn due to lack of community use. Re a primary school bus, while considered unlikely to be workable, due to widely spread catchment, PTA could be approached with the idea, including by parents and residents.</p>	
	<p>The Parish lacks safe beautiful paths that can be used all year round.</p>	<p>NOTED – paths maintenance issues can be looked at as part of the plan’s overall review of the PROW/cycle way network.</p>	<p>ACTION – consider maintenance issues as part of overall network review.</p>
	<p>1) Better provisions for cycling to school / church etc.. 2) Cycle track along old railway line to Sainsbury's / Fodder? Possibly extended to Morrisons? 3) I don't see any mention of footbridge to Pannal Sports / Crimble Hall?</p>	<p>1) NOTED – on assumption this is alluding to a cycle lane on the road, there is no room. ‘Cycle Box/Refuge’ at top of Pannal Bank/traffic lights could be investigated.</p> <p>2) NOTED – suggested routes outside parish/plan area.</p> <p>3) NOTED – part of Park ‘N’ Stride project – can be made clear in policy explanation in next stage draft plan.</p>	<p>1) ACTION – investigate cycle refuge idea.</p> <p>2) NO ACTION</p> <p>3) ACTION – explain policy as indicated.</p>

	HBC – just make sure that any routes that are identified are deliverable i.e. not across private land where the landowner will not allow access.	NOTED – this will be the case.	NO ACTION
PI TTT2	<p>Parking is important - but land is scarce / valuable</p> <p>To include electric charging points for cars</p> <p>All new parking facilities need to include electric vehicle charging points.</p> <p>The free car park outside the former office block on station road is not full by 8am but it was pre covid, could be full soon if people come back by car to join their trains at Pannal station.</p> <p>Development of future parking for Pannal station may not be required due to 'covid' and the total change to working practises</p> <p>School traffic affects Pannal is a very negative way. School need to be part of the village. Invite villagers into school, etc etc. AT the moment I suspect a very large percentage of parents don't live in the village and Pannal is just a car park at school drop off and pick up. There is generally a lack of respect as cars are parked everywhere, and it has</p>	<p>NOTED – the intention is that this policy only applies in the specified areas where on-street parking is an existing problem.</p> <p>AGREE – all new parking provision should include electric vehicle charging infrastructure, ideally to a specified standard for each type of accompanying development (if any). Next step draft plan will include a stand-alone policy on electric vehicle charging infrastructure, rather than repeated mentions in a number of policies.</p> <p>NOTED – unsure what point is being made here so difficult to respond meaningfully.</p> <p>NOTED – may well be case but remains to be seen. Neither TTT2 (nor TTT3) address more future parking for Pannal Station.</p> <p>NOTED – TTT2 and TTT4, together with proposed community actions are looking to address these issues. Can also look at scope for time-limited parking restrictions on Main St and elsewhere.</p>	<p>NO ACTION</p> <p>ACTION – include separate charging infrastructure policy as indicated.</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>ACTION – add community action re time limited parking restrictions on Main Street.</p>

	<p>got worse over the years. Simple answer, parking isn't allowed nearby the school between 8.45-9am and 2.30-3pm. They will have to park further away and walk or cycle. Sadly nothing ever seems to happen</p> <p>There is no mention of the serious effect on primary school age children walking to school along Main St, of the inhalation of exhaust fumes emitted by morning traffic using the village as a rat run.</p> <p>This is crucial as residential areas are becoming too parked up to the detriment of local inhabitants</p> <p>Problem with parking during school hours of coming and going. This will increase with increased building</p> <p>Unfortunately extended parking facilities will only attract more cars. Solving one problem may create a bigger one.</p> <p>1) See earlier comments re buses. 2) The more car parking that is offered, the more cars will clog up Pannal Main Street.</p>	<p>NOTED – HBC approached re air quality monitoring pre-pandemic, since which 'all gone quiet'. PC to chase up. Aim to address rat running via ongoing speeding actions, and looking at HGV restrictions and selected traffic management on some through routes.</p> <p>NOTED</p> <p>NOTED – TTT2 aims to address this with any new building in the vicinity of the school.</p> <p>DISAGREE – extra off-street parking for any new developments in the vicinity of station or school will only be for the use of those developments and will take cars associated with those developments that might otherwise be parked on-street, off the street.</p> <p>1) NOTED 2) DISAGREE – it is illogical to assert that by providing more off-street parking for any new development near station/school (or a 'Park and stride' car park) will increase cars clogging up Main St.</p>	<p>ACTION – add community action re pursuing air quality monitoring. And re HGV restrictions and selected traffic management measures on through routes.</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>1) NO ACTION 2) NO ACTION</p>
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	HBC – would need to provide evidence and justification for the area identified.	NOTED – it is the intention to provide evidence in support of any areas included in the policy.	NO ACTION
PI TTT3	<p>To include electric charging points for cars</p> <p>All parking facilities need to include electric vehicle charging points.</p> <p>The car park has been under used. Could it be put to better use by local businesses for customer / patient parking?</p> <p>This must be retained.</p> <p>does this include the parking on both sides of the railway?</p> <p>This is very important, in my opinion, if we are to encourage greater use of public transport now and in the future</p> <p>Needs to do something about this (as comments previously made).</p> <p>If 'work at home' is to continue, the Pannal Station car parks will remain under used. It isn't that far from the station to the school?</p>	<p>AGREE – all new parking provision should include electric vehicle charging infrastructure, ideally to a specified standard for each type of accompanying development (if any). Next step draft plan will include a stand-alone policy on electric vehicle charging infrastructure, rather than repeated mentions in a number of policies.</p> <p>NOTED – likely down to Covid and also charging policy.</p> <p>NOTED</p> <p>NOTED – no, north side only. South side is private/HBC car park.</p> <p>NOTED</p> <p>NOTED – although unclear what 'this' is.</p> <p>NOTED – remains to be seen. Too far from school to serve parents dropping-off.</p>	<p>ACTION – include separate charging infrastructure policy as indicated.</p> <p>ACTION – add community action re approaching Northern Rail re charging policy.</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>

	<p>This could be extended if the existing 1960's ugly office block could be demolished</p> <p>more of it.</p> <p>Policy refers to Pannal Station Car Park. This is just the area near Pannal Motors and the CoOp. It should also include Pannal Car Park in front of the old Dunlopillo Office Block</p> <p>Expand it if possible.</p> <p>Not relevant to me. The station is in walking distance.</p> <p>Or increase parking at the station</p> <p>No comment</p> <p>But how soon after WFH (NB work from home) will this be needed. What provision has been made for off street parking is included in the housing development of Dunlopillo?</p> <p>Any reduction in parking space at the station will affect use of the train service, which should be encouraged</p> <p>I agree that parking should be available but think that the better environmental choice would be to provide more secure cycle storage and discourage people from driving relatively short distances to the station.</p> <p>I don't understand in what capacity so will just agree</p>	<p>NOTED – there is no aspiration/ intention to seek increased capacity.</p> <p>NOTED – there is no aspiration/ intention to seek increased capacity.</p> <p>NOTED – this is not official station car park. It is privately owned and leased to HBC. There is enough capacity in official car park.</p> <p>NOTED – there is no aspiration/ intention to seek increased capacity.</p> <p>NOTED</p> <p>NOTED – there is no aspiration/ intention to seek increased capacity.</p> <p>NOTED</p> <p>NOTED – no evidence that will not be needed once Covid passes. None despite PC protestations.</p> <p>NOTED</p> <p>NOTED – cycle storage can be added to existing community action re improvement of facilities.</p> <p>NOTED – capacity in this sense means amount of parking.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>ACTION – add to community action as indicated.</p> <p>NO ACTION</p>
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	<p>Consideration to better access from Leeds road to Pannal station and parking to avoid larger traffic volumes at peak times using church lane rat run.</p> <p>Higher parking capacity at the station would encourage people to "park & train".</p> <p>But to resist creation of park and ride for Harrogate, which will dramatically increase traffic in the village, pollution and destroy the village character.</p> <p>Station and school car parking issues are top priority and extra capacity can't come soon enough for the benefit of all.</p> <p>HBC – would need to think carefully about how this could be achieved if it relates to private land.</p>	<p>NOTED – there is no feasible route.</p> <p>DISAGREE – there is no aspiration/ intention to seek increased capacity – car park is currently underused due to charging.</p> <p>NOTED – there is no intention to create a 'park and ride for Harrogate', although nothing of course to prevent people using car park and catching train to Harrogate.</p> <p>NOTED – there is no aspiration/ intention to seek increased capacity – car park is currently underused due to charging.</p> <p>NOTED – there are known 'made' NP precedents for protection policies relating to private car parks.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
PI TTT4	<p>Land at back of church is limited and there may be competing demands on it</p> <p>Will people be prepared to walk a few yards more?</p> <p>Ground is on flood plain</p>	<p>NOTED – none are known of and site is considered big enough.</p> <p>NOTED – it is a short distance and could be combined with Main St parking restrictions.</p> <p>NOTED – this would not preclude car parking use.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>

	Important to reduce congestion.	NOTED	NO ACTION
	who owns this lands and why hasn't this happened already	NOTED – HBC. Discussions are protracted.	NO ACTION
	This provision would be beneficial only if it was free thereby reducing lengthy parking on the streets of Pannal. However, free parking could also encourage people to leave cars for lengthy periods of days and weeks as happens now on Crimple Meadows.	NOTED – it would be free. Restrictions could control other usage, perhaps on a time/payment basis.	NO ACTION
	Park and Stride is a great idea. Parking on main street and other areas is problematic in term time around school start/end, especially as this coincides with other commuter traffic which is getting heavier especially with various new housing developments in the vicinity eg: near Harlow Hill / Harlow Carr area.	NOTED	NO ACTION
	Hopefully this will stop random parking (often inconsiderate) throughout the village at school opening and closing times	NOTED – this is the aim.	NO ACTION
	Getting through the village at school starting and finishing times is a nightmare, but really we need to do something to get less (more?) cars off the roads !	NOTED – hence TTT1 and various community actions re walking to school, rail use, highway restrictions.	NO ACTION
	Whose land lies to the rear of the Church? Please inform the vicar EARLY as to any plans here and the diocese should know.	NOTED – HBC. Vicar/diocese consulted on this document.	NO ACTION
	Anything that prevents the fiasco of school morning and afternoon parking has to be pursued.	NOTED	NO ACTION
	a bigger car park attracts more traffic. radical solution to exclude cars ??	NOTED – not necessarily. Could be combined with Main St restrictions.	NO ACTION

	<p>A footpath/bridge is required that links the proposed Park & Stride to Pannal Primary School. This will alleviate the traffic congestion on Pannal Main Street at school drop off and pick up times, as parents can drop their children at the P & S facility and the children can use the footpath/bridge to access the school.</p> <p>Electric charging points provision to be "self financed" if to be provided. How will duration of time at each point be regulated. Someone parks, plugs in, and comes back later in the day!!</p> <p>An important area for improved car parking facility is the Village Hall. For daytime events, a major limiting factor is car parking. The hall provides an important focus for village life and adequate car parking is needed if it is to fulfil its potential. (I was a bit surprised it was not mentioned in the BE section.)</p> <p>Will this be liable to flooding? could be good if it linked into the Pannal Sports playing fields.... they could also use as car parking. Why not develop Sandy Bank Woods? Encourage those who live in the Village to walk their children to school, don't automatically pander to their needs.... the car park will only be filled.</p> <p>Depends on the size and scope of this parking area and whether it will create an in effect an unplanned overflow for the station</p>	<p>Blanket car exclusion not within PD/NP gift. A non-starter with NYCC.</p> <p>NOTED – bridge will be included as part of Park 'n' Stride scheme if needed.</p> <p>NOTED – on reflection, because primarily a drop-off/pick-up point, not a car park (except for weekend sports), charging will not be a feature. High installation cost could also fall on PC. Likely facility will be barrier controlled.</p> <p>NOTED – apart from Dunlopillo, acknowledged that very limited parking options. PC are/have been trying to come up with a solution.</p> <p>NOTED – occasional flooding does not preclude proposed use. Will primarily cater for parents/children coming from outside the village/parish. Already a community action re encouraging increased walking to school. Will additionally cater at weekends for playing field users.</p> <p>NOTED - primarily a drop-off/pick-up point, not a car park (except for</p>	<p>NO ACTION</p> <p>ACTION – delete charging element in NP policy.</p> <p>NO ACTION</p> <p>ACTION – make playing fields link clear in policy preamble in next stage draft plan.</p> <p>NO ACTION</p>
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	<p>What exactly is this for? School drops off or local walking? And will it take the place of green space?</p> <p>I understand that this aim, although laudable, has already run into trouble</p> <p>Can't come soon enough. Really needed and great use of the land.</p> <p>With the opposition from HBC, as reported in a recent newsletter, how likely is this?</p> <p>See my response to TT2.</p> <p>But this would inevitably take up what is currently grassland?</p> <p>No comment</p> <p>Consider access across crimple beck to crimple Hall- so villagers can visit crimple hall without having to walk along A61</p> <p>Especially re electric charging points</p>	<p>weekend sports). Likely facility will be barrier controlled.</p> <p>NOTED – school drop-off/pick-up. Policy title/wording needs to make this clear. Some green space will be lost – this is considered acceptable given the huge village problem it aims to solve.</p> <p>NOTED – discussions with the landowner – HBC – are protracted.</p> <p>NOTED</p> <p>NOTED – can't say at time of writing.</p> <p>NOTED</p> <p>NOTED - Some green space will be lost – this is considered acceptable given the huge village problem it aims to solve.</p> <p>NOTED</p> <p>NOTED – weekend use by playing field users forms part of concept.</p> <p>NOTED - on reflection, because primarily a drop-off/pick-up point, not a car park (except for weekend sports), charging will not be a feature. High installation cost could also fall on PC.</p>	<p>ACTION – make purpose of Park and Stride clear in both policy title and wording.</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>ACTION – make playing fields link clear in policy preamble in next stage draft plan.</p> <p>ACTION – delete charging element in NP policy.</p>
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	<p>Much needed expansion of off-road car parking a great idea.</p> <p>See also my point in TTT2 but the installation of electric charging points will become an essential part of any scheme. I think the priority, however, is to discourage car usage rather than create a swathe of parking facilities.</p> <p>See reply to ttt2</p> <p>If this area behind the church is given to a park and stride it will cause more congestion on the road queuing in and out. I believe if this area is developed we will lose all the green open space loved by all of us.</p> <p>See earlier comments. Chances are that the proposed car park will be clogged up by station commuters who won't want to pay to park at the stations. Hence parking issue will not be solved & traffic congestion will be even worse. We should be discouraging cars. Double yellow lines all down Main Street & give us some buses!</p> <p>The land at the back of the church is presently a bit of a wild dumping ground and is limited and may not be able to provide all the suggested needs.</p>	<p>NOTED</p> <p>NOTED – it is not considered that one 'Park and Stride' car park to solve a serious village problem, plus a policy of more private parking spaces in areas with serious existing on-street parking problems constitutes a swathe of parking facilities. On reflection, because primarily a drop-off/pick-up point, not a car park (except for weekend sports), charging will not be a feature. High installation cost could also fall on PC.</p> <p>NOTED</p> <p>NOTED – there is no evidence to support this assertion. Only a small area of green space would be lost. Consultation on this document showed strong community support for this proposal.</p> <p>NOTED – not car park. Barrier controlled drop-off/pick-up point. Plan to look at time limited parking restrictions on Main St. Idea of school bus also to be explored.</p> <p>NOTED – it is considered that the land is adequate for the proposed use.</p>	<p>NO ACTION</p> <p>ACTION – delete charging element in NP policy.</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>ACTION – add community actions re exploring parking restrictions and school bus</p> <p>NO ACTION</p>
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	<p>This survey is inadequate. How should we react to proposals for provision of on street electric vehicle charging points.? How do we react to any proposed Park & ride facilities off the (NB text missing)</p> <p>Not sure about the park and ride etc</p> <p>Making more parking for pannal school by losing green space isn't a good idea. Parking has been better since school has staggered pick up drop off times. Every other school has similar issues with parking and removing green space to make a car park isn't really in line with your environment policies!</p> <p>Pannal school parking needs drastic improvement with consideration more for children's safety than residents annoyance at on street parking.</p> <p>School doesn't need car parking, it needs a drop-off facility which is off the high street.</p> <p>Station and school car parking issues are top priority and extra capacity can't come soon enough for the benefit of all.</p> <p>Encourage Pannal parents to walk their children or cycle. More parking just encourages more traffic in the immediate vicinity of the school.</p> <p>Off street parking is needed for the school and the Community Sports centre (where there is only enough for visiting teams). A suitable site should be identified with paths which connect it to both venues.</p>	<p>DISAGREE – there are no proposals for on-street electric vehicle charging points or for a park and ride facility – 'Park and Stride'!</p> <p>NOTED – the proposal is not for a park and ride, but for a 'Park and Stride'.</p> <p>NOTED - only a small area of green space would be lost. Given 18 months of Covid, too long to tell if staggered times have really helped.</p> <p>NOTED – proposal is designed to bring about improvement.</p> <p>NOTED – the 'Park and Stride' is essentially that drop-off facility – not a car park.</p> <p>NOTED</p> <p>NOTED – it is not more parking, rather a drop-off area, primarily to cater with parents/children coming from outside the village/parish.</p> <p>NOTED – part of Park 'n' Stride concept.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>ACTION – make playing fields link clear in policy preamble in next stage draft plan.</p>
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	<p>But only if this is free! If it is to help ease congestion people shouldn't have to pay for the privilege. Also I don't understand where it will be. Needs to be less than 2 mins walk from school with children!</p> <p>Given a small village these areas could be combined and/or physical limitations mean that Pannal school parking provision does not need to be adjacent to the school I.e. a short (0.5 Mile) walk away.</p> <p>more parking required for the school traffic</p> <p>School-related parking on Main Street is a real shambles at school-run times - needs radical action!</p> <p>HBC – should call the policy 'Park and Stride'. Need to be confident that this site is deliverable as it is in HBC ownership.</p> <p>I would like the bridge over beck to Pannal Community Park to be undertaken to complement the new car parking, or to be achieved previously.</p>	<p>NOTED – rear of church (map to accompany next stage draft plan will make location clear). It will be free.</p> <p>NOTED</p> <p>NOTED – 'Park and stride' drop-off not parking.</p> <p>NOTED – hence the TTT4 proposal.</p> <p>AGREE – existing title is misleading. As this will be an aspiration not an allocation, ownership is not seen as a problem. Ownership is also likely to change with the disappearance of HBC and its replacement by a unitary authority. Discussions with HBC are ongoing.</p> <p>NOTED – if bridge needed, will form part of 'Park 'n' Stride scheme.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>ACTION – amend title as indicated.</p> <p>NO ACTION</p>
PI TTT5	<p>Traffic congestion is a real problem - made worse by massive house building projects in Harrogate - eg Dunlopillo site - can't see what scheme would alleviate this.</p> <p>So important with such heavy traffic through the parish.</p>	<p>NOTED – A61/Pannal Bank turning improvements are considered to be beneficial.</p> <p>NOTED</p>	<p>NO ACTION</p> <p>NO ACTION</p>

	<p>The actions for traffic calming measures including digital speed signs should also be applied to the entry and exit points at Walton Park.</p> <p>Extreme traffic calming measures on Church Walks and in the vicinity of Pannal School are needed to discourage through traffic.</p> <p>Residents should definitely be consulted.</p> <p>turning lanes wont fit</p> <p>Traffic calming measures should be introduced on Church Lane between Sandy Bank Cottages and Pannal Main Street. Cars regularly exceed the 30mph speed limit on this road despite the bends and blind corners, making it dangerous for both the many pedestrians and for residents exiting their driveways.</p> <p>We need a western by-pass to take the commuter traffic out of the village. Traffic "calming" just adds to pollution and carbon footprint.</p> <p>"alleviate traffic congestion on the west side of Harrogate"? You mean through Pannal and Burn Bridge?</p>	<p>NOTED – this can be looked at.</p> <p>NOTED – Church Walks location not recognised by PC. Time limited parking restrictions on Main Street to be looked at.</p> <p>NOTED – there will be further NP consultations and doubtless consultation on any detailed highway schemes should they come forward.</p> <p>NOTED – clarity of proposed scheme lacking. In fact relates to junction improvement with Follifoot La/Drury Lane focus.</p> <p>NOTED – PC already addressing speeding to utmost. Restriction of HGV use to be explored.</p> <p>NOTED – a ‘Western By-Pass’ solution would fall outside the parish/NP boundary and is an unrealistic aspiration. Calming would aim to discourage traffic from using calmed routes.</p> <p>NOTED – a ‘Western By-Pass’ solution would fall outside the parish/ NP</p>	<p>ACTION – add community action as indicated.</p> <p>ACTION – add community action re parking restrictions</p> <p>NO ACTION</p> <p>ACTION – frame policy in next stage draft plan to make nature of proposed scheme clear.</p> <p>ACTION – add community action re HGV use.</p> <p>NO ACTION</p> <p>NO ACTION</p>
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	<p>Not a big fan of the West of Harrogate bypass as that may well attract even more traffic and noise to some currently peaceful countryside around P & BB</p> <p>Strongly agree, the increasing rat running/speeding through the parish that the west harrogate developments have and will bring are the biggest single problem/challenge we face. In my opinion!</p> <p>The aims are laudable but "traffic calming" can equal driver frustration which defeats the objective. In my view, improving traffic flow is a better objective.</p> <p>This would be an excuse to say the community supports a western bypass which has been muted on many occasions and never goes away.</p> <p>1) Turning lanes may benefit traffic flow. 2) So called traffic calming measures, such as "road humps" complemented by already potholed road surfaces just add to braking and accelerating of vehicles adding to pollution noise and damage to vehicles.</p> <p>Very strongly support</p> <p>Further traffic management required at junction with Leeds Road to prevent accidents.</p> <p>This policy could be enhanced by reference to improved safety for all - people in vehicles, on 2 wheels and on foot.</p> <p>See earlier comments</p>	<p>boundary and is an unrealistic aspiration, not to be supported via the NP.</p> <p>NOTED</p> <p>NOTED – equally, traffic calming can equal driver discouragement, taking the flows out of/reducing the flows in problem areas.</p> <p>DISAGREE – the comment makes a link that is not there.</p> <p>1) NOTED 2) NOTED – calming does not just equal humps, e.g. chicanes, road narrowing /prioritising which can discourage traffic from problem areas.</p> <p>NOTED</p> <p>NOTED – hence TTT5 proposal.</p> <p>NOTED – all highways improvements can be predicated on acceptability in terms of highway safety, congestion and air quality. This can be built into the policy.</p> <p>NOTED</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>1) NO ACTION 2) NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>ACTION – word policy to include indicated safeguards.</p> <p>NO ACTION</p>
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	<p>I am wary of traffic calming measures. Slowing and acceleration of traffic causes noise problems for nearby residents and increased pollution. Road humps can set up vibration which damages buildings. Emergency vehicles may also be adversely affected. Closure of roads except for access might be preferable if possible.</p>	<p>NOTED – calming does not just equal humps, e.g. chicanes, road narrowing /prioritising which can discourage traffic from problem areas.</p>	<p>NO ACTION</p>
	<p>Should not have objected to the bypass decades ago. Short term nimbyism</p>	<p>NOTED</p>	<p>NO ACTION</p>
	<p>I think there are sufficient traffic calming measures at the moment and the congestion on the Main Street at school times provides accident free traffic calming.</p>	<p>DISAGREE – Main St congestion is a big problem to many and not an acceptable calming measure.</p>	<p>NO ACTION</p>
	<p>Can we make sure that the calming is before you get to the village - let's deter people from using our villages for rat runs before they get here and definitely slow them all down on burn bridge road no matter what time of the day</p>	<p>NOTED – areas to be subject to calming still to be decided based on evidence.</p>	<p>NO ACTION</p>
	<p>1) Again I don't understand how a turning lane could be incorporated at Pannal Bank. 2) I agree to traffic calming. I feel we haven't been given enough information to comment effectively on this section.</p>	<p>1) clarity of proposed scheme lacking. In fact relates to junction improvement with Follifoot La/Drury Lane focus. 2) NOTED – as stated in the document (P6/para 2) only broad intentions are set out here. Detailed policies will appear for comment in the next stage draft plan.</p>	<p>1) ACTION – frame policy in next stage draft plan to make nature of proposed scheme clear. 2) NO ACTION</p>
	<p>Does not cover the newly developed area of Jubilee park. This area has the same needs and should be given the same priority for investment.</p>	<p>NOTED – information on the traffic etc. needs of Jubilee Park would be helpful/necessary if the NP is to address them.</p>	<p>NO ACTION</p>

	<p>HBC – all development should be expected to mitigate for its own impacts, however the Regulations state that any contributions need to be necessary, directly related to the development and related in scale and kind. Whether a development is required to provide contributions or bring about improvements should not be used as a reason for supporting development. Planning decisions should be based on a number of elements including sustainability, policy, impact etc and not on merely whether they bring about highway improvements. If highway improvements are required and not provided it could be a reason for refusal but if not required it cannot count against the proposal.</p> <p>The west Harrogate developments are of great concern to village traffic.</p>	<p>NOTED – this will be borne fully in mind in the framing/wording of the next stage draft plan policy.</p> <p>NOTED – policy can only relate to developments/consequent highway improvements within the Neighbourhood Area. PC monitors these developments on an ongoing basis.</p>	<p>ACTION – frame/word policy taking full account of comments made.</p> <p>NO ACTION</p>
Traffic, Transport, Travel – Non-Planning Community Actions	<p>1) How about a school bus service for Pannal Primary, staffed appropriately, so that parents could reliably use it even for younger children, and therefore cut down car journeys in and out of the village. 2) And on a related topic, I was wondering why there was no mention of local bus services services (apart from ‘commuter’ buses such as the Number 36) in the Transport Section of the PID.</p> <p>Re-routing the harrogate bus (36) or alternative to give greater access to the new Dunlopillo site residents</p>	<p>1) NOTED – while considered unlikely to be workable, due to widely spread catchment, PTA could be approached with the idea, including by parents and residents.</p> <p>2) NOTED – other local service were withdrawn/cut because not used. The existing community action re evolving technology solutions is considered a better option to look at addressing local transportation needs.</p> <p>DISAGREE – the path to A61 alongside the care home provides easy access to the 36 route.</p>	<p>1) ACTION – add community action re the approach indicated.</p> <p>2) NO ACTION</p> <p>NO ACTION</p>

	<p>There is an existing problem in addition to future developments near the station as many station users park in pannal avenue which blocks access for residents. This is because there is a charge for the station car park</p> <p>Also improvements to Pannal station - waiting area, ticketing and disabled access / access for all</p> <p>Just not sure we need more or larger trains.</p> <p>Car park is under utilised since charging was introduced leading to more parking on the streets of Pannal.</p> <p>Station car parking to be free, otherwise people will park in residential areas.</p> <p>Vital to be free instead of blocking local streets.</p> <p>Free car parking at Pannal railway station to prevent use of inadequate roads off Main Street</p>	<p>NOTED – the Pannal Avenue problem could be addressed via time limited parking restrictions. The parking charge levied by owners Northern Rail appears anomalous as other car parks on the line levy no charge.</p> <p>NOTED – better disabled access already covered, but other ideas have merit.</p> <p>NOTED – considered that this chimes with sustainable transport agenda, i.e. making it easier/more comfortable to use public transport.</p> <p>NOTED – apparently anomalous (in context of line as a whole) levying of charge by Northern Rail to be queried with view to change.</p> <p>NOTED – apparently anomalous (in context of line as a whole) levying of charge by Northern Rail to be queried with view to change.</p> <p>NOTED – apparently anomalous (in context of line as a whole) levying of charge by Northern Rail to be queried with view to change.</p> <p>NOTED – apparently anomalous (in context of line as a whole) levying of</p>	<p>ACTION – add community actions to address parking restrictions and car park charging.</p> <p>ACTION – add improved i.e. sheltered waiting areas and ticketing (NB subject to checking that no ticket machine on 'to Harrogate' platform) to existing community action.</p> <p>NO ACTION</p> <p>ACTION – add community action re challenging charging policy.</p> <p>ACTION – add community action re challenging charging policy.</p> <p>ACTION – add community action re challenging charging policy.</p> <p>ACTION – add community action re challenging charging policy.</p>
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	<p>The parking should be free to keep cars from using nearby streets where some motorists park on the footpaths.</p> <p>This should be free to park as it is the only station on this line which demands a fee. Hornbeam Park is a much larger car park and is free.</p> <p>parking should be free</p> <p>Should be free parking</p> <p>1) To be free of charge 2) and available for overnight parking (not camping!!). 3) Well lit also.</p> <p>And enhance, at the same time as creating and enforcing restrictions in surrounding streets so that rail users must use car parking.</p>	<p>charge by Northern Rail to be queried with view to change.</p> <p>NOTED – apparently anomalous (in context of line as a whole) levying of charge by Northern Rail to be queried with view to change.</p> <p>NOTED – apparently anomalous (in context of line as a whole) levying of charge by Northern Rail to be queried with view to change.</p> <p>NOTED – apparently anomalous (in context of line as a whole) levying of charge by Northern Rail to be queried with view to change.</p> <p>1) NOTED – apparently anomalous (in context of line as a whole) levying of charge by Northern Rail to be queried with view to change. 2) DISAGREE – there is no evidence of the need for this. Risk of blocking spaces intended for early morning rail users. 3) NOTED – the idea has merit.</p> <p>NOTED – existing/to be expanded community action re facility improvements will address enhancement. Problems in surrounding streets could be addressed via time limited parking restrictions.</p>	<p>ACTION – add community action re challenging charging policy.</p> <p>ACTION – add community action re challenging charging policy.</p> <p>ACTION – add community action re challenging charging policy.</p> <p>1) ACTION – add community action re challenging charging policy. 2) NO ACTION 3) ACTION – add to existing community action on facility improvement.</p> <p>ACTION – add community action re time limited parking restrictions in streets around station which experience problems.</p>
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	<p>Can we propose a highway improvement scheme for lower speed limits and/or enhanced and improved road markings and adequate signals and/or truck/lorry ban on Spring Lane, especially on bend at Old School House as lots of people walk/jog on the road and many boy and girl scouts walk to the scout building.</p> <p>1) Concern about cars parked on pavements, 2) and about speed of vehicles. 3) no footpath on upper Spring Lane and several others.</p> <p>It is vital to protect hedgerows for our local wildlife, but this has to be tempered with transport, i.e. walking into the village the very thin pathway is often made smaller by the hedgerows. This means that people are often walking in the middle of the road to get around one another.</p> <p>Some more horse riders warning signs on Church Lane by Sandy Bank, and on the bends on Rudding Lane, would be great.</p> <p>The biggest problem and likely to become more of a rate payers anger unless drastic steps including 1) residents only access to Church Lane and Burn Bridge Road 2) and legal enforcement by NYP of the current weight limits on vehicles using these roads as part of heavy vehicles avoiding Leeds Rd between the town centre and Spacey Houses.</p>	<p>AGREE – a scheme involving extension of 20mph zone west to roundabout; enforcement re HGVs/HGV access only; and chicanes/directional priority measures has merit.</p> <p>1) NOTED – parking on footpaths allowing 1m clearance is allowed. Otherwise an issue to be addressed individually via a photo to PCSO. 2) NOTED – action already being taken to try to address this. 3) NOTED – creation of footpath here simply not feasible.</p> <p>NOTED – PC already trying to address issue of overhanging hedges with landowners.</p> <p>DISAGREE – more signs unlikely to have any effect as existing signs are ignored. Rudding Lane is outside parish.</p> <p>1) NOTED – this is simply not feasible. 2) NOTED – enforcement and access only measures to be addressed/re-addressed.</p>	<p>ACTION – add community action re lobbying for scheme described.</p> <p>1) NO ACTION 2) NO ACTION 3) NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>1) NO ACTION 2) ACTION – add community action re measures specified.</p>
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	<p>1) There is a conflict between cyclists and vehicles on the two routes out of the parish - Church Lane and Burn Bridge road - which is a danger. 2) Large vehicles and buses should be banned from using the route through Burn Bridge to the A61. The narrow road means danger.</p> <p>1) Yew tree LANE (!) and 2) Burn bridge road are not the By pass and far too much heavy traffic uses them. the narrow right angled bridge over the railway is very dangerous.</p> <p>The use of Burn Bridge as a "rat run" (exacerbated by the extensive development to the West of Harrogate) is a real concern of ours. We have young girls and live near to Burn Bridge Road. We would like to see the use of this road as a cut through strongly discouraged.</p> <p>Traffic volume, particularly heavy vehicles, and speeding cars along Burn Bridge Road need to be a priority</p> <p>Yes, but should be much more specific on schemes/ proposals that will alleviate through traffic in village/west of Burn Bridge i.e. west side congestion. We need concrete proposals in here.</p> <p>Burn bridge road is a rat run and getting worse.</p> <p>No more speed humps. Traffic restrictions to be based on reduced speed limits on Burn Bridge road and directional? blocks to traffic as by the bridge over the beck.</p>	<p>1) NOTED – no scope to either ban cyclists or install cycle lane. HGV use to be re-addressed. 2) NOTED – school buses perform valuable function. Other large vehicle use to be re-addressed.</p> <p>NOTED – HGV use to be re-addressed.</p> <p>NOTED – HGV use to be re-addressed.</p> <p>NOTED – HGV use to be re-addressed. Speeding already being addressed to utmost.</p> <p>NOTED – HGV use to be re-addressed.</p> <p>NOTED – HGV use to be re-addressed.</p> <p>NOTED – no scope for reduced speed limits. Directional/priority measures can be looked at. Ditto HGV use/enforcement.</p>	<p>1) ACTION – add community action re HGV use. 2) ACTION – add community action re HGV use.</p> <p>ACTION - add community action re HGV use.</p> <p>ACTION - add community action re HGV use.</p> <p>ACTION - add community action re HGV use.</p> <p>ACTION - add community action re HGV use.</p> <p>ACTION – add community action re measures described.</p>
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	<p>Please, please, please make sure that Burn Bridge needs are addressed. Railway bridge on Burn Bridge road hasn't been designed for volume or heavy traffic using this road.</p> <p>Can we make sure that the calming is before you get to the village - let's deter people from using our villages for rat runs before they get here and definitely slow them all down on burn bridge road no matter what time of the day</p> <p>At peak periods 8-9am, 4-6pm more green light time required to leave the village.</p> <p>1) The A61 its now to fast, speed limits should be set here as the number of residents has increased and children walk along this road. 2) The pathway needs amending as it is insufficient in places.</p> <p>Lobbying for A61 peak time traffic flow optimisation , increased train frequency and capacity and improved access to the station, if possible, would be my preferred areas for action.</p> <p>The biggest concern for us is the walk from Walton area to the school. In particular the crossing over the railway bridge. A traffic light should be in place for pedestrians. It is very hard to walk to school with a pram, especially as cars stop on the bridge at the crossing were the pavement is low. It is almost impossible to see red/green lights on both sides and you have to run across the road hoping cars don't drive very fast to get through the lights. Now there are a number of children from the Walton and new</p>	<p>NOTED - Directional/priority measures can be looked at. Ditto HGV use/enforcement.</p> <p>NOTED - Directional/priority measures can be looked at. Ditto HGV use/enforcement.</p> <p>AGREE</p> <p>1) NOTED – scope to reduce speed limit to 30mph for stretch through village can be explored, i.e. Crimble Hall to Thirkill Drive roundabout. 2) NOTED – as it is not specified where there are pathway problems, it is not possible to respond in any meaningful way.</p> <p>NOTED</p> <p>NOTED – introduction of extended yellow box between the 2 sets of traffic lights, combined with monitoring cameras seen as possible solution. With possible addition of pedestrian lights.</p>	<p>ACTION – add community action re measures described.</p> <p>ACTION – add community action re measures described.</p> <p>ACTION – add community action re the suggested change.</p> <p>1) ACTION – add community action re 30mph exploration. 2) NO ACTION</p> <p>NO ACTION</p> <p>ACTION – add community action re suggested solution.</p>
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	<p>development cross here I think this should be top priority to ensure the children's safety.</p> <p>1) The actions at the end of TT&T are comprehensive and also add to saving lives and improving the health of children in the community. 2) The Council should enable funding to ensure safe access across the busy through-route of the village during school access times. The blind spot of the zebra crossing is worrying and will inevitably lead to accidents with the increase in traffic numbers throughout the village.</p> <p>Speed limits need to be urgently reviewed.</p> <p>Resurfacing of Main Street and Station Road critical and needs addressing immediately. Parts are in a dangerous state for cyclists and motorists.</p> <p>including road maintenance (currently roads are lethal for bikes) and bike parking?</p> <p>No influence on road maintenance.</p> <p>1) One real issue (which I know does not go here but you have no additional space) is that the roads are terrible 2) and there is little if any control of parking (I get blocked in my own driveway)</p>	<p>1) NOTED 2) NOTED – exhaustive past lobbying on this issue has so far had no effect. Efforts will continue but with little hope of success.</p> <p>NOTED – PC already doing utmost on speeding. Spring Lane and A61 worth exploring. Other roads no.</p> <p>NOTED – PC already lobbying on this. Individual resident/community lobbying may also help.</p> <p>NOTED – PC already lobbying on this. Individual resident/community lobbying may also help.</p> <p>NOTED – PC already lobbying on this. Individual resident/community lobbying may also help.</p> <p>1) NOTED – PC already lobbying on this. Individual resident/community lobbying may also help. 2) NOTED – individual approach to PCSO with photographic evidence may help</p>	<p>1) NO ACTION 2) NO ACTION</p> <p>ACTION – add community actions re exploring scope for reductions where indicated.</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>1) NO ACTION 2) NO ACTION</p>
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	<p>Policy should include the adoption of residents' parking schemes</p> <p>but it is about enforcement</p> <p>Parking on both sides of entrance road to Crimple Meadows opposite the church to be restricted to one side only. This will reduce the hazards, particularly at school drop off and pick up times.</p> <p>The Harrogate Advertiser (1st July) highlights the Harrogate District Walk to School initiative (p24). Rather than just having this a half-termly event Pannal School should encourage this to be a much more frequent activity.</p> <p>school parking must be taken away from Main Street. All children should walk!</p> <p>1) Footpath needed to Spring Lane, it is dangerous for those who walk along it especially when vehicles are parked on it. Could a permissive footpath be provided in the farmers field? 2) Stop school buses using Yew Tree Lane.... so many near misses. 3) Streetlights along Yew Tree Lane, between the Methodist Church and Rossett Green Lane. This is VERY dark and dangerous in the winter. 4) The path could do with being wider too. 5) Relocate the zebra-crossing on Main Street so it isn't hidden around the corner. 6) Potholes!! 7) Compulsory purchase of a house(s) on Main Street to provide additional access to the primary school!! 8) Connect the Pannal Sports fields to the village so children do not have to walk adjacent to Leeds Road to get there.</p>	<p>AGREE</p> <p>AGREE</p> <p>NOTED – time limited parking restrictions to be explored.</p> <p>NOTED – ‘encourage increased walking to school’ is already a community action.</p> <p>NOTED – children from outside the parish cannot reasonably be expected to walk. Park and Stride designed to address issue. Time limited parking to be explored.</p> <p>1) NOTED – not feasible. 2) NOTED – not desirable – other HGV use could be restricted – to be explored. 3) AGREE 4) NOTED – not feasible – no space. 5) NOTED – long lobbying history – efforts continue but little hope. 6) NOTED – already addressed on regular basis. 7) NOTED – not within NP/PC gift. 8) NOTED – part of Park and Stride strategy, which includes weekend parking for sports field users.</p>	<p>ACTION – add community action re exploring with NYCC.</p> <p>NO ACTION</p> <p>ACTION – add community action as indicated.</p> <p>NO ACTION</p> <p>ACTION – add community action re time limited parking restrictions.</p> <p>1) NO ACTION 2) ACTION – add community action as indicated. 3) ACTION – add community action re street lights 4) NO ACTION 5) NO ACTION 6) NO ACTION 7) NO ACTION 8) NO ACTION</p>
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	<p>1) Emphasise need to ban HGV through traffic 2) and reduce speed limits to 20mph and introduce appropriate traffic calming measures.</p> <p>Agree with all of these especially the school and main street parking. However we do need to discourage car usage, although this may be difficult because it is no longer a village school as it is likely to have a wider catchment area.</p> <p>1) Traffic calming, we would suggest that the only way to control speeding would be the use of speed cameras and fines. While we appreciate the dedication of speed watch teams, they are a temporary deterrent, Because the route is a rat run, the mindset of most is speed. 2) Train station facilities: certainly encourage increased use of trains, I don't think frequency is a problem. Station facilities could be improved: the 'shelter' on Platform 1 is not adequate against bad weather or indeed Good weater! It does not provide shade or shelter. A ticket machine on Platform 1 would be very welcome too.</p>	<p>Discussions with HBC as landowner ongoing.</p> <p>1) NOTED – already sufficient emphasis. 2) NOTED – extended 20mph scope on Spring Lane only. Calming to be looked at on route by route basis.</p> <p>NOTED – TTT1 plus various existing community actions seek to address this as far as is possible within a NP.</p> <p>1) NOTED – PC already doing utmost in this regard. 2) NOTED – suggested improvements have merit.</p>	<p>1) NO ACTION 2) ACTION – add community actions as indicated.</p> <p>NO ACTION</p> <p>1) NO ACTION 2) ACTION – add to existing community action re facility improvement as suggested.</p>
Traffic, Transport, Travel – General	<p>One of the main local problems is increased traffic congestion. This is going to get worse following all the recent house building in Harrogate. There is unlikely to be government money for new roads and tinkering with park & stride, extra parking and cycle lanes is unlikely to be the answer.</p>	<p>NOTED – these are strategic/larger than Pannal problems/issues. There is only so much that can be done through NP which by its nature can only address issues within the parish boundary. Discouraging road traffic and encouraging more sustainable travel modes is the best approach it can take.</p>	<p>NO ACTION</p>

	<p>1) When the Bellway project was approved, the proposed road from the development was intended to be pedestrian only, cars were to go via the newly built roundabout on the A61 and enter the village that way. This 'open' road has now become a rat run with big vehicles using it daily as a short cut. The traffic lights outside Crimble Hall has exacerbated this over recent months as locals circumnavigate 2 sets of lights and add extra volume in through the village. 2) The cars travel rather fast up to the village hall junction and pull straight out, not mindful of pedestrians with babies who have ventured out of the hall after attending mother and baby groups. This is an accident waiting to happen.</p> <p>Traffic through Pannal village needs to be discouraged, e.g. by toll barriers with number plate recognition to allow free access to residents.</p> <p>Any new housing development west of Harrogate should be carefully monitored. Developers do not and are not interested in road infrastructure. They are only interested in making money out of houses. They are not interested in traffic problems</p> <p>The rat run and congestion through the village is steadily worsening and would benefit from some urgent consideration to develop a comprehensive infrastructure plan in the light of the extensive housing development to the west of Harrogate</p> <p>Although motor traffic from outside the area is a problem, residents need their own vehicular access to be protected</p>	<p>1) DISAGREE – incorrect re what was intended. Supposed to be better traffic calming and PC fighting to get it implemented, but contingent on completion of industrial development and Dunlopillo building use. 2) AGREE – road is currently unadopted so no signage etc.. PC lobbying but won't be addressed till development completion.</p> <p>NOTED – the e.g. solution is a complete non-starter. Discouragement by other means, e.g. various traffic calming measures, will be considered for inclusion in the next stage draft plan.</p> <p>NOTED – PC already addressing this.</p> <p>NOTED –discouragement by various traffic calming means will be considered for inclusion in the next stage draft plan.</p> <p>NOTED – any measures taken will ensure that access for locals is maintained.</p>	<p>1) NO ACTION 2) NO ACTION</p> <p>ACTION – consider variety of traffic calming measures on a route by route basis.</p> <p>NO ACTION</p> <p>ACTION – consider variety of traffic calming measures on a route by route basis.</p> <p>NO ACTION</p>
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	<p>rather than impeded. Not everyone is able to cycle or walk.</p> <p>1) This whole section is one of the most important yet contains less than half a page of explanation. It is vague without clear fact or intention making it very difficult to vote on. 2) Again no proposed or current Neighbourhood Plan Map, how can we vote when you haven't identified the actual areas in definition. 3) You state there is inadequate parking at the 'station end' of Pannal. Get HBC to give back half the station car park as it is NEVER full. I'm sorry but this section of the survey is so important and yet we have been given vague, woolly statements. I don't have enough information to make a decision.</p>	<p>1) NOTED – as stated in the document (P6/para 2), the document contains only broad policy intentions. The next stage draft plan will set out fully fledged policies with expanded justifications/ evidence. That said, it should be noted that 'Traffic etc.' issues, while clearly of key concern to the community, cannot be significantly addressed via planning policies, being largely Highways matters, subject to separate regulation and responsibility. As such, the NPs planning policies will have only limited reach, with the onus on non-planning community actions – not a statutory part of NPs – to address many traffic etc concerns.</p> <p>2) NOTED – a NP Proposals Map, illustrating planning policies with site/area specific implications, will accompany the next stage draft plan. Such a map is not appropriate at broad policy intentions stage.</p> <p>3) NOTED – unclear which 'station car park' the comment relates to. The official station car park is owned by Northern Rail not HBC. The unofficial Dunlopillo car park is owned privately by Wharfedale Properties and leased to HBC. Pre-Covid it was always full.</p>	<p>1) NO ACTION 2) NO ACTION 3) NO ACTION</p>
	<p>Area of traffic concern is from the new development on the dunlopillo site into the village. We were led to believe</p>	<p>NOTED – never intended as pedestrian only route. Supposed to be better</p>	<p>NO ACTION</p>

	<p>this would be a pedestrian only route but there is a lot of traffic, some quite heavy, which appears to use this as a shortcut from the A61, avoiding the traffic lights.</p> <p>a road should be built from Otley Road to Buttersyke bar.</p>	<p>traffic calming and PC fighting to get it implemented, but contingent on completion of industrial development and Dunlopillo building use.</p> <p>NOTED – what is suggested is essentially the ‘western bypass’ idea which was considered and dismissed many years ago.</p>	NO ACTION
PI CFS1	<p>Totally agree</p> <p>The hairdressers are not mentioned</p> <p>Essential.</p> <p>how can parish council resist the loss when most of these are private businesses and they could simply go out of business. It cannot protect them or enhance them?</p> <p>Public conveniences is a very good idea</p> <p>Too vague</p> <p>Emphatically</p> <p>The village needs all these facilities</p>	<p>NOTED</p> <p>NOTED – they were considered for inclusion, but it was decided that although having community value as a by-product of their primary commercial function, they did not qualify as essential community facilities.</p> <p>NOTED – the policy aims to protect not the business itself but the community facility use of a particular building /site.</p> <p>NOTED</p> <p>NOTED – as stated in the document (P6/para 2), the document sets out only broad policy intentions. Fully detailed policies with justifications/evidence will be set out in the next stage draft plan.</p> <p>NOTED</p> <p>NOTED</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>

St. Robert's Church and the surrounding graveyard cannot be picked up and moved somewhere else.	NOTED – the policy aims to protect the community facility use of the church/ chapter house.	NO ACTION
However more facilities are needed and spread throughout the community not just focused on Pannal	NOTED – provision of new community facilities is addressed by TTT2.	NO ACTION
1) The title of the policy includes "Enhancement" but the greyed title only include "resist loss" i.e.excludes enhancement. There should be much more emphasis on enhancement. 2) The list is not complete . Omissions include Elizabeth Black Hairdresser, the revamped Crimble Hall and since Pannal Motor Centre is included so should the BMW and Mercedes facilities, the new Costs coffee shop and the BP M& S shop. 3) I have no issue with any on the list but the community has to support each of these, else there is little point in preserving them.	1) NOTED – this omission from the intention will be addressed in next stage draft plan policy. 2) NOTED – the hairdresser was considered for inclusion, but it was decided that although having community value as a by-product of its primary commercial function, it did not qualify as an essential community facility. The other businesses listed are addressed as employment sites under ED1. 3) NOTED – undoubtedly true, but there is little or nothing the NP or PC can do make people use them.	1) NO ACTION 2) NO ACTION 3) NO ACTION
All needed and more where possible. Help should be provided wherever possible to attract new ventures to the village.	NOTED – CFS2 aims to put in place a supportive planning policy environment for new community facilities.	NO ACTION
All very valued	NOTED	NO ACTION
No comment	NOTED	NO ACTION
The devil is in the detail here - the question it begs is "how"	NOTED – via the implementation of the final adopted planning policy, by HBC or its successor planning authority, in relation to any planning applications that threaten the listed facilities.	NO ACTION
No clue how you will put this in place but good ideas		

	<p>The village can not afford to lose any of these</p> <p>Pannal, Burn Bridge and Walton Park are frequently mentioned but Walton Place Long Acre Drury Close/Lane and Walton Ave are on the fringes but neglected</p> <p>As most of these are private businesses it is not clear what intervention is worthwhile</p> <p>Community facilities such as the Post Office/Village store and the Co-op have provided an essential lifeline during the pandemic. They should be protected at all costs.</p> <p>Very important to support making Pannal a great place to live and work.</p> <p>I was surprised that there was little reference to the village hall which is an important village asset.</p> <p>HBC – need to make sure this policy does not just replicate the policy in the Local Plan. There are also facilities on this list that could be classed as open space/sport rather than community, or also business (Pannal Motor Centre). Not sure how appropriate it would be to try and protect the loss of a private business. Need to be careful as well with regards to permitted development which may allow the loss of some facilities. Would need to think carefully about the policy wording for this policy as there are lots of changes of use that are actually permitted now due to the change to the use class orders and Permitted Development. Commercial, business and service</p>	<p>NOTED</p> <p>NOTED – this policy can only protect existing community facilities. None exist in the specified locations.</p> <p>NOTED – private businesses can provide valuable community facilities from the premises they occupy. CFS1 aims to keep those premises in community facility use even if occupying businesses fail/leave.</p> <p>NOTED</p> <p>NOTED</p> <p>NOTED – the village hall is listed as Pannal Memorial Hall</p> <p>NOTED – the PC is mindful of not duplicating Local Plan policy and of permitted development implications for certain uses. Policy can/will of course only apply to those developments requiring planning permission. Many already ‘made’ NPs with community facility protection policies include commercial/private businesses providing such facilities – this does not preclude their inclusion. Equally, the likes of sports clubs which also offer</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
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	land/buildings (Use Class E) is now permitted to change to residential for example (subject to meeting some conditions and Prior Approval).	their built facilities for hire, for parties/functions etc. separate from their sports use, can be included in lists of community facilities – again there are many ‘made’ NPs where this is the case.	
PI CFS2	<p>Why no mention of the village hall</p> <p>New development by A61 will provide extra cafe / restaurant capacity</p> <p>A pub would be very welcome news</p> <p>Public house, cafe/restaurant? How? Where?</p> <p>not sure what this means, help out existing pub, build a new one?? Toilets, where?</p> <p>It would be really good to have a local cafe and/or restaurant and shops in the village, this would (NB rest of text missing)</p> <p>The current pub is possibly not financially safe so not sure another one might do more harm than good.</p>	<p>DISAGREE – the village hall is listed (as Pannal Memorial Hall) under CFS1 because it is an existing facility.</p> <p>NOTED – while this may well be the case, facilities are needed at the heart of the communities.</p> <p>NOTED</p> <p>NOTED – the policy will put in place a supportive planning context for assessing any proposals for these uses that may (or may not) come forward in the parish over the plan period. No particular locations are favoured. Such new uses were very well supported by the community in consultation on this document.</p> <p>NOTED</p> <p>NOTED – it is down to ‘the market’ to determine whether individual pub businesses arrive/thrive. Support would be for pubs in either Pannal or Walton Park not Burn Bridge.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>

	<p>If there was sufficient demand for a pub in Pannal, then the previous pub wouldn't have shut down. Drinking habits have changed in the last 20 years. The Black Swan isn't overly busy. I'd rather see the Black Swan succeed than campaign for a second pub that is going to struggle. If people Pannal want to go to the pub, I can't imagine many are put off by the extra 600m they need to walk to get to the Black Swan.</p>	<p>NOTED – the policy will put in place a supportive planning context for assessing any proposals for a new pub that may (or may not) come forward in in Pannal or Walton Park over the plan period. It is down to 'the market' to determine whether individual pub businesses arrive/thrive. Walton Park in particular lacks facilities.</p>	NO ACTION
	<p>Don't think we need a new pub</p>	<p>NOTED – it is down to 'the market' to determine whether individual pub businesses arrive/thrive. The idea was very well supported by the community in consultation on this document.</p>	NO ACTION
	<p>Although as we commented above other independent retail/leisure/commercial uses that add to the amenity within the Parish should be strongly encouraged.</p>	<p>NOTED – CFS2 does not preclude other such uses.</p>	NO ACTION
	<p>A public house in Pannal and/or Walton Park is neither a realistic commercial proposition nor is it needed. The former pubs at Spacey Houses (now BMW forecourt) and Pannal station (now the Coop) closed through lack of support. The area has neither the local trade to support another pub nor does it have the destination characteristics and surrounding infrastructure to attract visitors from further afield.</p>	<p>NOTED – it is down to 'the market' to determine whether individual pub businesses arrive/thrive. The idea was very well supported by the community in consultation on this document.</p>	NO ACTION
	<p>An ideal location would be in the vicinity of the current PO, Co-op and rail station - instead of the ugly, out-of-keeping semi-ruined building. The developers had promised residents that this building would be demolished as part of the new housing development plan but somehow wriggled out of it (pleading loss of profit!) This</p>	<p>NOTED – it is considered too restrictive to limit provision to a specified location within the village. Better to leave it open thereby increasing the chance of an opportunity coming forward,</p>	NO ACTION

	location would be ideal to knit the new housing to the village and provide community meeting spots, like a cafe/restaurant and pub, maybe some green space and a water feature.	although does need to be at the heart of the community served.	
	The return of a pub in Pannal would be welcomed as would the creation of a cafe/restaurant	NOTED	NO ACTION
	Definitely need a pub since the demise of the Harwood	NOTED	NO ACTION
	Not sure we need additional pubs and not sure we could support a cafe/restaurant. Need to think about location of public conveniences as such facilities can quickly become run down/damaged.	NOTED – it is down to ‘the market’ to determine whether individual pub/café etc. businesses arrive/thrive. The idea was very well supported by the community in consultation on this document. As stated, conveniences ideally in association with recreation facilities.	NO ACTION
	Provided any new build respects the surroundings it is placed in.	NOTED – this would be addressed via other NP policies.	NO ACTION
	pub for pannal.	NOTED	NO ACTION
	Very much agree with this	NOTED	NO ACTION
	is there really a need for a pub? what was the real level of support for this?	NOTED – over 78% (82) of the 105 people who expressed an opinion in the consultation on this document. Following on from earlier survey support for the idea.	NO ACTION
	Would prefer that 'instead of' or 'as well as' proposing a new pub this policy promoted the use of the existing pub in Burn Bridge and the social facilities at the Memorial Hall. I personally do not believe that in this day and age	NOTED – planning policy cannot promote the use of facilities. ‘The market’ will decide whether another pub arrives/it and existing pubs thrive.	NO ACTION

	<p>there is sufficient business for more than one pub in the parish.</p> <p>Yes to cafe and public conveniences (if properly serviced) but not clear that another pub is needed ...in fact if there is a need, another pub will surely appear!</p> <p>However the residents will need to use a public house and/or cafe/restaurants.</p> <p>There is adequate provision of these services with the new development at Crimble Hall</p> <p>I think the Cricket Club and their pop-up bar is fantastic. Showing the pub what to do and how to do it!! The club house should be extended and the bar be open more often so the profits can be ploughed back in to a community facility. Same also for Pannal Sports.</p> <p>Not convinced that there is a need for a public house in Pannal. Black Swan is located well and needs to be run well and used by residents. Another pub could not probably be sustained in current modern environment. Very supportive of public conveniences and cafe/restaurant - should be such facilities in heart of new housing area and around the station.</p>	<p>NOTED – people clearly support the idea. ‘The market’ will determine if one appears or not. Plan policy will in place a supportive planning context for the aspiration.</p> <p>NOTED – there is clear support for both.</p> <p>NOTED – the consultation response to this document shows very strong support for the policy intention.</p> <p>NOTED – these are not considered to be either NP or PC matters.</p> <p>NOTED – there is clear support for the idea. Market will decide. Public conveniences associated with recreational facilities preferred. It is considered too restrictive to limit provision to a specified location within the village. Better to leave it open thereby increasing the chance of an opportunity coming forward, although does need to be at the heart of the community served.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
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	Pub in Pannal village or Spacey Houses would be great to have; hard to imagine where one could be located in Walton Park.	NOTED	NO ACTION
	A public house within Pannal would be a great addition to the village	NOTED	NO ACTION
	A cafe in the village would be wonderful. I personally feel The Black Swan is close enough to Pannal to not need another one.	NOTED – ‘the market’ will decide re pub.	NO ACTION
	Being as so few people in the parish actually support the existing pub, which is just a short walk away from anywhere in Pannal/Burn Bridge. It will be hard to get another one that would be financially viable.	NOTED – ‘the market’ will decide re a new pub.	NO ACTION
	None of the facilities identified are of interest to me.	NOTED	NO ACTION
	The Black Swan is struggling, so it is questionable whether the village could support another pub	NOTED – ‘the market’ will decide re a new pub.	NO ACTION
	No need for a further public house. The current one is not well used.	NOTED – ‘the market’ will decide re a new pub. The idea is well supported by the community.	NO ACTION
	Not sure about the need for a pub on Walton Park or whether a cafe would be viable in the village. Public toilets could be a bonus for walkers passing through the area.	NOTED – ‘the market’ will decide re new pub/café.	NO ACTION
	We look like having cafe and restaurant facilities at the garden centre site. Also the drive in Costa.	NOTED – while this may well be the case, facilities are needed at the heart of the communities.	NO ACTION
	No comment	NOTED	NO ACTION

	<p>1) But no need for a public house in Pannal or Walton Park, we have already seen the closure of Platform One in Pannal and the Spacey Houses pub on the A61 through lack of use. best to try and keep the Black Swan going. 2) Public loos are a sensible suggestion but who will pay for the service and cleaning of them and how much will it cost. Could we have the types of unisex toilets available in some continental countries where admittance is prepaid for with automatic cleaning after each use??</p>	<p>1) NOTED - 'the market' will decide re new pub. The idea is well supported. Little the NP/PC can do re Black Swan. 2) NOTED – the detail is beyond the scope of planning policy. Much would depend on who proposes/develops them (if anyone).</p>	<p>1) NO ACTION 2) NO ACTION</p>
	<p>Unsure about the public conveniences</p>	<p>NOTED – the idea is well supported.</p>	<p>NO ACTION</p>
	<p>Do we need another pub as such. Cafe/resturant/wine bar would be better maybe?</p>	<p>NOTED – the idea is well supported.</p>	<p>NO ACTION</p>
	<p>Cafes to serve different tastes. Independents would suit the village perfectly</p>	<p>NOTED – the planning system/planning policy makes no fine distinctions – a café is a café.</p>	<p>NO ACTION</p>
	<p>Public conveniences should not be locked up or only available at certain times</p>	<p>NOTED – operational details are beyond the scope of planning policy. Much would depend on who proposes/develops them (if anyone).</p>	<p>NO ACTION</p>
	<p>Public House -- dubious we did not support The Harwood Cafe/Restaurant -- dubious Toilets -- Support</p>	<p>NOTED – the idea is well supported by the community.</p>	<p>NO ACTION</p>
	<p>Again, these should be address separately as it relates to private businesses.</p>	<p>NOTED – private businesses are legitimate providers of community facilities and acknowledged as such in adopted NPs elsewhere.</p>	<p>NO ACTION</p>
	<p>All will improve the quality of life for residents and encourage visitors</p>	<p>NOTED</p>	<p>NO ACTION</p>

	<p>With the Costa Coffee and redeveloped Crimple Hall, I do not think there is a need for further Public House/Cafe/Restaurants. I have doubts about the maintenance, cleanliness, safety of public conveniences.</p> <p>What about children's areas</p> <p>Fully agree these are missing requirements to achieve the vision. Areas around Pannal railway and new Jubilee park housing area should be prioritized for investment.</p> <p>Unnecessary</p> <p>Except I do not seek a pub etc. on my home 1970's housing estate of Walton Park.</p> <p>Will locals support another pub. This is a commercial decision unless it is a community facility.</p>	<p>NOTED – all aspirations are well supported by the community. While acknowledging Costa/Crimple Hall, facilities are needed at the heart of the communities.</p> <p>NOTED – it is considered that there are sufficient built facilities available to house children's activities. But also considered that a multi-use games area, younger children play provision and more 'teenager-led' activities would be beneficial.</p> <p>NOTED – it is considered too restrictive to limit provision to a specified location within the village. Better to leave it open thereby increasing the chance of an opportunity coming forward, although does need to be at the heart of the community served.</p> <p>NOTED – the aspirations are well supported by the community.</p> <p>NOTED – the idea is well supported by the community.</p> <p>NOTED – 'the market' will decide. All the NP will do is put in place a supportive planning context, should a proposal come forward.</p>	<p>NO ACTION</p> <p>ACTION – include provision as indicated in next stage draft plan.</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
PI CFS3	<p>Because of house building there will be pressure to increase the size of the school - but is this realistic.</p>	<p>NOTED – the school is already identified for expansion in the adopted Harrogate Local Plan.</p>	<p>NO ACTION</p>

	<p>If this means enlarging the school, more pupils = more traffic, this must be addressed by better parking facilities elsewhere. Pannal Green and the church car park cannot take any more school traffic.</p>	<p>NOTED – the school is already identified for expansion in the adopted Harrogate Local Plan. TTT4 addresses the school traffic issue.</p>	<p>NO ACTION</p>
	<p>Again, necessary with increased housing.</p>	<p>NOTED</p>	<p>NO ACTION</p>
	<p>again what does this mean? it would set out constraints and requirements that would be needed to be satisfied for the development of educational facilities on this site? The school is already here, surely this would come under the education budget provision?</p>	<p>NOTED - the school is already identified for expansion in the adopted Harrogate Local Plan. The Local Plan sets out some planning requirements to govern the way it is built. The NP policy will set out additional requirements, as set out in CFS3.</p>	<p>NO ACTION</p>
	<p>It is not clear what 'educational facilities' are needed. What is 'buffer planting'? Charging points? Noise coming and going? A very narrow approach road. Both school and church must be treated with respect. Losing trees and hedgerows does not sound good either.</p>	<p>NOTED - the school is already identified for expansion in the adopted Harrogate Local Plan. The Local Plan sets out some planning requirements to govern the way it is built. The NP policy will set out additional requirements, as set out in CFS3. These include tree/hedgerow retention to prevent loss, new tree/hedgerow planting to 'buffer' the boundary with adjacent countryside and charging points for electric cars etc..</p>	<p>NO ACTION</p>
	<p>Difficult I know, but children learn from their parents. Respecting the village and its residents, plus a little bit of exercise to start the day shouldn't be too difficult??</p>	<p>NOTED – unclear how this relates to CFS3. TTT4 and various community actions address walking to school.</p>	<p>NO ACTION</p>
	<p>Electric charging points provision to be "self financed" if to be provided. How will duration of time at each point be</p>	<p>NOTED – 'education' will provide parking and therefore charging points.</p>	<p>NO ACTION</p>

	<p>regulated. Someone parks, plugs in, and comes back later in the day!!</p> <p>However with strong support for additio to this to add a lot of cycle parking, storage with cover and secure storage at the site so that a large proportion of children could use cycling to school. We should be VERY ambitious in this regard to reduce traffic in the village.</p> <p>But I am struggling to see the need for electronic car charging points for people dropping their kids at school...</p> <p>Not so sure about the access to the footpath for all and sundry to the school. there is adequate provision already.</p> <p>No comment</p> <p>Already overstretched before the vast increase in homes planned by HBC which will further swamp the school even after its planned expansion unless further restraints are put on its catchment area.</p> <p>Getting in touch with community groups such as Treesponsibility, who recently planted 800 tress on a farm on Brackenthwaite lane</p> <p>I presume you have a wish list of aspirations for educational facilities.</p>	<p>It will be in school grounds and thus in school control.</p> <p>NOTED – this is a reasonable suggested addition to stated requirements/ aspirations.</p> <p>NOTED – parking in this case is not for parent drop-off/pick-up, it relates to any parking provided as part of the school expansion for staff/visitor usage.</p> <p>NOTED – footpath access as suggested would link the school to the proposed ‘Park ‘n’ Stride’ and remove the need to walk to school along Main St.</p> <p>NOTED</p> <p>NOTED – the setting of the catchment area is outside the scope of the NP.</p> <p>NOTED – unfortunately no longer an option as Treesponsibility will apparently soon cease to exist.</p> <p>NOTED – the actual facilities to be provided through the expansion will be planned by the education authority and doubtless subject to separate consultation with school/community.</p>	<p>ACTION – add cycle parking/storage provision to list of requirements/aspirations.</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
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	<p>Don't make it so difficult and all about trees to improve the pretty dowdy facilities for our children. Doubt the footpath Will do much</p>	<p>NOTED – rather than 'difficult', CFS3 is about making this new development the best it can possibly be for school users/community/environment. The proposed footpath will link the proposed 'Park 'n' Stride (ref TTT4) to the school without the need for children to walk along the busy Main St. In the consultation on this document, almost 90% of people supported CFS3.</p>	<p>NO ACTION</p>
	<p>Important but perhaps of lower priority than other actions.</p>	<p>NOTED – no one policy intention is of any greater or lesser priority than any other. All will be applied equally, as appropriate, to planning application proposals.</p>	<p>NO ACTION</p>
	<p>In part - see earlier comments re car park. Essentially Pannal School is in the wrong place - resite onto A61 & provide school bus for village children.</p>	<p>NOTED – such a proposal is a complete on-starter in the current Harrogate-wide planning context.</p>	<p>NO ACTION</p>
	<p>I would welcome further access to Pannal Primary school via Sandy Bank Woods.</p>	<p>NOTED – considered that a further access to the school, and through a woodland at that, would raise security/safety concerns</p>	<p>NO ACTION</p>
	<p>HBC – would this policy relate to any new development on the site as would need to be careful that it didn't make it difficult for new facilities to be provided and also that any requirements could be justified and met the Regulations of being necessary, related etc.. Would advise talking to NYCC Education about this policy.</p>	<p>NOTED – the intention is that it relates purely to the PN20 development and adds requirements/aspirations to those set out in the Local Plan. Agreed that pre-Reg 14 consultation with NYCC Education on a proposed policy is a good idea.</p>	<p>ACTION – NYCC Education to be consulted on proposed policy prior to Reg 14 consultation.</p>

Community Facilities & Services - General	<p>1) A community run pub?? 2) Get the Black Swan to be a focal point of the community.</p> <p>1) Fails to address the need for the area to have best in class access to internet services. 2) Does not address the land around Pannal station and finding ways to convert to value adding community facilities including pubs, cafe, shops and restaurants. 3) Appears to miss the need to create spaces / activity areas for teenagers to safely be entertained and spend time with friends.</p>	<p>1) NOTED – not considered to be a NP/PC matter. No evidence of community interest in such an idea. 2) NOTED – beyond the scope of the NP</p> <p>1) NOTED – this is in the process of being addressed for the vast majority of properties in the parish. 2) NOTED – it is considered too restrictive to limit provision of new community facilities to a specified location within the village. Better to leave it open thereby increasing the chance of an opportunity coming forward, although does need to be at the heart of the community served. The future of the land in question (assuming it to be Dunlopillo site) is not within NP/PC remit. 3) NOTED – it is considered that there are sufficient built facilities available to house children’s activities. But also considered that a multi-use games area, younger children play provision and more ‘teenager-led’ activities would be beneficial.</p>	<p>1) NO ACTION 2) NO ACTION</p> <p>1) NO ACTION 2) NO ACTION 3) ACTION – include provision as indicated in next stage draft plan.</p>
PI H1	Who decides what the local needs are?	NOTED – the ‘Housing’ section of the document specifically cites the 2018 Housing Needs Survey carried out in the parish, which identified a threefold local housing need, and indicates the likelihood of a policy specifying a housing type mix that meets that identified need. The arbiters of what the policy states in the final submitted	NO ACTION

		plan will be the community itself, via future consultations (NB consultation on this document overwhelming supported the proposed policy intention on housing mix). The arbiter of what the policy states in the final plan will be an independent examiner. The community itself is the ultimate arbiter as to whether the overall plan is adopted.	
	Include building bungalows	NOTED – as stated in the document (P14/para 1), a preference for bungalows will be included.	NO ACTION
	No future housing for the village	NOTED – some future infill/windfall housing development is moreorless inevitable over the 14 year plan period. No other housing, apart from Local Plan allocations, is anticipated and will be resisted.	NO ACTION
	NO MORE HOUSING AT ALL		
	The priority on housing is to limit numbers built to ensure the rural aspect is maintained		
	But must ensure much better provision of affordable housing	NOTED – affordable housing is already adequately covered by adopted Local Plan policy, to which NP policy can add nothing.	NO ACTION
	doesn't HBC already do this?	NOTED – HBC policy reflects 'local need' based on a strategic assessment not a parish assessment – NP policy will reflect local parish need.	NO ACTION
	The recently adopted Local Plan has set the development limits for Pannal/Burn Bridge. The Plan should not seek to address any sort of perceived housing needs outside of	NOTED – some future infill/windfall housing development is moreorless inevitable over the 14 year plan period. Plan policy seeks to guide/shape this.	NO ACTION

	<p>these limits. Any as yet unallocated space within the development limits is likely to be very small scale.</p> <p>Ideally would like to see bungalows being built for the older population but builders prefer town houses etc as they can get more built in the same area.</p> <p>Please include a wish that housing developments are not boring samey samey design</p> <p>Does "Local" just mean Pannal /Burn Bridge ?</p> <p>We agree that it is based on need of the prospective home owners and not on the need of a land owner to develop. However, please note that demand for housing on the south side of Harrogate will always be greater as people want to work in Leeds - making Harrogate more of a dormitory town</p> <p>Houses built to satisfy local housing requirements are not necessarily filled with local people. With a policy that states it will fulfil local demand will end up with an estate the size of West & South Yorkshire. Demand for housing here is high because it is a nice place to live, for no other reason. Priority No 1 should be to keep it that way.</p> <p>I don't want to see more new houses built...</p>	<p>No other housing, apart from Local Plan allocations, is anticipated and will be resisted – plan policy seeks to achieve this. H1 looks to ensure that whatever housing is built caters for parish level local need.</p> <p>NOTED – as stated in the document (P14/para 1), a preference for bungalows will be included.</p> <p>NOTED – the next stage draft plan's design/development policies will seek to achieve his aim.</p> <p>NOTED – yes, the parish/ Neighbourhood Area.</p> <p>NOTED – no doubt developers will make this very point themselves in seeking to secure a mix that suits' their needs'.</p> <p>NOTED – not necessarily, but providing houses that local people say are needed/they need at least gives them the chance to fill them. Policy only applies to housing that will be built anyway, i.e Local Plan allocations and infill/windfalls. Other NP policies will address maintaining village character.</p> <p>NOTED – some future infill/windfall housing development is moreorless</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
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	<p>Traffic is already bad on most roads around this area. Building new houses will detract from the heritage of the area.</p> <p>No comment</p> <p>Bungalows not mansions.</p> <p>The issue is that housing built is not really addressed by capacity in other services (roads, schools, etc.) beforehand.</p> <p>Stop new houses</p> <p>I am actually astounded that the evidence from the survey stated larger properties were needed. I feel we have a wealth of this type in Pannal, Burn Bridge and Walton Park but will accept the evidence</p>	<p>inevitable over the 14 year plan period. No other housing, apart from Local Plan allocations, is anticipated and will be resisted.</p> <p>NOTED</p> <p>NOTED – as stated in the document (P14/para 1), a preference for bungalows will be included.</p> <p>NOTED – this is a HBC/NYCC rather than a PC/NP issue. School expansion is part of the adopted Local Plan proposals.</p> <p>NOTED – some future infill/windfall housing development is moreorless inevitable over the 14 year plan period. No other housing, apart from Local Plan allocations, is anticipated and will be resisted.</p> <p>NOTED</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
PI H2	<p>No future housing for the village</p> <p>Stop new housing</p> <p>Must ensure adequate affordable housing</p>	<p>NOTED – some future infill/windfall housing development is moreorless inevitable over the 14 year plan period. No other housing, apart from Local Plan allocations, is anticipated and will be resisted.</p> <p>NOTED – affordable housing is already adequately covered by adopted Local</p>	<p>NO ACTION</p> <p>NO ACTION</p>

	<p>yes, with the proviso that such small sites could also be useful for providing the additional local community facilities specified earlier.</p> <p>Emphatically support the policy of small infill sites that knit into the current mix of housing. No more large, stand-alone developments are needed.</p> <p>No more development in private gardens</p> <p>Any new development should also have environmental considerations at its heart. Sustainable and longevity being key focus</p> <p>10 units 0.4 ha too large for these communities</p>	<p>Plan policy, to which NP policy can add nothing.</p> <p>NOTED – NP will not specify suitable small scale housing sites – just set suitability criteria. Similarly, the NP will not specify sites for new community facilities, it being considered better to leave the door open for opportunities wherever they may come forward, as long as they are within the heart of the communities to be served.</p> <p>NOTED</p> <p>NOTED – criteria to be set should rule out inappropriate development of private gardens. That said, some private gardens may be of significant size and taken together with redevelopment of the properties they serve could in theory constitute infill/windfall sites.</p> <p>NOTED – such considerations are largely covered by national and local plan policy plus Building Regulations. There is very limited scope for NPs to be prescriptive in this regard.</p> <p>NOTED – these are the standard thresholds for small as opposed to large (Local Plan level) developments.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
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	Environmental needs also need to be added - such as 'green corridors'.	NOTED – green corridors are addressed under GNE1.	NO ACTION
	10 houses? Care needs to be taken to dissuade developers from splitting larger plots into smaller developments - is 10 the right number?	NOTED – these are the standard thresholds for small as opposed to large (Local Plan level) developments.	NO ACTION
	Allow for sufficient car parking.	NOTED – parking standards are set by NYCC/HBC. That said, NP TTT2 seeks above standard provision for any housing development in areas where of existing, well-evidenced existing on-street parking problems.	NO ACTION
	Specific criteria should include net additions to green space and connected network of green and blue spaces; enhancement to wildlife biodiversity	NOTED – these considerations already adequately covered by adopted Local Plan policies. It is not the function of NPs to duplicate such policies.	NO ACTION
	Prefer no infill . Green spaces and open vistas are better.	NOTED – some future infill/windfall housing development is moreorless inevitable over the 14 year plan period. Policy will aim to control where that happens.	NO ACTION
	No comment	NOTED	NO ACTION
	Not many sites available around the village for even developments of 10 houses or less.	NOTED – but over the 14 year period of the plan, redevelopment is also a possibility.	NO ACTION
	This is an invitation to developers to to build 10 units or less on sites which are not specifically protected or enhanced. We all lost the apeal against 13 houses on Rossett Green Lane - but this is the kind of development that you are inviting by this policy.	NOTED – some future infill/windfall housing development is moreorless inevitable over the 14 year plan period. Policy will aim to control where that happens. Such a policy may have	NO ACTION

	<p>Depends on what the criteria or tests are. Until these can be reviewed to ensure appropriateness against the vision then it is difficult to endorse this point.</p> <p>So long as it does not lead on to spoiling the appearance of the village.</p>	<p>prevented the scheme referred to. Better to anticipate a potential situation and seek to control it rather than be silent and then have no policy to address it when it occurs.</p> <p>NOTED – the next stage draft plan will provide the detailed policy.</p> <p>NOTED – the policy together with other design/development policies in the plan will seek to conserve the villages’ appearance.</p>	<p>NO ACTION</p> <p>NO ACTION</p>
PI H3	<p>Who decides?</p> <p>No future housing for the village</p> <p>NO MORE HOUSING OF ANY SIZE</p> <p>I am against further housing development within the Pannal/Burnbridge area</p>	<p>NOTED - the arbiters of what the policy states in the final submitted plan will be the community itself, via future consultations (NB consultation on this document overwhelming supported the proposed policy intention). The arbiter of what the policy states in the final plan will be an independent examiner. The community itself is the ultimate arbiter as to whether the overall plan is adopted. HBC or its successor will be responsible for implementing the policy in relation to planning application proposals.</p> <p>NOTED – some future infill/windfall housing development is moreorless inevitable over the 14 year plan period. No other housing, apart from Local Plan allocations, is anticipated and will be resisted – hence H3.</p>	<p>NO ACTION</p> <p>NO ACTION</p>

	<p>How can we include protection against development of the farming/grazing fields on Woodcock Hill; both directly as being explicitly mentioned under the green and natural environment policy but also indirectly by broadening the criteria/ tests as per policy intention H3 (p.14) rather than just "pollution issues" to extend to "environmental and preservation issues".</p> <p>Important to limit expansion of building.</p> <p>For the reasons I've given above, it is not appropriate to set out any such criteria or tests for hypothetical scale development (10 or more units) which could only take place outside of the Local Plan development limits. In rejecting an Appeal to develop 48 sites on Spring Lane Farm (within the SLA but outside the LP development limits) the Government appointed Inspector placed by far the most weight on the adverse landscape impact.</p> <p>After the completion of the Dunlopillo site there are very few, or no 'brown field' sites in the villages. any future development would inevitably involve 'Greenfield sites'.</p> <p>subject to comment above</p> <p>Include environmental aspects - such as 'green corridors'.</p> <p>Think our policy should be that there is no further need for such large scale housing developments in this parish, so setting out criteria for them implicitly accepts that there could be need or justification. The parish has provided</p>	<p>NOTED – NP policy on green/blue infrastructure and SLA will add layers of protection. Consideration can also be given to criteria/tests under H3. Consideration to other possible policy mechanisms can also be given.</p> <p>NOTED</p> <p>NOTED – the proposed criteria/tests will add to/complement existing local Plan tests – a 'belt 'n' braces' approach. Landscape impact can form part of tests. This policy plus others in the NP can only strengthen the protection of sites such as Spring Lane Farm.</p> <p>NOTED – hence H3. HBC Local Plan SLA policy does not preclude development.</p> <p>NOTED</p> <p>NOTED – green corridors will be addressed through GNE1. Other 'environmental' tests could form part of policy.</p> <p>NOTED – national planning policy's presumption in favour of sustainable development does not permit local (including NP) planning policy to impose such blanket bans on development.</p>	<p>ACTION – consider how best to provide layers of protection in respect of the site specified.</p> <p>NO ACTION</p> <p>ACTION – build landscape impact tests into policy</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>ACTION – build environmental tests into policy</p> <p>NO ACTION</p>
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	significant new housing via the dunlopillo area and plans there should be completed to meet housing needs.	Developers are at liberty to make speculative planning applications on any land. The proposed criteria/tests will add to/complement existing Local Plan tests – a ‘belt ‘n’ braces’ approach – making it more difficult for a housing case to be made.	
	No Building on green belt should be allowed.	NOTED – the rules surrounding building on Green Belt are set by national planning policy. The NP has no remit to address Green Belt issues.	NO ACTION
	Please save Crimple Valley. Like the non planning Trust	NOTED – the NP, through its planning policies, will do its utmost to protect the valley.	NO ACTION
	Traffic issues need to be fully considered	NOTED – as stated in H3, criteria/tests will include coverage of highways/ traffic issues.	NO ACTION
	As above - this is an invitation. Would it not be better to have a policy to identify land where development would be acceptable provided lots of criteria were met? This would be a better containment strategy than the reactive ones that are proposed and more in line with number 7 bullet in "how the plan aims to achieve the vision" on page 5. "Positively influencing....." to me means identifying possibly suitable land for development.	NOTED – the allocation of further land for housing within the NP would be a gilt-edged invitation (not to mention a difficult and technical exercise involving a lot of work). It would also be very controversial in the parish. The proposed approach, involving criteria/ tests, will add to/complement existing Local Plan tests – a ‘belt ‘n’ braces’ approach – making it more difficult for a housing case to be made. This approach is very well supported in the consultation on this document.	NO ACTION

	<p>For larger developments there should be Zero Carbon considerations using ground source heating and/or solar power</p> <p>Stop new housing</p> <p>Depends on what the criteria or tests are. Until these can be reviewed to ensure appropriateness against the vision then it is difficult to endorse this point.</p> <p>Attempt to have influence over any sites close to the village that will impact on the village.</p>	<p>NOTED – acknowledged this is an important issue that needs full consideration.</p> <p>NOTED – some future infill/windfall housing development is more or less inevitable over the 14 year plan period. No other housing, apart from Local Plan allocations, is anticipated and will be resisted – hence H3.</p> <p>NOTED – the next stage draft plan will provide the detailed policy.</p> <p>NOTED – hence H3 and H2.</p>	<p>ACTION – planning policy and community action options for the plan to address climate change issues to be considered and included in plan as appropriate/feasible.</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
Housing – Non-Planning Community Actions	<p>The action to establish a Community Land Trust could do with being expanded to explain what it is and why it comes as part of Housing, why not also Community Facilities?</p> <p>Community Land Trust is an excellent idea.</p> <p>What would be the benefit of a Community Land Trust?</p>	<p>AGREE</p> <p>NOTED</p> <p>NOTED – explanation of benefits should be provided.</p>	<p>ACTION – explanatory wording to be added to next stage draft plan.</p> <p>NO ACTION</p> <p>ACTION – include explanation of benefits in next stage draft plan.</p>
PI ED1	<p>Don't see the need for Costa coffee on that site - there are other coffee suppliers in the area.</p>	<p>NOTED – the NP/policy can do nothing about Costa or any other business occupying any of the sites. The aim is keep the sites to existing use types and any other commercial uses that are appropriate.</p>	<p>NO ACTION</p>

	Question mark still over former office block and land behind	NOTED – the future of the building/land is out of the hands of the PC/ community. PC has made local views known. Building will either be retained and converted to flats or demolished and a larger block of flats erected.	NO ACTION
	We agree with protecting current businesses. Regarding the Dulopillo site we would not like to see large business development there.	NOTED – the NP does not propose large businesses on the site. Development will be in line with Local Plan allocation and existing planning permission, in line with which new business units will be provided.	NO ACTION
	how would parish council do this?	NOTED – it is not the PC per se that does the safeguarding, but rather the planning policy which the PC proposes to put in place via its NP, which will become part of the Development Plan for the area. The policies will then be implemented by HBC and its successor planning authority.	NO ACTION
	As long as the safeguarding bears in mind the size and shape of what they are being used for in the future.	NOTED – the point re design is well made – this will be addressed via design/development policies in the NP.	NO ACTION
	no buildings at all at bottom of Almsford Bank	NOTED – on the assumption that this refers to the ‘South of Almsford Bridge’ site, this is already allocated for development in the adopted Local Plan. The NP can do nothing to stop the building.	NO ACTION

	<p>It is not clear why these sites are considered Employment sites rather than local facilities. It should include the Dunlopillo site</p> <p>care homes are employment sites as are the commercial facilities in the village listed CFS1.</p>	<p>NOTED – the distinction within the NP is between genuine ‘community’ facilities, which can be clearly evidenced as such (ref CFS section of document) and commercial/business uses which, while providing a service to the community, provide only a pure and simple commercial service. Consideration will be given to retitling the policy, as ‘employment sites’ is perhaps misleading and inaccurate in planning terms. In planning terms, car homes are a residential use. The Dunlopillo site is already a protected ‘employment site’ in the Local Plan – it is not the function of NPs to duplicate.</p>	<p>ACTION – consider renaming policy as discussed.</p>
	<p>1) Ideally any development should aid local employers. 2) need a policy that aims to integrate this very large development into the village</p>	<p>1) NOTED – unclear as to what is meant here, i.e. in what way it should help local employers. As such, it is difficult to respond in a more meaningful way. 2) NOTED – which large development? How? Lack of clarity makes it difficult to respond in a more meaningful way.</p>	<p>1) NO ACTION 2) NO ACTION</p>
	<p>On the east side of the A61, the Mercedes Garage, BP and ATS are an eyesore. These act as a nucleus for further expansion of similar units and ruin the aspect the valley and viaduct provide.</p>	<p>NOTED – the NP cannot do anything about existing developments. The plan’s design/development policies will aim to secure improved future developments.</p>	<p>NO ACTION</p>
	<p>How many people who live in P & BB work in these places?</p>	<p>NOTED – not known. Local employment sites at least offer the potential for local jobs.</p>	<p>NO ACTION</p>

	But the eyesore of the Dunlopillo building needs to be demolished	NOTED – the future of the building/land is out of the hands of the PC/ community. PC has made local views known. Building will either be retained and converted to flats or demolished and a larger block of flats erected.	NO ACTION
	Although was very disappointed to see that a big chain like Costa was allowed to build in place of where our much more useful dry cleaners and petrol station were.	NOTED – the NP can do nothing about historic developments.	NO ACTION
	Yes, the village needs a community hub/centre such as a cafe	NOTED	NO ACTION
	1) How about the new food store destined for later this year? 2) What about the commercial businesses on the former Dunlopillo site?	1) NOTED – a food store is exclusively a retail use and as such the site on which it will be located is not appropriate to include in the policy. 2) The Dunlopillo site is already a protected ‘employment site’ in the Local Plan – it is not the function of NPs to duplicate.	1) NO ACTION 2) NO ACTION
	No comment	NOTED	NO ACTION
	No development of PN18	NOTED – this is a Local Plan allocation and out of the NP’s hands as far as the principle of development is concerned.	NO ACTION
	Why would we have a policy to safeguard these? What if they become economically unviable? There is nothing any Parish Council can do if a business loses money and needs to close. This is unrealistic.	DISAGREE this is about safeguarding those use types (and others considered appropriate) to retain local employment, rather than the individual businesses.	NO ACTION

	<p>The Dunlopillo site is an eyesore that would be better demolished and rebuilt</p> <p>We could happily lose the the Mercedes, BMW and ATS sites.</p> <p>This relates to private businesses and is not really within the purview of the council</p> <p>The litter of coffee cups around the village from Costa is a pain. I don't know what could be done about it though.</p> <p>Add the care home to the list</p> <p>Doubt many locals are actually employed by these companies?</p> <p>Too limited. How are we going to make Pannal an attractive investment location for businesses. We need local jobs for the local community esp part-time jobs for younger and older members of the community.</p>	<p>NOTED – the future of the building/land is out of the hands of the PC/ community. PC has made local views known. Building will either be retained and converted to flats or demolished and a larger block of flats erected.</p> <p>NOTED – the principle of these sort of uses is already established. The NP seeks to safeguard them while also controlling any future change, and to retain local employment.</p> <p>DISAGREE – the planning system rightly exists to exercise control of the use of land, which is what ED1 seeks to do. This relates to the use types not the businesses themselves.</p> <p>NOTED – neither does the PC, beyond existing litter campaigning.</p> <p>NOTED – in planning terms, care homes are a residential use.</p> <p>NOTED – not known. Local employment sites at least offer the potential for local jobs.</p> <p>NOTED – ED1 safeguards jobs already in the parish. The ‘South of Almsford Bridge’ development will provide more. This is considered more than enough for a village the size of Pannal.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
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	<p>HBC – would need to think carefully about the policy wording for this policy as there are lots of changes of use that are actually permitted now due to the change to the use classes order and Permitted Development.</p> <p>Commercial, business and service land/buildings (Use Class E) is now permitted to change to residential for example (subject to meeting some conditions and Prior Approval).</p>	NOTED – policy will be worded with this in mind.	ACTION – word policy taking account of comment made.
PI ED2	<p>I'm opposed to any further development on the farmland in the vicinity of ATS, BP and Crimple Hall. There is already enough development.</p> <p>I would not agree with any employment sites south of Almsford Bridge</p> <p>We would not like to see any further business development south of Almsford Bridge or anywhere else along the A61 leading into Harrogate</p> <p>This is a lapwing nesting site which are on the endangered list</p> <p>Electric car charging points essential and urgent</p> <p>Account needs to be taken of climate impact - increased risk of flooding with increase in hard standing surface areas. Repercussions for the village and adjoining businesses, and railway line.</p>	<p>NOTED – the site is already allocated for development in the Local Plan. The NP can do nothing to change this.</p> <p>NOTED – the site is already allocated for development in the Local Plan. The NP can do nothing to change this.</p> <p>NOTED – the site is already allocated for development in the Local Plan. The NP can do nothing to change this.</p> <p>NOTED – the Local Plan policy allocating the site for development requires the submission of a preliminary ecological appraisal when any planning application is submitted. This would be expected to pick up on this issue.</p> <p>NOTED</p> <p>NOTED – the Local Plan policy allocating the site for development requires the submission of a site specific flood risk assessment when any planning application is submitted. This would be expected to pick up on this issue.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>

	<p>BUT, any further development for this area should be limited. Proposals to date have been inappropriate, such as a mail-order distribution centre and would not provide employment for local people. On the contrary, such developments would only bring yet more daily commuters and commuter traffic to the area.</p>	<p>NOTED – the Local Plan policy allocating the site for development already sets out the acceptable use types, which the NP cannot change. The policy requires the submission of a transport assessment and travel plan when any planning application is submitted – these should address traffic/commuter issues to some degree. As stated in ED2, the NP policy will seek to add to the traffic assessment requirements. Consideration could be given to the feasibility of a local employment policy clause.</p>	<p>ACTION – consider feasibility of policy clause as indicated.</p>
	<p>There certainly needs to be building height restrictions so as to not lose sight of the wonderful viaduct</p>	<p>NOTED</p>	<p>NO ACTION</p>
	<p>Bear in mind that this will be an important entry to Harrogate. It would be good to keep green sides to the road rather than an even larger jumble of heterogeneous buildings, some great, some small. Transport assessment sounds good.</p>	<p>NOTED – the Local Plan policy allocating the site for development already sets out a requirement to “retain boundary trees along the western site boundary where possible”. NP policy could add to this with requirement for additional landscaping along this roadside boundary.</p>	<p>ACTION – add requirement for roadside landscaping as indicated, but of a type/height that will not obscure key viaduct views from the road.</p>
	<p>I find it strange that neither of the care homes are worthy of a mention in the plan? They must be the villages largest employers? Should we be looking at making them more inclusive in village life?</p>	<p>NOTED – care homes are a residential use in planning terms not an employment use. Unclear how the plan could usefully mention them or include them more in village life – there are for e.g. already links with the school.</p>	<p>NO ACTION</p>

	<p>Within working hours this should also include light pollution. The light pollution emitted from the BMW garage at night is not acceptable and should be looked at regardless of this survey.</p> <p>dont agree need to restrict working hours</p> <p>1) Electric charging points provision to be "self financed" if to be provided. How will duration of time at each point be regulated. Someone parks, plugs in, and comes back later in the day!! 2) No working hours restrictions should apply except for noise considerations.</p> <p>This is not a suitable site for this type of development.</p> <p>There should be no development here. We have heard stories of kingfishers being seen regularly at this site...</p> <p>Obviously no one wants PN18, but it's in the Harrogate plan, so we have to live with it. I trust the Neighbourhood plan will be as restrictive as possible in order to act as a dissuasion to anyone thinking of building there.</p> <p>There is a lot of replace upon electronic vehicle charging points within the document, could these be solar or wind</p>	<p>NOTED – the light pollution issue can be looked at as a possible part of the draft plan policy.</p> <p>NOTED- the aim is to prevent the possibility of 24/7 working for noise/light pollution reasons –</p> <p>1) NOTED – charging points are provided at developer's expense and controlled by site operator(s), e.g. as with points on supermarket or local authority car parks. 2) The aim is to prevent the possibility of 24/7 working for noise/light pollution reasons –</p> <p>NOTED – the site is already allocated for development in the Local Plan. The NP can do nothing to change this.</p> <p>NOTED – the Local Plan policy allocating the site for development requires the submission of a preliminary ecological appraisal when any planning application is submitted. This would be expected to pick up on this issue.</p> <p>NOTED – the restrictions need to be reasonable and cannot exceed or conflict with those already required through the Local Plan policy.</p> <p>NOTED – the requirement for charging points is now commonplace – use of</p>	<p>ACTION – consider feasibility of a light pollution policy clause.</p> <p>NO ACTION</p> <p>1) NO ACTION 2) NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
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	<p>powered. I don't want the village to be known as a charging area!</p> <p>Support would be dependent on criteria. A lot of work is required here to make sure that the development controls ensure no increase in traffic, and that there are associated additions to green space and walking/cycling routes to employment/facilities. Specific need to avoid height that destroys rural views of the Crimple Valley.</p> <p>but why restrict working hours unless the activity is excessively noisy?</p> <p>We all want to keep the view of the Crimple valley and viaduct from the A61 and are concerned about increased traffic accessing the A61 at that point.</p> <p>We should persist in attempts to reverse the development of this site which is entirely unsuitable for so many reasons including access/egress; filling the space between Pannal and Harrogate, and spoiling the Crimple Valley vista</p> <p>This is a sop to an inappropriate development in a special area. This development should be opposed.</p> <p>Concern about extensive developments at Almsford Bank</p> <p>No comment</p>	<p>points will be controlled by those operating the sites in question. The stipulation of power source lies beyond the scope of the planning system.</p> <p>NOTED – the Local Plan policy restrictions already in place coupled with additional NP policy requirements will together seek to achieve the best possible development of the site.</p> <p>NOTED - the aim is to prevent the possibility of 24/7 working for noise/light pollution reasons –</p> <p>NOTED – Local Plan and NP development requirements together will aim to address both concerns.</p> <p>NOTED – there is no readily available mechanism to reverse the development and certainly not via the NP.</p> <p>NOTED - the site is already allocated for development in the Local Plan. The NP can do nothing to change this. Better to seek to shape the development to achieve the best outcome possible than for the NP to say/nothing and rely solely on Local Plan policy.</p> <p>NOTED</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
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	<p>But be harsher with HBC when we gain some more element of control.</p> <p>ED2 would not be necessary if the development of Harrogate Rugby Club had been allowed. Worried about development in terms of spoiling Crimble Valley and traffic congestion.</p> <p>Add Zero Carbon power sources to the list</p> <p>I would add noise restrictions pre 9am and post 5pm. Noise carries and Pannal village community could be disturbed without this restriction.</p> <p>As presented, the clause appears too restrictive to attract the investment needed.</p> <p>HBC – would need to ensure that this development brief was supported by robust evidence. HBC is already undertaking work on master planning for this site so might be useful to liaise with the Housing Delivery & Strategic Sites Team on this. Alex Robinson is the officer to contact with regard to this site.</p>	<p>NOTED – the NP cannot exceed or conflict with the adopted Local Plan policy for this site, but will look to add to it.</p> <p>NOTED – the NP cannot reverse history. ED2 aims to do its best to deliver the best development possible in the circumstances, including re the valley and traffic.</p> <p>NOTED – this aspect of developments is already addressed through adopted Local Plan Climate Change policies, which the NP cannot exceed or usefully add to.</p> <p>NOTED – the noise pollution issue can be looked at as a possible part of the draft plan policy.</p> <p>NOTED – unclear which clause is being referred to or whether it's the entire policy. Irrespective, such requirements are not unreasonable – ref the 9 clauses already pertaining in the adopted Local Plan policy.</p> <p>NOTED – policy will be drafted with this in mind. Agree re liaison with HBC officer as suggested.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>ACTION – consider feasibility of a noise pollution policy clause.</p> <p>NO ACTION</p> <p>ACTION – liaise with suggested officer on draft policy pre-Reg 14 consultation.</p>
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	Please also consider the value of linking in foot and cycle\disabled paths around the whole site and to provide a safe crossing of the A61, perhaps using an existing bridge\tunnel under the road. Screen development from rail users.	NOTED – majority of these issues already addressed via adopted Local Plan policy, with exception of A61 crossing. This can be looked at as a possible part of the draft plan policy.	ACTION – consider feasibility of a A61 crossing policy clause.
Economic Development - General	Economic Development fails to provide for a) part time opportunities for both younger and aging population and b) fails to identify opportunities to bring investment into the area to create jobs for local population.	NOTED – ED1 safeguards jobs already in the parish. The ‘South of Almsford Bridge’ development will provide more. This is considered more than enough for a village the size of Pannal. Consideration could be given to the feasibility of a local employment policy clause in ED2.	ACTION – consider feasibility of policy clause as indicated.
Non-Planning Community Actions - General	<p>No comments.</p> <p>No.</p> <p>None</p> <p>Very detailed with some desirable outcomes for the village if achieved.</p> <p>No further comment</p> <p>Agree with all of these especially the school and main street parking. However we do need to discourage car usage, although this may be difficult because it is no longer a village school as it is likely to have a wider catchment area.</p> <p>Nothing in particular</p>	<p>NOTED</p> <p>NOTED</p> <p>NOTED</p> <p>NOTED</p> <p>NOTED</p> <p>NOTED – the NP’s walking etc. policy intention (TTT1) plus various community actions seek to achieve this.</p> <p>NOTED</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>

	After your careful, detailed examination of how best to order Pannal and Burn bridge, the decision on the day I finished this response to your ideas was disheartening to say the least.	NOTED – impossible to respond meaningfully to the generality of the comment. Any specific comments made in this regard above will have been dealt with individually.	NO ACTION
	agree all	NOTED	NO ACTION
	Agree with these intentions	NOTED	NO ACTION
	Agree with all the proposed actions	NOTED	NO ACTION
	none	NOTED	NO ACTION
	None	NOTED	NO ACTION
	No	NOTED	NO ACTION
	No comments.	NOTED	NO ACTION
	no	NOTED	NO ACTION
	No	NOTED	NO ACTION
	No	NOTED	NO ACTION
	I am broadly in agreement with them	NOTED	NO ACTION
	No	NOTED	NO ACTION
	no	NOTED	NO ACTION
	I think the Parish Council has done a brilliant job of outlining what is important to residents and what is potentially achievable within our planning system.	NOTED	NO ACTION

I support them all	NOTED	NO ACTION
All very worthwhile actions.	NOTED	NO ACTION
Think they are all very valuable and necessary.	NOTED	NO ACTION
No	NOTED	NO ACTION
No	NOTED	NO ACTION
no	NOTED	NO ACTION
None	NOTED	NO ACTION
Agree entirely	NOTED	NO ACTION
no thanks.	NOTED	NO ACTION
No. All good.	NOTED	NO ACTION
Agree	NOTED	NO ACTION
No	NOTED	NO ACTION
Don't understand the question	NOTED – it relates to the 'Non-Planning Community Actions' listed at the end of each themed section in Chapter 3 of the document, as stated in the question header.	NO ACTION
I've run out of time. It would have been useful to add this to the end of each chapter!	NOTED – can look at remedying this for the next Survey Monkey consultation.	ACTION – rejig questionnaire in respect of community actions as suggested. For next consultation
Included in the above. Thank you for the opportunity to contribute.	NOTED	NO ACTION

General	<p>I appreciate the amount of work put into create this document but I feel it is something of a 'wish list' summarised by 'we want to improve our local environment' - no one can really argue with this general aspiration but there are not many concrete proposals.</p> <p>The commercial uses of the Dunlopillo site should avoid uses which would be detrimental to the residential areas EG, noisy, untidy and excessive road use.</p> <p>1) Dunlopillo should be demolished. Low level buildings should be provided including a new post office for the current business to move into. 2) The Cherry trees that were destroyed by the developer should be reinstated along the road past the current post office into the Dunlopillo development.</p> <p>This is a general comment. I think there is an opportunity to form partnerships with local businesses and institutions, in order to obtain sponsorship for village improvements. Villages that are successful in 'Britain in Bloom' for example will have planters sponsored by local businesses, providing the businesses with useful advertising - but that is just an example.</p> <p>1) Demolish Dunlopillo! 2) The village isn't the prettiest, particularly around the Coop / garage area. No idea what</p>	<p>NOTED – as stated in the document (P6/para 2), the document sets out broad policy intentions. The detailed policies with expanded justification/evidence will be set out in the next stage draft plan.</p> <p>NOTED – the uses for the site have already been set out in the adopted Local Plan (Policy EC1) which the NP cannot change.</p> <p>1) NOTED – the future of the building/land is out of the hands of the PC/ community. PC has made local views known. Building will either be retained and converted to flats or demolished and a larger block of flats erected. 2) NOTED – there is a planting plan to address this (a residential development reserved matter) once the building's future has been bottomed out.</p> <p>AGREE</p> <p>1) NOTED – the future of the building/land is out of the hands of the PC/ community. PC has made local</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>1) NO ACTION 2) NO ACTION</p> <p>ACTION – link sponsorship to any community actions regarding village improvements.</p> <p>1) NO ACTION</p>
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	<p>can be done. Perhaps once the house building is complete it will help.</p> <p>The Harrogate Local Plan, although approved, has several shortcomings which are supposed to be addressed in part by the West of Harrogate Parameters Plan. Should this not be adequate, why should any of the parish's needs be forced to comply with the policies of a dysfunctional borough council?</p> <p>I think the PID is a very serious and well-structured document. Well done.</p> <p>No more development in Crimple Valley between the Show ground and Pannal.</p> <p>The document is too complicated and should be much simpler. This way we would look to interest the community. This document does the total opposite I am afraid, even though I'm sure there are some good ideas in it, how on earth would they all be implemented? The document needs to address less and explain how it will endeavour to achieve any of it!</p>	<p>views known. Building will either be retained and converted to flats or demolished and a larger block of flats erected.</p> <p>2) AGREE – attractiveness of village in this location should be addressed. NP policies should result in more attractive development in general in the future.</p> <p>NOTED – NP legislation/regulations state that NP policy must be in general conformity with the strategic policies of the adopted development plan. The NP will be tested on this by an independent examiner.</p> <p>NOTED</p> <p>NOTED – the NP cannot guarantee this but will put in place policies aimed at making it even more difficult to develop.</p> <p>NOTED – as stated in the document (P6/para 1), the NP, once 'made' (i.e. adopted) will be a statutory planning document with the same status as the Harrogate Local Plan. It is therefore essential that it is written in the form of legally enforceable planning policies and proposals. It's policies will be implemented by HBC and its successor authority in relation to future planning applications.</p>	<p>2) ACTION – add community action re village centre improvements once Dunlopillo saga is resolved.</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
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	<p>The school is already considered to be large within the Harrogate district and I think it is VERY important to keep this as a local village school, not open to all. This would also help with the traffic follow as most parents would be able to walk to school.</p> <p>prefer no new development sites</p> <p>I would like for the Dunlopillo building to be demolished entirely and replaced with something less overbearing</p> <p>As well as removing the dreadful eyesore, the former Dunlopillo offices.</p> <p>Natural England - Natural England does not have any specific comments on this policy intentions document for the neighbourhood plan.</p> <p>The Coal Authority - Having reviewed your document, I confirm that we have no specific comments to make on it.</p>	<p>NOTED – the expansion of the school is already agreed in the adopted Local Plan which the NP cannot change. Its catchment is set by NYCC Education and is beyond the NP’s scope.</p> <p>NOTED – the document does not propose to allocate any new development sites.</p> <p>NOTED – the future of the building/land is out of the hands of the PC/ community. PC has made local views known. Building will either be retained and converted to flats or demolished and a larger block of flats erected.</p> <p>NOTED</p> <p>NOTED</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
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**PANNAL & BURN BRIDGE
NEIGHBOURHOOD DEVELOPMENT PLAN
2021-2035**

CONSULTATION STATEMENT

APPENDIX 6

Regulation 14 Consultation

APPENDIX 6a:	Regulation 14 Consultation: Neighbourhood Development Plan Summary Document
APPENDIX 6b:	Regulation 14 Consultation: Questionnaire
APPENDIX 6c:	Regulation 14 Consultation: Questionnaire Results
APPENDIX 6d:	Regulation 14 Consultation: Results Grid

**APPENDIX 6a: Regulation 14 Consultation: Neighbourhood Development
Plan Summary Document**



PRE-SUBMISSION PLAN FOR CONSULTATION

PLAN SUMMARY APRIL 2022

Introduction

Welcome to this summary of our Pre-Submission Pannal and Burn Bridge Neighbourhood Plan. Here we set out our vision for the future of our area, our aims for this plan and a summary of the plan's policies. The policies are specifically designed to answer the community's key concerns and to achieve the plan's aims.

To view the full Neighbourhood Plan with detailed Policies Map, supporting documents, and an online response form for your comments, please go to [\(NB insert website link\)](#). The parish council urges you to take the time to look at the full detail of the plan and map – at the end of the day, it's your plan for your community. A hard copy response form is also available (see below), although we strongly encourage you to use the Survey Monkey online form as this makes it easier for us to process what will be many hundreds of your responses.

You can view a hard copy of the plan and pick-up/return response forms at the following public locations: Pannal Memorial Hall, the Parish Church, the Methodist Church, The Black Swan, Pannal Cricket Club and Pannal Golf Club – full details including times will be posted on the parish council website.

You can also request a loan copy of the plan, discuss the plan and ask questions throughout the April-June consultation period by contacting the parish council at [\(NB add details\)](#)

The consultation will run from Friday 22nd April to Friday 3rd June.

Vision for Pannal, Burn Bridge and Walton Park

The Pannal, Burn Bridge and Walton Park of 2035 will be built on the pillars of environmental, transport and social sustainability – valuing the past, while taking full advantage of new technological developments.

The parish's villages will still remain proudly separate from the built-up area of Harrogate, both buffered and characterised by the Crimple Beck and its valley which lend the villages their distinctive rural, agricultural feel. This treasured countryside gap will enjoy even greater protection against development, while offering enhanced recreational opportunities and improved access for all, to enjoy its rich wildlife and landscape. The valley's landmark beck bridges – at both Pannal and Burn Bridge – and the iconic views afforded of the Crimple Valley Viaduct, will have been conserved, alongside a newly identified list of locally valuable heritage assets.

Though strengthened in its own distinct identity, the parish will have retained and expanded its local and wider connectivity through more frequent and better quality rail links to Harrogate, Leeds, York and all points between, bolstered by a modernised Pannal Rail Station. The Public Rights of Way and cycle network will have been similarly enhanced, thereby further promoting local sustainable travel. Meanwhile, a local rural road network, in keeping with a rural parish, will survive, no longer over-burdened by unwanted commuter and 'rat-running' traffic.

The settlements themselves will be home to a genuinely mixed community, boasting enhanced facilities and activities for the old, young and all between, with an emphasis on real community cohesion and support. Pannal's share of Harrogate's housing allocation will have been successfully integrated, providing a mix of housing appropriate to local needs, enabling the young to stay local and the old to downsize. Such a mix will have helped both to sustain and support the growth of the area's community facilities and services.

By 2035, the parish will not have gone, and of course literally cannot go, back in time. It will however be secure in its self-contained 'village' status, moving with the times, comfortably retaining a rural village feel and hosting a mixed pro-active community with a 'can-do', 'will-do' attitude, fully justified in saying that it 'has-done' in its delivery of its Neighbourhood Plan ambitions.

Aims of the Plan

- To protect, enhance and extend a green space network of landscape, wildlife and recreational value throughout the parish;
- To identify and conserve the parish's local heritage assets;
- To ensure that all new development is in keeping with existing historical, architectural and landscape quality;
- To improve transport infrastructure and services, alleviating congestion and developing better routes and facilities for cyclists and public rights of way users;
- To protect, improve and support further provision of community and recreational facilities, services and activities;
- To ensure that homes of the right types are built to meet the needs of local people;
- To not support further large scale house-building and to control the building of any further new small-scale housing in the area;
- To secure and support the growth of appropriate local employment opportunities;
- To ensure that new development sites are laid out and designed in the best possible way, relative to their characteristics, surroundings and neighbouring uses.

THE GREEN AND NATURAL ENVIRONMENT

YOU TOLD US:-

- The area's peacefulness was valued, its rural character should be kept and that Green Belt was important for wildlife
- That separation from Harrogate should be maintained and the Crimble Valley's special landscape preserved
- There was a need for a multi-use games area and a playground for small children, plus support for allotments
- You valued trees and tree planting and had climate crisis concerns

THE NEIGHBOURHOOD PLAN'S POLICIES:-

- Protect the Crimble Beck/River Crimble green corridor and the green countryside fringing the settlement, so the area's green and blue infrastructure network is not severed or harmed, while encouraging enhancement and extension (GNE1)
- Set out robust criteria for any development in the Crimble Valley Special Landscape Area, to protect the character and appearance of the landscape (GNE2) *(NB the Harrogate Local Plan does not prevent development)*
- Identify 10 sites as Local Green Space, which in effect gives them Green Belt status and protection (GNE3)
- Support enhancement of Local Green Space sites (GNE4)
- Support the provision of new open space including allotments, tennis courts, bowling green, multi-use games area and small children's play area (GNE5)
- Identifies an opportunity for a new natural open space east of Almsford Bridge, incorporating the existing Almsford Wood (GNE6)
- Support the conservation of trees and new tree planting, together with tree replacement on a 'three for one' basis wherever trees are lost to development (GNE7)

THE BUILT ENVIRONMENT: HERITAGE, DEVELOPMENT AND DESIGN

YOU TOLD US:-

- Over development is a threat to village identity
- You support the idea of 'Local Heritage Areas'
- You supported the identification of 'Non-Designated Heritage Assets'
- Rural character should be kept

THE NEIGHBOURHOOD PLAN'S POLICIES:-

- Guide design and development within Pannal Conservation Area so they reflect and take account of the areas' special historic and architectural features (BE1)
- Identify 4 potential new conservation areas or extensions – at All Saints/Sandy Bank, Burn Bridge-Malthouse Lane, Hill Foot/Hill Top Lane and around Pannal Methodist Church – as 'Local Heritage Areas', and set out area-specific considerations which any new development should take account of, as well as encouraging enhancement (BE2-3)
- Identify 2 'Non-Designated Heritage Assets' (locally important buildings or structures) in Pannal Memorial Hall and Burn Bridge's Crimble Beck Bridge, the significance of which will be considered in any development proposal, in order to avoid or minimise conflict with their conservation and to improve them where possible (BE4)
- Guide design and development in defined character areas of the parish so they respect local distinctiveness and reflect good design principles (BE5)

TRANSPORT AND MOVEMENT

YOU TOLD US:-

- You support the protection and enhancement of public rights of way and cycling networks
- Young people are enthusiastic about cycling and want more safe cycle routes
- About a range of severe parking problems, connected particularly with the school and the station
- You supported a proposed Park and Stride scheme
- Electric vehicle charging points should be provided as part of a generally expressed concern about the climate crisis
- About severe problems of rat-running traffic, speeding and congestion on many of the parish's minor roads, with particular issues on Spring Lane and Burn Bridge Road

THE NEIGHBOURHOOD PLAN'S POLICIES:-

- Expect new development to safeguard, enhance and extend pedestrian, cycling and bridleway provision in Pannal and Burn Bridge, including improvements at 2 specified locations (TTT1)
- Safeguard existing levels of public car parking at Pannal Station Car Park (TTT2)
- Set enhanced car parking provision standards for any new development within a half a mile radius of Pannal Station and Pannal Primary School (TTT3)
- Identify land for a Park and Stride facility at the rear of St Robert's Church, to serve both the school and Pannal Community Park and address Pannal village parking problems at school drop-off/pick-up times (TTT4)
- Require electric vehicle charging points wherever development provides new parking spaces (TTT5)
- Support highway improvements schemes at A61/Follifoot Road, Spring Lane and Burn Bridge's Crimple Beck Bridge (TTT6)

COMMUNITY FACILITIES

YOU TOLD US:-

- You greatly value community facilities such as the post office, local shops, doctors' and dentist surgeries and The Black Swan being on your doorstep
- Pannal and Walton Park lack a pub and there is a need for a local café
- Rural character should be kept, electric vehicle charging points provided and cycling supported

THE NEIGHBOURHOOD PLAN'S POLICIES:-

- Protect a list of 11 community facilities in the area and encourage improvements (CFS1)
- Support the provision of new community facilities, particularly a pub in Pannal or Walton Park and a local café (CFS2)
- Require tree/hedgerow retention and planting, electric vehicle charging points and cycle parking/storage facilities as part of the already agreed provision of new educational facilities at Pannal Primary School

HOUSING

YOU TOLD US:-

- You would support relatively small scale housing development designed to meet acknowledged local needs
- Of your concerns regarding the landscape, environmental, highways and pollution impacts of further greenfield housing development
- You supported policies addressing both infill housing and unallocated larger scale development
- The highest priorities for any new homes built was for starter and retirement provision
- That there is a threefold need to cater for downsizers and people with special needs, 'up-sizers' and 'upgraders' and young adults/young couples

THE NEIGHBOURHOOD PLAN'S POLICIES:-

- Set out robust design and layout requirements regarding any new infill housing within the development limit set by Harrogate (H1)
- Set out 'tests' to help decide if any proposed new housing on sites outside the development limit is acceptable (H2) *(NB the Harrogate Local Plan allows for such development to be considered in certain circumstances)*
- Expect a housing mix reflective of the findings of the parish council commissioned 2018 local housing needs survey, i.e. a mix of 1-2, 3 and 4 bedroom properties (H3)

EMPLOYMENT

YOU TOLD US:-

- You support the protection of existing employment sites
- Rural character should be kept, A61 traffic issues addressed, electric vehicle charging points provided, cycling supported and light pollution avoided

THE NEIGHBOURHOOD PLAN'S POLICIES:-

- Protect employment sites at Almsford Bridge, Crimble Hall and Spacey Houses in suitable employment uses as specified (ED1)
- Require new A61 planting, varied building heights, various highways and parking provisions plus transport and visual impact assessments to address local concerns regarding traffic volumes, A61 accesses and light pollution (ED2), as part of the already allocated development for employment at South of Almsford Bridge (ED2)

APPENDIX 6b: Regulation 14 Consultation: Questionnaire

PANNAL & BURN BRIDGE NEIGHBOURHOOD DEVELOPMENT PLAN 2021-35

PRE-SUBMISSION DRAFT PLAN – REGULATION 14 CONSULTATION QUESTIONNAIRE

**Please circle your answer, add comments if you wish and
continue in the space at the end if necessary**

VISION & AIMS

Do you agree with our Vision?

Yes

No

Don't Know

Comments

What do you think of our 9 aims? Please indicate any that you DON'T agree with and tell us why.

THE GREEN & NATURAL ENVIRONMENT

Do you agree with Policy GNE1?

Yes

No

Don't Know

Comments

Do you agree with Policy GNE2?

Yes

No

Don't Know

Comments

Do you agree with Policy GNE3?

Yes

No

Don't Know

Comments

Do you agree with Policy GNE4?

Yes

No

Don't Know

Comments

Do you agree with Policy GNE5?

Yes

No

Don't Know

Comments

Do you agree with Policy GNE6?

Yes

No

Don't Know

Comments

Do you agree with Policy GNE7?

Yes

No

Don't Know

Comments

THE BUILT ENVIRONMENT: HERITAGE, DEVELOPMENT & DESIGN

Do you agree with Policy BE1?

Yes

No

Don't Know

Comments

Do you agree with Policy BE2?

Yes

No

Don't Know

Comments

Do you agree with Policy BE3?

Yes

No

Don't Know

Comments

Do you agree with Policy BE4?

Yes

No

Don't Know

Comments

Do you agree with Policy BE5?

Yes

No

Don't Know

Comments

TRAFFIC, TRANSPORT & TRAVEL

Do you agree with Policy TTT1?

Yes

No

Don't Know

Comments

Do you agree with Policy TTT2?

Yes

No

Don't Know

Comments

Do you agree with Policy TTT3?

Yes

No

Don't Know

Comments

Do you agree with Policy TTT4?

Yes

No

Don't Know

Comments

Do you agree with Policy TTT5?

Yes

No

Don't Know

Comments

Do you agree with Policy TTT6?

Yes

No

Don't Know

Comments

COMMUNITY FACILITIES & SERVICES

Do you agree with Policy CFS1?

Yes

No

Don't Know

Comments

Do you agree with Policy CFS2?

Yes

No

Don't Know

Comments

Do you agree with Policy CFS3?

Yes

No

Don't Know

Comments

HOUSING

Do you agree with Policy H1?

Yes

No

Don't Know

Comments

Do you agree with Policy H2?

Yes

No

Don't Know

Comments

Do you agree with Policy H3?

Yes

No

Don't Know

Comments

ECONOMIC DEVELOPMENT

Do you agree with Policy ED1?

Yes

No

Don't Know

Comments

Do you agree with Policy ED2?

Yes

No

Don't Know

Comments

NON-PLANNING COMMUNITY ACTIONS (see Neighbourhood Plan – *NB insert page numbers*)

Do you have any comments about any of the proposed Non-Planning Community Actions?

ADDITIONAL COMMENTS

THANK YOU FOR YOUR TIME AND CONTRIBUTIONS – THEY ARE GREATLY APPRECIATED

QUESTIONNAIRES MUST BE COMPLETED AND SUBMITTED

TO PANNAL & BURN BRIDGE PARISH COUNCIL BY

FRIDAY 3RD JUNE 2022

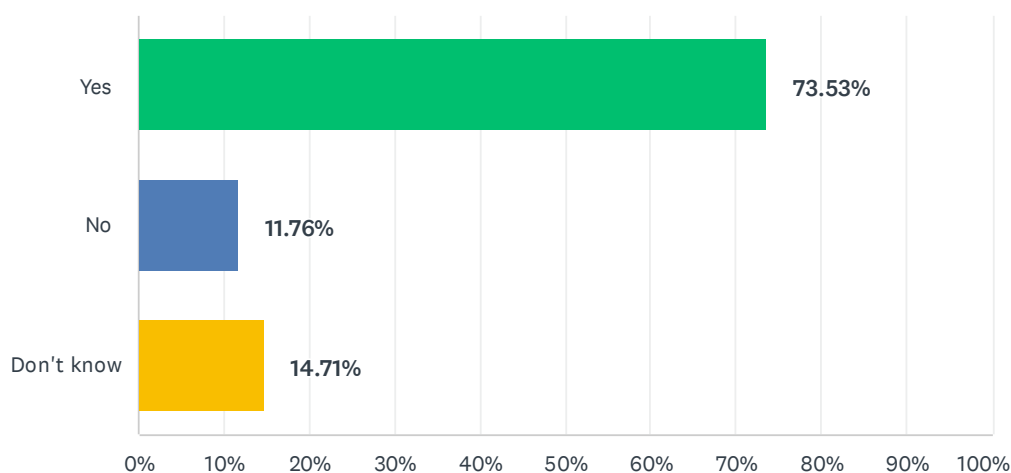
FORMS MAY ALSO BE COMPLETED USING THE SURVEY MONKEY LINK AT

(NB link to be inserted)

APPENDIX 6c: Regulation 14 Consultation: Questionnaire Results

Q1 Do you agree with our Vision?

Answered: 34 Skipped: 1

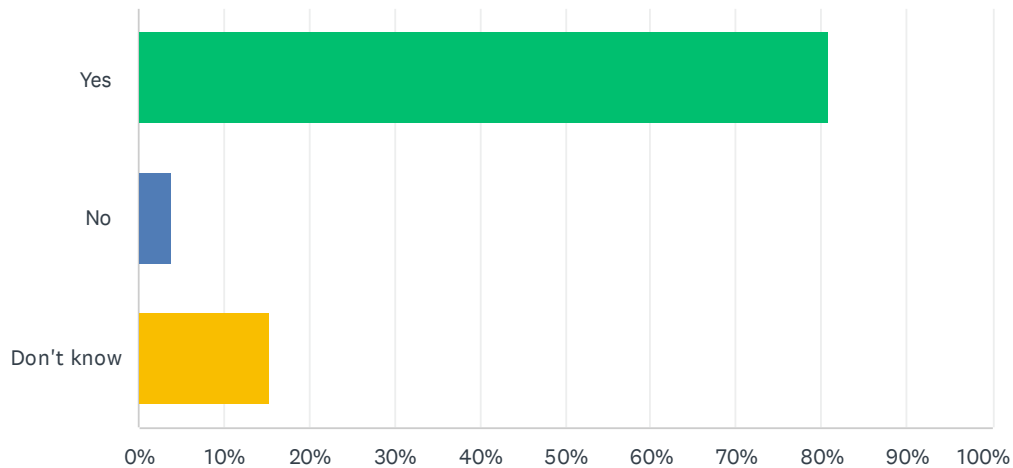


ANSWER CHOICES	RESPONSES	
Yes	73.53%	25
No	11.76%	4
Don't know	14.71%	5
TOTAL		34

#	COMMENTS:	DATE
1	I like the identification of issues which are outside the Parish Council's remit but where lobbying is appropriate	5/31/2022 9:51 PM
2	it is very comprehensive.	5/29/2022 2:32 PM
3	In line with expectations	5/26/2022 7:33 AM
4	Whilst agreeing with much of the draft plan, I do not agree that more car parking is required- that will simply attract more traffic. In addition, I would criticise the draft plan for the lack of reference to the danger to walkers posed by the narrow footpath on Yew Tree Lane, and for the complete failure to identify the benefits of a regular bus service.	5/18/2022 9:34 PM
5	Given the housing crisis nationally, I cannot support the level of control of both large and small scale housing which the vision aims for	5/18/2022 3:22 PM
6	I do not agree with any further building here and am very upset about any building on Greenfield sites. I wish to see the rat run traffic removed from spring lane and burn bridge road not the roads further widened to allow for more speeding traffic as has happened when spring lane was widened when it was resurfaced. The village is far too big after new development I only support new building on brownfield sites for first time buyers retirement homes or rental homes I do not want to see any highway improvement schemes in Spring Lane which will ensure traffic travels faster and ruins the rural feel of my road.	5/5/2022 7:15 PM
7	I agree and support the vision and aims. I hope that this is able to be achieved.	4/25/2022 11:20 AM
8	Agree with part but not all	4/19/2022 9:43 AM

Q2 Do you agree with Policy GNE1?

Answered: 26 Skipped: 9

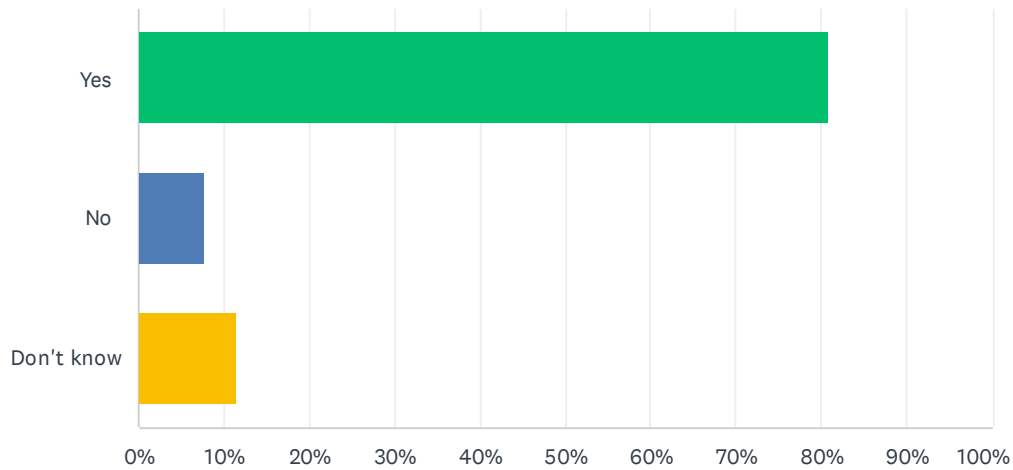


ANSWER CHOICES	RESPONSES	
Yes	80.77%	21
No	3.85%	1
Don't know	15.38%	4
TOTAL		26

#	COMMENTS:	DATE
1	Over development of housing is definitely our biggest threat and I am doubtful about the amount of power we have in relation to planning committee decisions, especially when that is moving further away to North Yorkshire. I do think that mention needs to be made of protecting the conservation area along the path next to the Crimple between Pannal and Burn Bridge. The footpath is an important access route and does get very muddy in winter so would benefit with some better surface to make it more accessible.	6/1/2022 4:02 PM
2	we really want to protect what we've got here in Pannal & Burn Bridge.	5/29/2022 2:49 PM
3	No development to be permitted in crimple valley special landscape area please	5/5/2022 7:19 PM

Q3 Do you agree with Policy GNE2?

Answered: 26 Skipped: 9

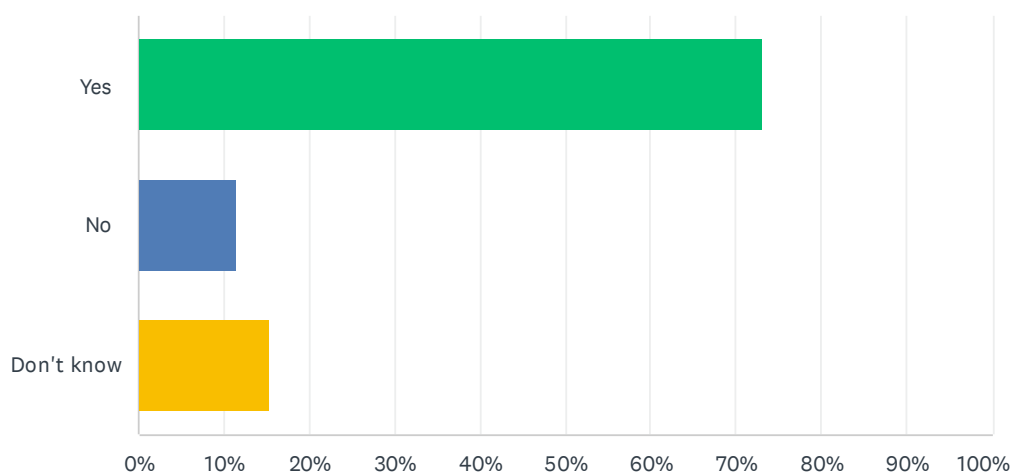


ANSWER CHOICES	RESPONSES	
Yes	80.77%	21
No	7.69%	2
Don't know	11.54%	3
TOTAL		26

#	COMMENTS:	DATE
1	Providing we can have some influence here	6/1/2022 4:02 PM
2	Critical to separate the villages from Harrogate town	5/30/2022 5:24 PM
3	WE need to ensure that the replacement for the dunlopillow building is the least obtrusive possible and that no further monstrosities are allowed.	5/29/2022 2:49 PM
4	The policies together appear to have the intent of restricting building of any further housing at all within the area. Whilst a lovely idea, this is not realistic when set against the national need for housing.	5/18/2022 3:25 PM

Q4 Do you agree with Policy GNE3?

Answered: 26 Skipped: 9

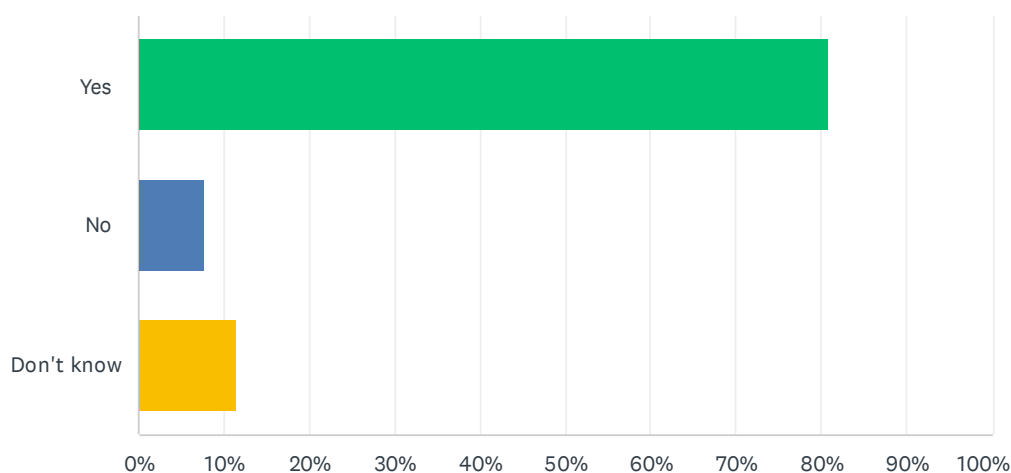


ANSWER CHOICES	RESPONSES	
Yes	73.08%	19
No	11.54%	3
Don't know	15.38%	4
TOTAL		26

#	COMMENTS:	DATE
1	Include green space protection for the area around the Ringway Pannal - Burn Bridge and beyond. Protection of the area around the fields behind the church (is this included in protecting Crimple valley?)	6/1/2022 4:02 PM
2	It omits the open green space associated with the development of the Dunlopillo site	5/31/2022 9:51 PM
3	Why 10? Surely there could be more or fewer depending upon criteria for inclusion	5/30/2022 5:24 PM
4	The policies together appear to have the intent of restricting building of any further housing at all within the area. Whilst a lovely idea, this is not realistic when set against the national need for housing.	5/18/2022 3:25 PM
5	I do not support any road widening schemes as has happened in Spring lane which has ruined the. Character of the road	5/5/2022 7:19 PM
6	This is really important	4/25/2022 11:22 AM

Q5 Do you agree with Policy GNE4?

Answered: 26 Skipped: 9

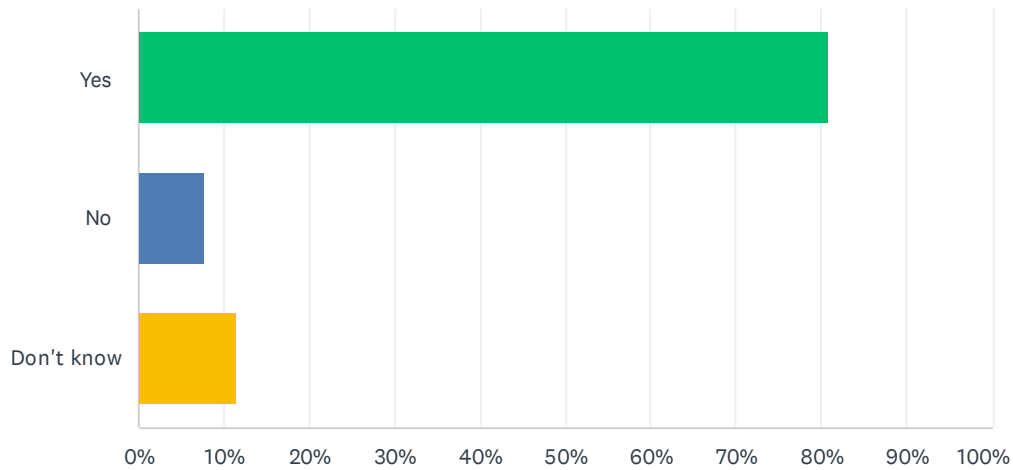


ANSWER CHOICES	RESPONSES	
Yes	80.77%	21
No	7.69%	2
Don't know	11.54%	3
TOTAL		26

#	COMMENTS:	DATE
1	As per previous comments	6/1/2022 4:02 PM
2	The policies together appear to have the intent of restricting building of any further housing at all within the area. Whilst a lovely idea, this is not realistic when set against the national need for housing.	5/18/2022 3:25 PM
3	I would suggest Padel tennis courts rather than the traditional tennis courts. Padel tennis is a popular and fast growing sport nationally because it is easier to play.	5/7/2022 11:19 AM

Q6 Do you agree with Policy GNE5?

Answered: 26 Skipped: 9

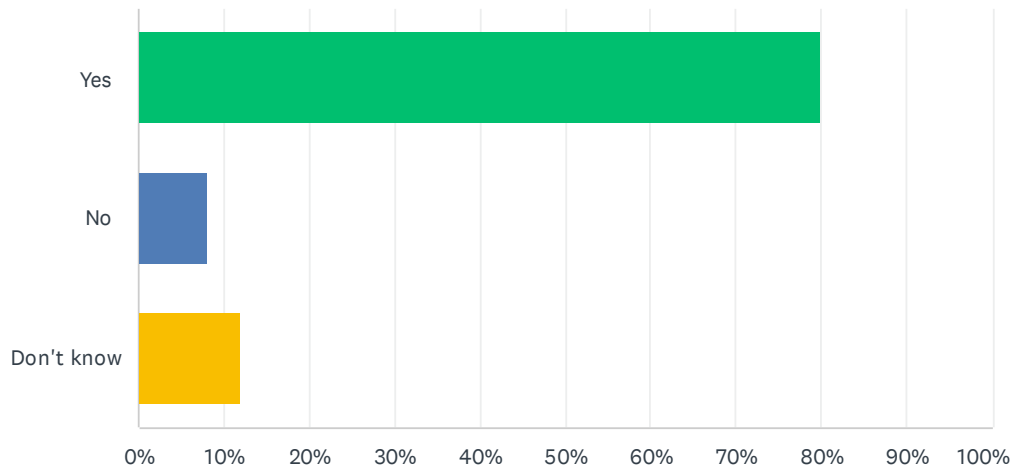


ANSWER CHOICES	RESPONSES	
Yes	80.77%	21
No	7.69%	2
Don't know	11.54%	3
TOTAL		26

#	COMMENTS:	DATE
1	However don't we now have a small children's play area and equipment on the village Sports field?	6/1/2022 4:02 PM
2	Bowling Green for only a few people?	5/30/2022 7:30 PM
3	Particular need for allotments and play areas for small children	5/30/2022 5:24 PM
4	Don't think a bowling green would be practical or even used	5/26/2022 7:39 AM
5	I think allotments would be the greatest priority	4/25/2022 11:22 AM

Q7 Do you agree with Policy GNE6?

Answered: 25 Skipped: 10

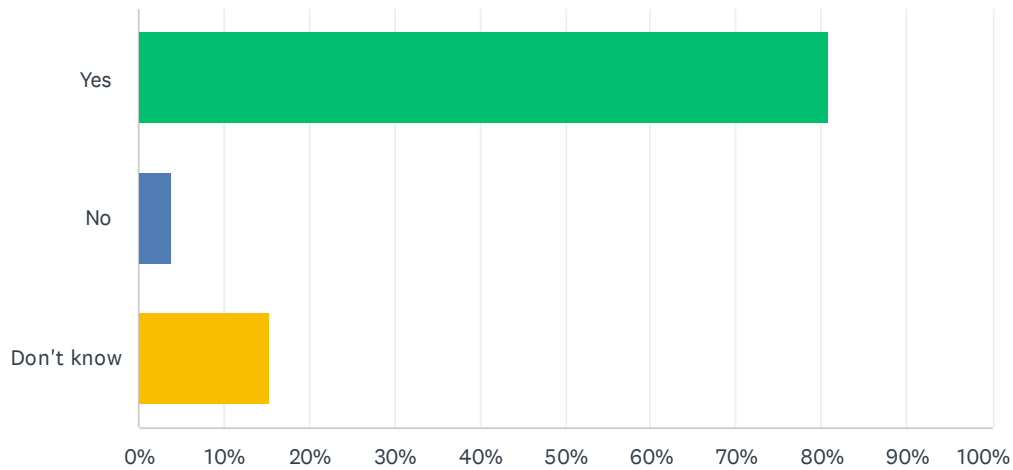


ANSWER CHOICES	RESPONSES	
Yes	80.00%	20
No	8.00%	2
Don't know	12.00%	3
TOTAL		25

#	COMMENTS:	DATE
1	Definitely - protection needed for this area against housing development	6/1/2022 4:02 PM
2	But it should be included in GNE5	5/31/2022 9:51 PM
3	Anything to stop development here	5/30/2022 7:30 PM
4	An excellent opportunity to improve the environment and open up more rights of way and hence access to open space from the parish. Potential to link cycling to off road routes.	5/23/2022 6:17 PM

Q8 Do you agree with Policy GNE7?

Answered: 26 Skipped: 9

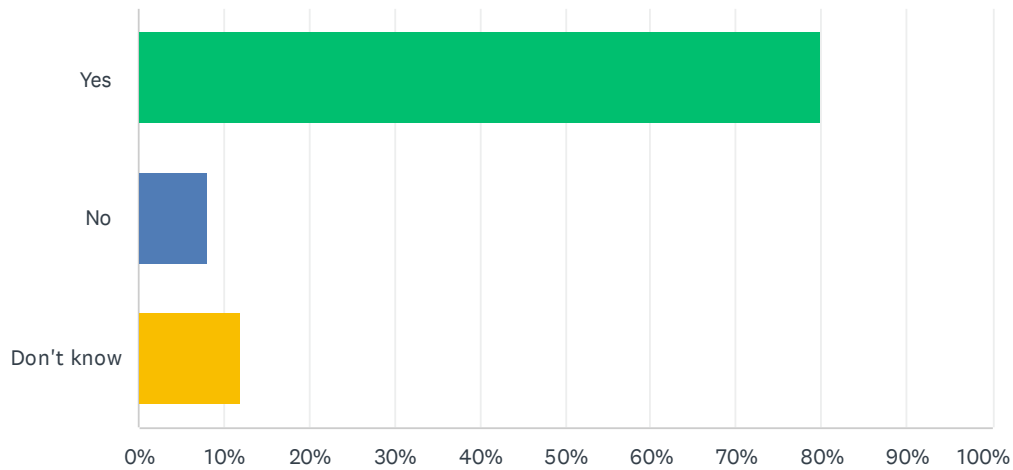


ANSWER CHOICES	RESPONSES	
Yes	80.77%	21
No	3.85%	1
Don't know	15.38%	4
TOTAL		26

#	COMMENTS:	DATE
1	Yes but how do we ensure this is enforced. I complained bitterly when the trees on the edge of the Dunlopillo site were chopped down (they were a haven for wildlife) and I was assured that Bellways had an agreement for planting on the site - I am still waiting to see this happen. Can anyone reassure me?	6/1/2022 4:02 PM
2	Tree planting should be more widely encouraged rather than linked with new developments.	5/31/2022 9:51 PM
3	Definitely need more greening to counter the the recent development that has taken place and to keep pressure on developers to plant & replace trees.	5/29/2022 2:49 PM

Q9 Do you agree with Policy BE1?

Answered: 25 Skipped: 10

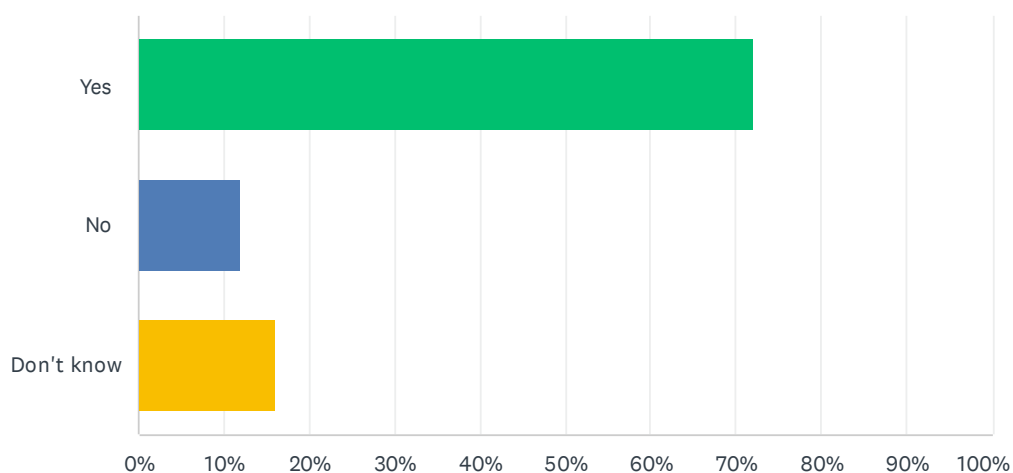


ANSWER CHOICES	RESPONSES	
Yes	80.00%	20
No	8.00%	2
Don't know	12.00%	3
TOTAL		25

#	COMMENTS:	DATE
1	I am not sure that this adds ro what is already included in the definition of the Conservation Area	5/31/2022 9:51 PM
2	In principle yes. In reality, again suspect this is stated as a vision in order to control any development at all	5/18/2022 3:29 PM

Q10 Do you agree with Policy BE2?

Answered: 25 Skipped: 10

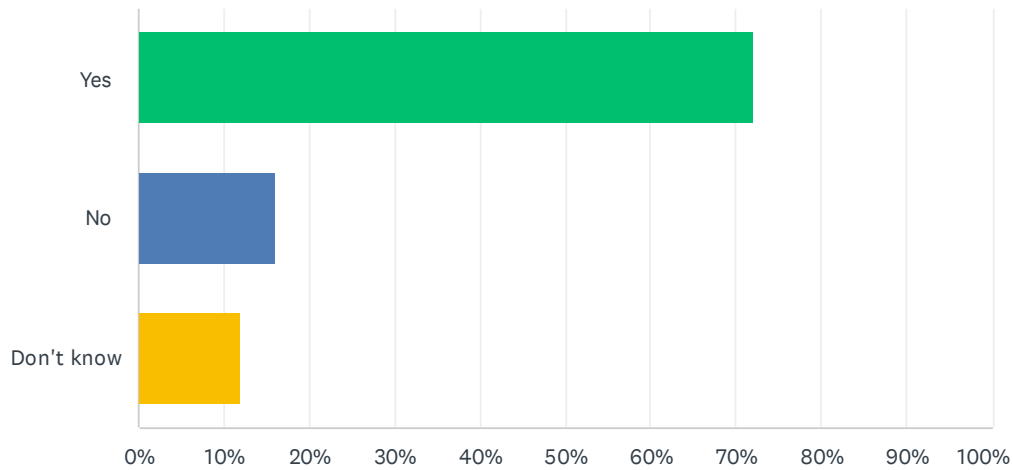


ANSWER CHOICES	RESPONSES	
Yes	72.00%	18
No	12.00%	3
Don't know	16.00%	4
TOTAL		25

#	COMMENTS:	DATE
1	Some of the proposed areas seem very small	5/31/2022 9:51 PM
2	Pannal Methodist Church - local heritage???	5/30/2022 7:32 PM
3	Not sure I quite understand the reasons for each of the proposed areas	5/30/2022 5:27 PM
4	Malthouse Lane area identified has many architectural and historic features and should be protected - would also benefit from signposting and historical interpretation information linked to Ringway path.	5/23/2022 6:26 PM
5	Too restrictive - if all these aims are put into policy, no householders will be able to undertake any improvement unless the Parish Council decide to approve	5/18/2022 3:29 PM

Q11 Do you agree with Policy BE3?

Answered: 25 Skipped: 10

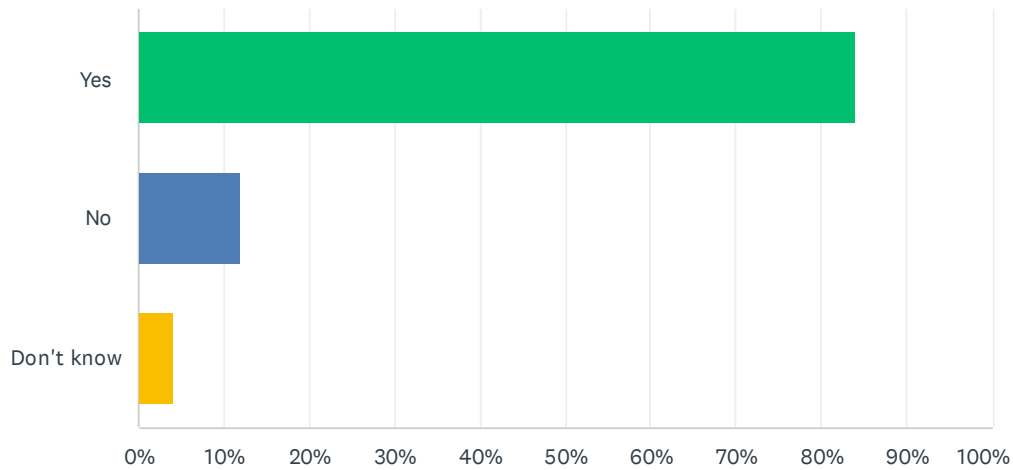


ANSWER CHOICES	RESPONSES	
Yes	72.00%	18
No	16.00%	4
Don't know	12.00%	3
TOTAL		25

#	COMMENTS:	DATE
1	I disagree with the proposal that any new highways should not have pavements. On the contrary the plan should encourage the provision of pavements on roads where they are missing	5/31/2022 9:51 PM
2	See above	5/30/2022 5:27 PM
3	Hill Top/Foot Lane need pavements for the safety of pedestrians	5/26/2022 7:43 AM

Q12 Do you agree with Policy BE4?

Answered: 25 Skipped: 10

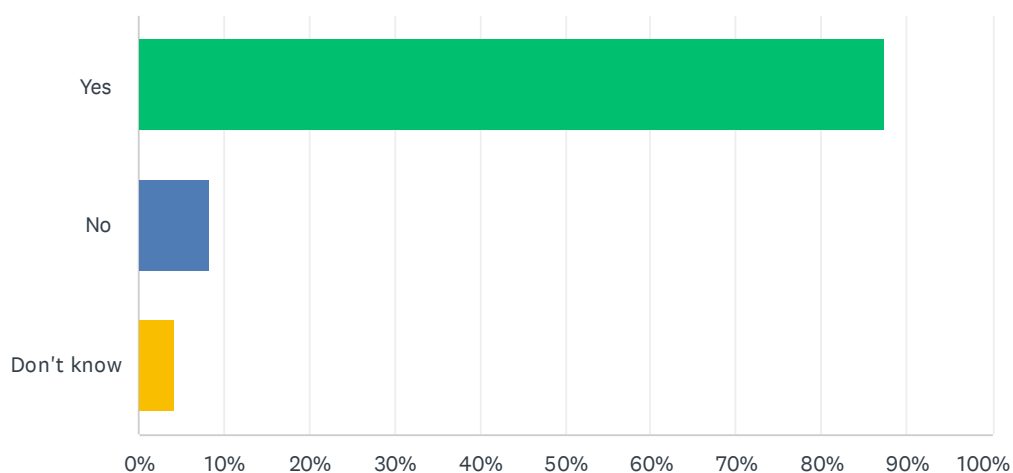


ANSWER CHOICES	RESPONSES	
Yes	84.00%	21
No	12.00%	3
Don't know	4.00%	1
TOTAL		25

#	COMMENTS:	DATE
1	The number of sites is too limited. For example It should include the Black Swan.	5/31/2022 9:51 PM

Q13 Do you agree with Policy BE5?

Answered: 24 Skipped: 11

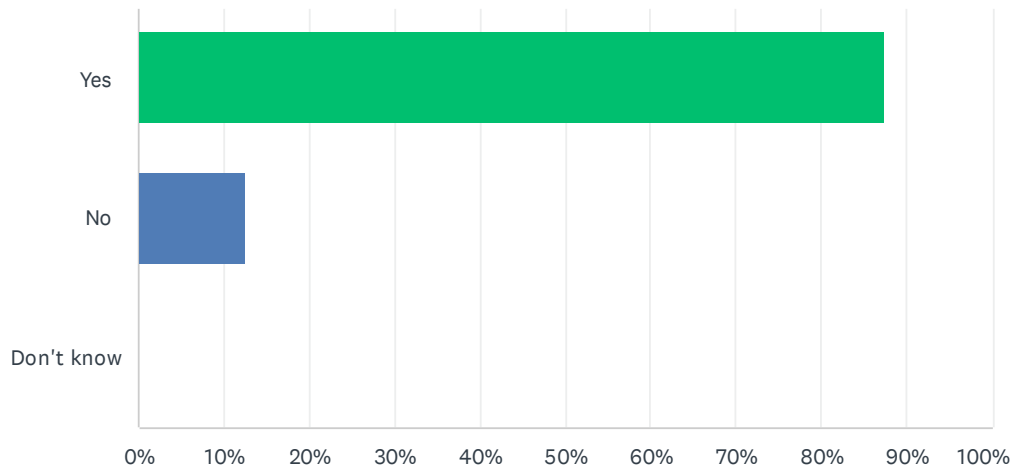


ANSWER CHOICES	RESPONSES	
Yes	87.50%	21
No	8.33%	2
Don't know	4.17%	1
TOTAL		24

#	COMMENTS:	DATE
1	But it should be extended, e.g. footpaths should be provided along all length of the A61 and Spring Lane	5/31/2022 9:51 PM
2	Too restrictive. This is just adding another layer of approval. There are already required approvals through normal planning procedures	5/18/2022 3:29 PM

Q14 Do you agree with Policy TTT1?

Answered: 24 Skipped: 11



ANSWER CHOICES	RESPONSES	
Yes	87.50%	21
No	12.50%	3
Don't know	0.00%	0
TOTAL		24

#	COMMENTS:	DATE
1	As a regular walker in the village and area, I can confirm that the pavements are a hazard. In the autumn they are so dirty as they never get cleaned or swept and so are cluttered with rotting leaves. Crossing the busy main street is also a hazard and walking along the paths outside the village you take your life in your hands! This includes the A6 towards Harrogate past the Crimple Garden centre (or the other direction) and Yew Tree Lane. The pavement along the A6 is wide enough to be cleared of debris to make a much wider path and also needs turning into a cycle lane. They spent all that money on resurfacing the road but pedestrians and cyclists got a poor deal. I also noted in the planning documents for the monstrosity which is going to replace the former Dunlopillo office block that the developer was promoting the fact that it was only a 20 minute cycle ride into Harrogate from the proposed new development. Who in their right mind would take their life into their hands and cycle that route at present?? I also thought that Bellway were supposed to be committed to doing something to develop a cycle way into Harrogate. If we really want to promote cycling and walking we need to mean it - and not just talk about it!! I just remember how wonderful it was during the first lockdown with no cars !	6/1/2022 4:43 PM
2	Seems too limited in application	5/31/2022 9:51 PM
3	Only 2 specified locations - where are they and why not more?	5/30/2022 5:30 PM
4	The section of the Harrogate Ringway path east of St Robert's Church to Almsford Bank is only a permissive footpath and as such the landowner/tenant farmer could withdraw that permission and does not have a legal requirement to maintain it. By common usage the route of the permissive path is in question. This section is badly in need of signage and general maintenance and protection as an access route. Consideration should also be given to it being a designated bridle way. There is poor safe access between Pannal and Burn Bridge for cyclists. We want to encourage less use of cars for journeys to school, but our footpaths are	5/30/2022 8:15 AM

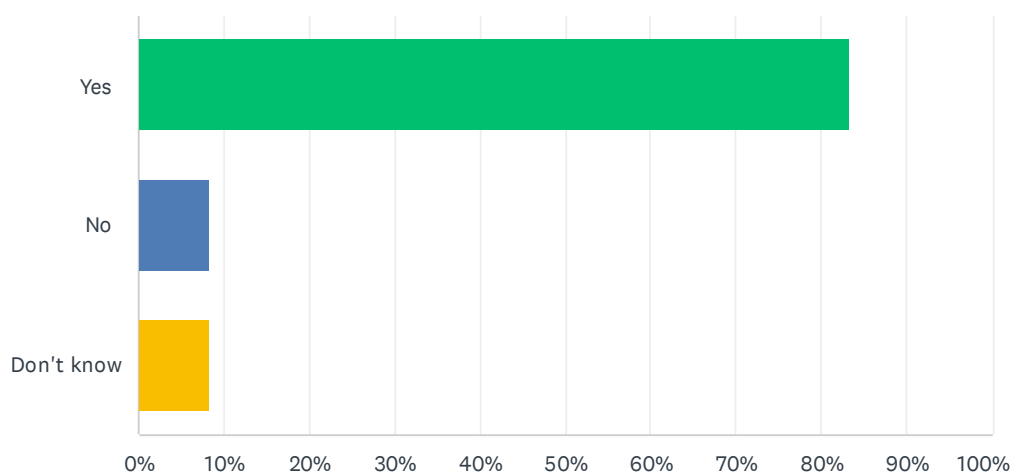
PANNAL & BURN BRIDGE NEIGHBOURHOOD DEVELOPMENT PLAN 2021-35 PRE-SUBMISSION
DRAFT PLAN – REGULATION 14 CONSULTATION QUESTIONNAIRE

too narrow, in places exacerbated by vegetation. The proposed path connecting Westminster Crescent to Crimple Meadows across the recreation area should include access for bicycles but not horses.

5	The plan does not address safe access for cycling from the village (centre and neighbourhoods) to either the proposed Follifot lace cycle route or to safe roads in southern Harrogate. Neither does the plan provide for walking access over land behind ST.Roberts Church to the Pannal Community Park or retail developments on Leeds Road - leaving the only walking access to these facilities via the very busy Leeds Road. Both are missed opportunities and should be addressed.	5/23/2022 6:39 PM
6	Traffic has increased markadly recently traff needs to be directed away from village not just widen roads	5/5/2022 7:22 PM
7	Hugely support this. Anything to improve safety for pedestrians and cyclists as this will encourage more people to be active.	5/2/2022 5:48 PM
8	Need to ensure this happens, for example, I understand that as part of redeveloping the Dunlopillow site a cycle path was agreed but not actioned.	4/25/2022 11:30 AM

Q15 Do you agree with Policy TTT2?

Answered: 24 Skipped: 11

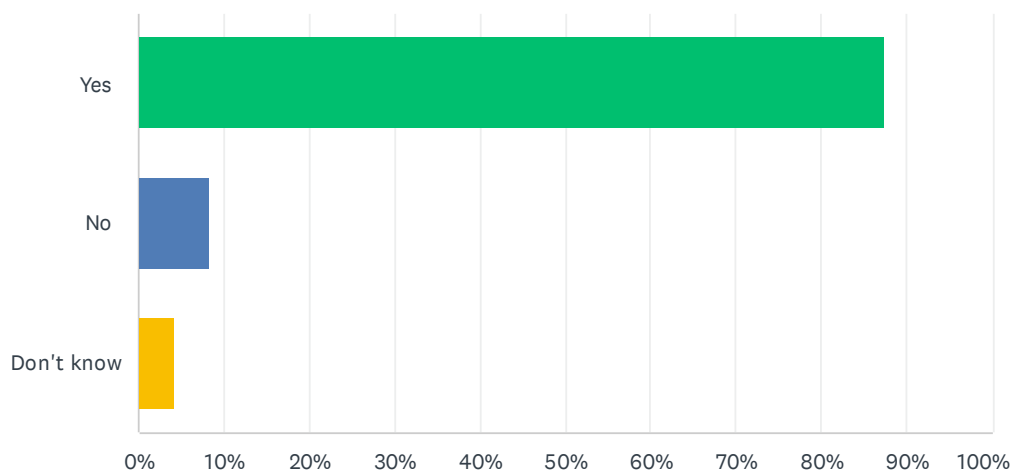


ANSWER CHOICES	RESPONSES	
Yes	83.33%	20
No	8.33%	2
Don't know	8.33%	2
TOTAL		24

#	COMMENTS:	DATE
1	Another problem here too! Since the rail provider have started charging for parking the residents of Pannal Avenue (and I am sure other streets too) get all the station parkers causing havoc in our narrow lane and causing problems for some of my elderly and less mobile neighbours in gaining access to their drives and gates. This situation has become far worse in recent years and causes a lot of problems, especially when someone parks their car in a difficult position and then disappears for a few days by train, which frequently happens.	6/1/2022 4:43 PM
2	All the references to Pannal Station Car Park should make it very clear that the Harrogate Council manged site at the front of the old Dunlopillo office block is included	5/31/2022 9:51 PM
3	Probably too big already - surely is almost empty most of the time so why keep all for parking	5/18/2022 3:31 PM
4	Highway improvement schemes always make things much worse	5/5/2022 7:22 PM
5	I rarely see anyone use this facility.	5/2/2022 5:48 PM
6	Would like to see some universal electric charging points to encourage and support electric vehicles	4/25/2022 11:30 AM

Q16 Do you agree with Policy TTT3?

Answered: 24 Skipped: 11

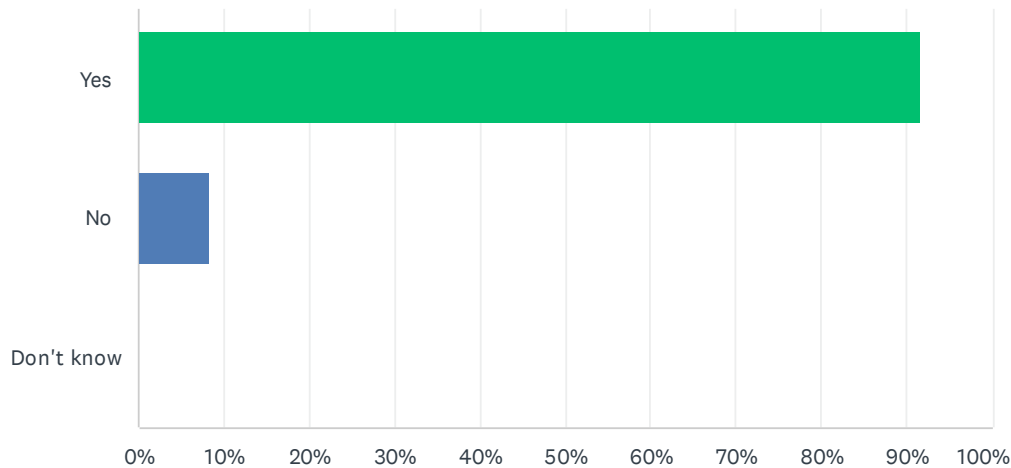


ANSWER CHOICES	RESPONSES	
Yes	87.50%	21
No	8.33%	2
Don't know	4.17%	1
TOTAL		24

#	COMMENTS:	DATE
1	A good idea but will it ever happen? Will there be adequate parking places for residents at the new apartment block on the Dunlopillo site? I doubt it having looked at the plans.	6/1/2022 4:43 PM
2	see commenst on TTT3. There are two car parks at Pannal Station	5/31/2022 9:51 PM
3	More parking is needed but unsure where this could go.	5/2/2022 5:48 PM
4	Encourage drivers not to park on pavements around the school and Crimple Meadows	4/25/2022 11:30 AM

Q17 Do you agree with Policy TTT4?

Answered: 24 Skipped: 11



ANSWER CHOICES	RESPONSES	
Yes	91.67%	22
No	8.33%	2
Don't know	0.00%	0
TOTAL		24

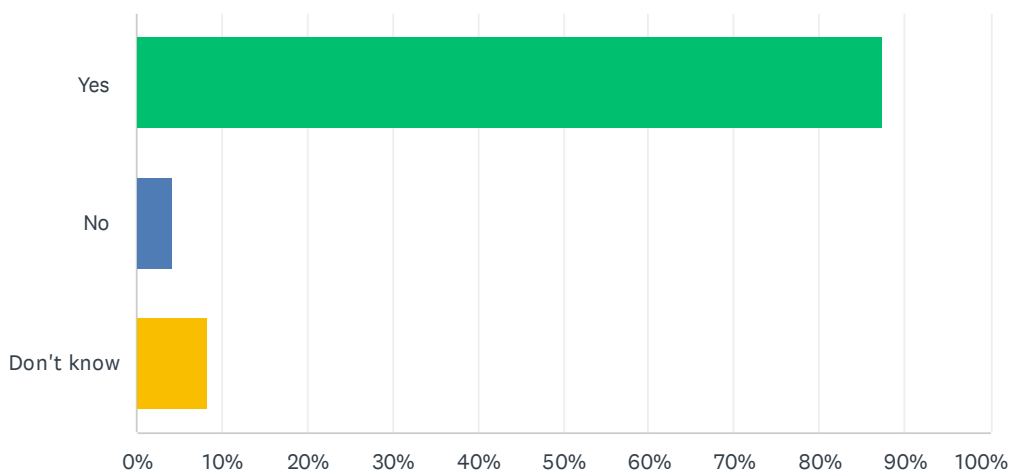
#	COMMENTS:	DATE
1	School drop off is definitely a big problem when main street becomes completely blocked. I just wonder if a Park and stride would be used unless there was some parking restrictions implemented in main street to stop the quick drop off..	6/1/2022 4:43 PM
2	In addition there should be yellow lining (accompanied by residents guaranteed access space) on one side of Pannal Main Street to ensure access through the village at all times. Currently there are regular complete jams along Main Street due to irresponsible parking at school drop off/pick up points and the road can be completely grid locked.	5/23/2022 6:39 PM
3	In the last year of its life Harrogate BC has the opportunity to allocate as a legacy land it owns behind St Roberts Church to the Park & Stride scheme and for Allotments	5/7/2022 11:31 AM
4	However, consideration needs to be given to the environment around the church not being disturbed too much.	5/2/2022 5:48 PM
5	Would like to see any land identified remains wildlife/weather friendly and not tarmacked over	4/25/2022 11:30 AM
6	Whilst a park and stride facility feels a good idea, locating it in the field behind St Robert's Church is not a good development for the village. This will take away important green space that acts as a buffer to the church, its cemetery, and local housing behind Pannal Green and on the Clark Beck Close Development. Encouraging car users to park here for the school drop off, and attracting more vehicles to the village from other areas for dog walking, walking, and other recreational activities. This will also spoil the aesthetic appeal of the fields, and the quiet / unspoilt character of the church environs. A better solution could be the use of the new car park situated in the Pannal Community facility just off the A61, which are only used at weekends. Erecting a bridge over the River Crimpe will have the double benefit of enabling	4/19/2022 5:07 PM

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parents to take their children to Pannal Primary, and residents from Pannal to walk to the sports fields from the village - rather than driving there. ,

Q18 Do you agree with Policy TTT5?

Answered: 24 Skipped: 11

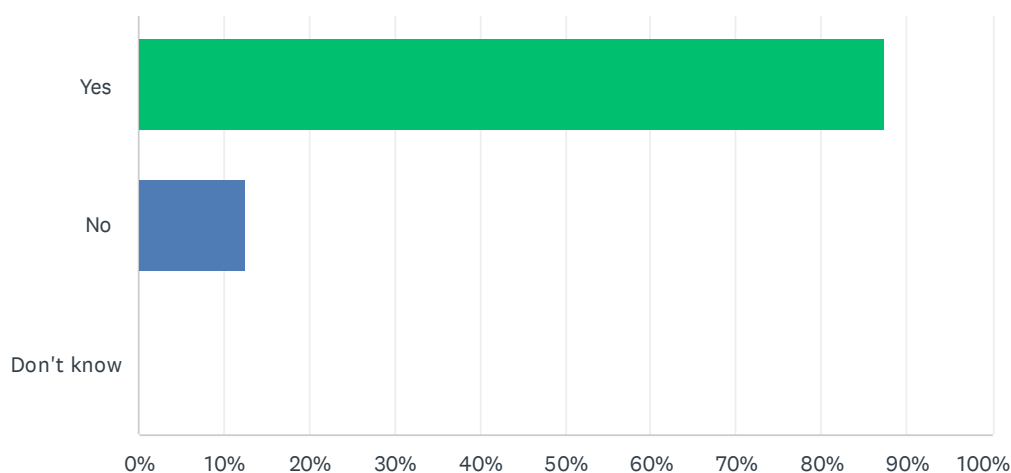


ANSWER CHOICES	RESPONSES	
Yes	87.50%	21
No	4.17%	1
Don't know	8.33%	2
TOTAL		24

#	COMMENTS:	DATE
1	But it should be extended to apply to any new building including any single dwelling	5/31/2022 9:51 PM
2	Like the principle, but cost for young families hoping to extend their homes likely to be prohibitive. If implemented, how about a village grant scheme to cover the cost	5/18/2022 3:31 PM
3	Universal EV charging points (not just for Teslas)	4/25/2022 11:30 AM

Q19 Do you agree with Policy TTT6?

Answered: 24 Skipped: 11

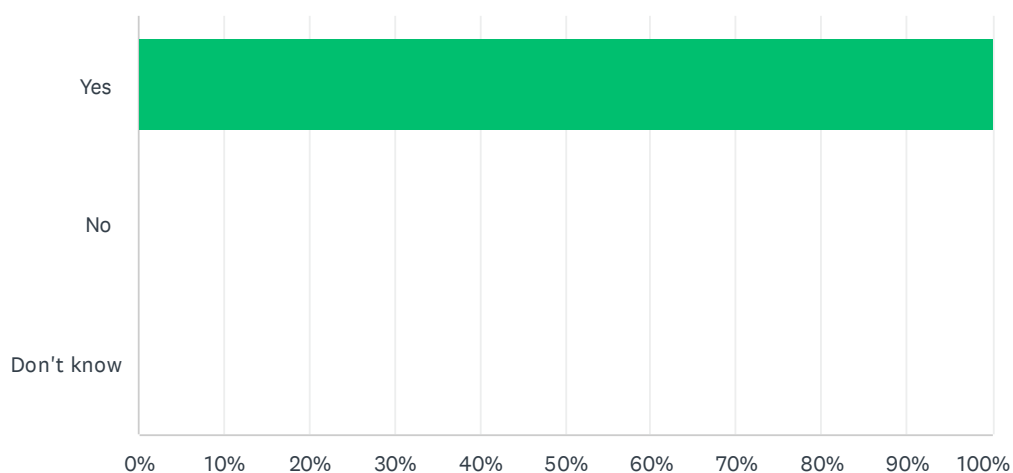


ANSWER CHOICES	RESPONSES	
Yes	87.50%	21
No	12.50%	3
Don't know	0.00%	0
TOTAL		24

#	COMMENTS:	DATE
1	Just an additional comment which is not necessarily related to this - Northern Rail have withdrawn the first 2 trains into Leeds in the morning so the first train is now at 07.04 from Pannal. They have also withdrawn the 10.38 return from Leeds. The loss of these well used services will be affecting Pannal residents/	6/1/2022 4:43 PM
2	How could an extra lane be provided at the junction of A61 and follifoot road >	5/31/2022 9:51 PM
3	Improvements are necessary irrespective of any local plan and they're needed now	5/30/2022 7:35 PM
4	Surely it is A61/Burn Bridge Road that reuires improvement, not Follifoot?!	5/30/2022 5:30 PM
5	Although not applicable to this neighbourhood plan, effects of through traffic from elsewhere will seriously impact on roads within the parish	5/26/2022 7:47 AM
6	There must also be improved design of trafiic calming on Main Street as the current ramps deteriorate into underlying structure which is very dangerous to cyclists. General state of Main Street is also appalling and need improved priority for repairs and maintenance. .	5/23/2022 6:39 PM

Q20 Do you agree with Policy CFS1?

Answered: 24 Skipped: 11

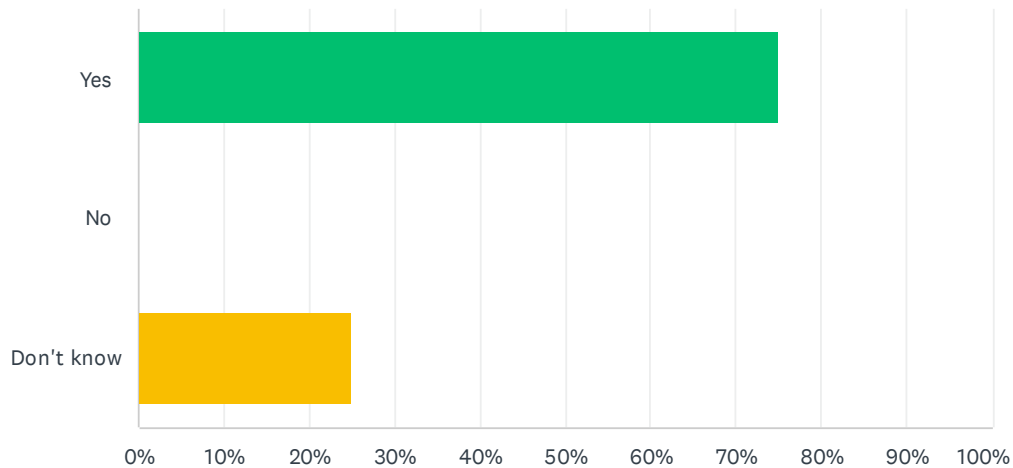


ANSWER CHOICES		RESPONSES	
Yes		100.00%	24
No		0.00%	0
Don't know		0.00%	0
TOTAL			24

#	COMMENTS:	DATE
	There are no responses.	

Q21 Do you agree with Policy CFS2?

Answered: 24 Skipped: 11

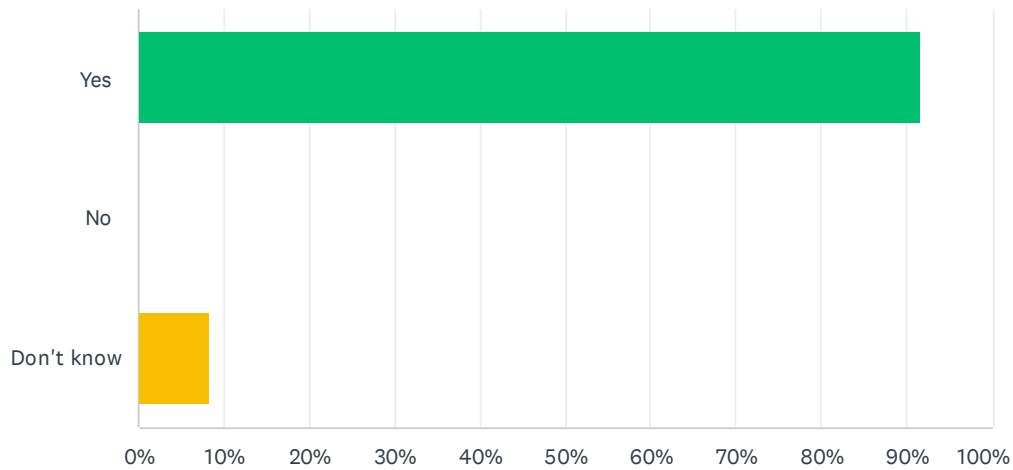


ANSWER CHOICES	RESPONSES	
Yes	75.00%	18
No	0.00%	0
Don't know	25.00%	6
TOTAL		24

#	COMMENTS:	DATE
1	Pannal definitely needs a pub / restaurant since our local pub, The Harwood was taken away from us by Greene King Brewery and the Coop.	6/1/2022 4:48 PM
2	Cafe yes. Pub No. The Harewood wasn't viable nor would any new pub be	5/30/2022 7:37 PM
3	Do not differentiate between pub and cafe as the old concept of pubs is dead - we want all day venues that are serving food and drink from say 8.00am until 8.00pm	5/30/2022 5:32 PM
4	Do we really need another pub and now we have a cafe at Crimble, do we really need another? I do, however, see a value in having a community hub where people can drop in to socialise.	5/29/2022 2:57 PM
5	Love the idea, but only if it is financially viable. Remember Spacey Houses pub deteriorated over many years and closed because it was not financially viable as footfall very low -	5/18/2022 3:32 PM
6	Doubtful about a public house, the previous one failed, and the Black Swan is struggling. Doubtful too about public conveniences, where is the evidence of need and is it a priority for use of public resources?	5/7/2022 11:36 AM
7	Not sure a pub is required when the black swan is so close. A cafe would be nice but again Crimble is only around the corner. Pedestrian access to this from the village would be preferred.	5/2/2022 6:07 PM
8	Would love to see a cafe in the village, could a regular cafe not be established in the village hall or church hall if location is the problem?	4/25/2022 11:32 AM

Q22 Do you agree with Policy CFS3?

Answered: 24 Skipped: 11

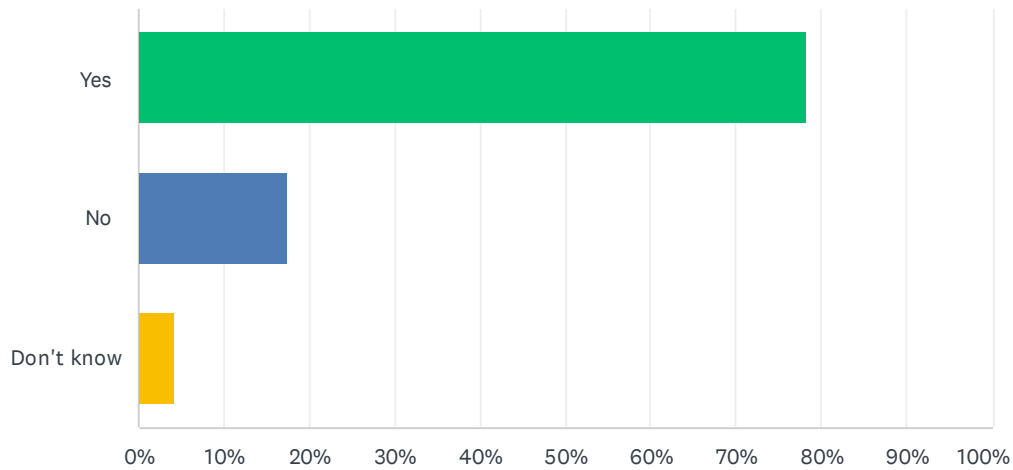


ANSWER CHOICES	RESPONSES	
Yes	91.67%	22
No	0.00%	0
Don't know	8.33%	2
TOTAL		24

#	COMMENTS:	DATE
1	All very sensible suggestions	6/1/2022 4:48 PM
2	Couldn't find CFS3 but if it is the bullet point under CFS2 then my answer is yes	4/25/2022 11:32 AM

Q23 Do you agree with Policy H1?

Answered: 23 Skipped: 12

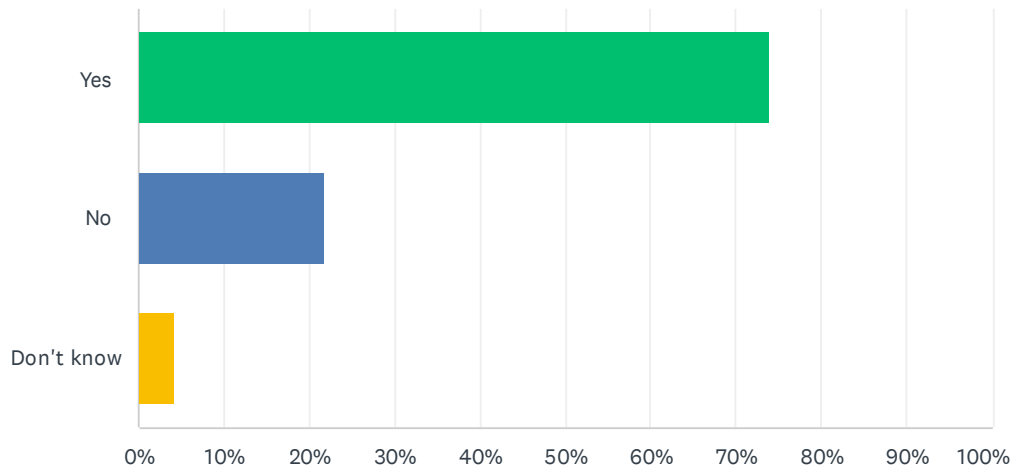


ANSWER CHOICES	RESPONSES	
Yes	78.26%	18
No	17.39%	4
Don't know	4.35%	1
TOTAL		23

#	COMMENTS:	DATE
1	I completely agree that more bungalows needed	6/1/2022 4:57 PM
2	Some of these proposals seem outside the Parish Council's remit	5/31/2022 9:52 PM
3	Don't know if a prohibition of bin placement at the front of properties could be implemented retrospectively. Where possible, it certainly should be!	5/26/2022 8:18 AM
4	existing planning laws already cover	5/18/2022 3:33 PM
5	Too much new housing already not in keeping with the character of the village	5/5/2022 7:24 PM

Q24 Do you agree with Policy H2?

Answered: 23 Skipped: 12

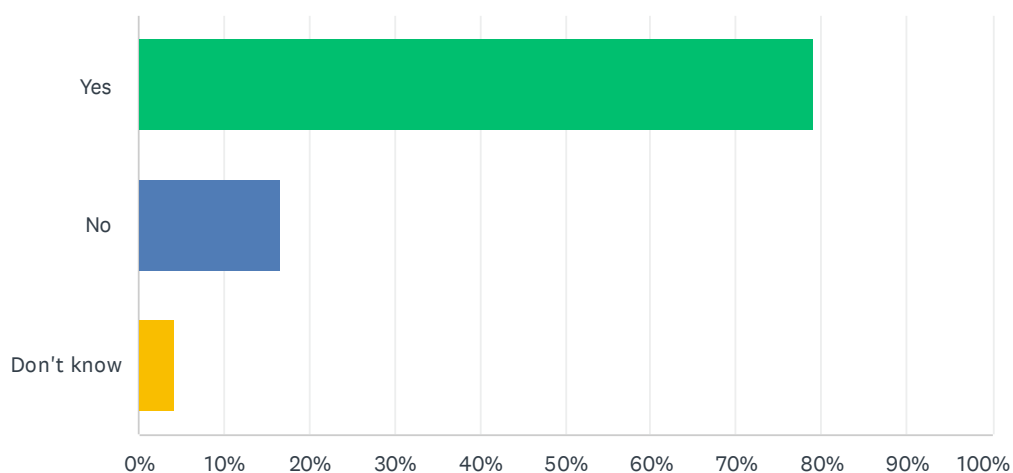


ANSWER CHOICES	RESPONSES	
Yes	73.91%	17
No	21.74%	5
Don't know	4.35%	1
TOTAL		23

#	COMMENTS:	DATE
1	I would have some reservations about this - depends on situation	6/1/2022 4:57 PM
2	I thought that the 5 year supply of housing has now been met National Planning Policy guidelines may well change	5/31/2022 9:52 PM
3	To date NYCC have not had objections to developments on traffic grounds because they never take into account cumulative effects of developments - just sites in isolation. Hence the paragraph on development and infrastructure capacity is fairly meaningless - although essential. Unfortunately, that seems to be beyond the control of local people.	5/26/2022 8:18 AM
4	existing planning laws already cover	5/18/2022 3:33 PM
5	Concerned that this will be over ridden by the council/might of developers	4/25/2022 11:35 AM

Q25 Do you agree with Policy H3?

Answered: 24 Skipped: 11

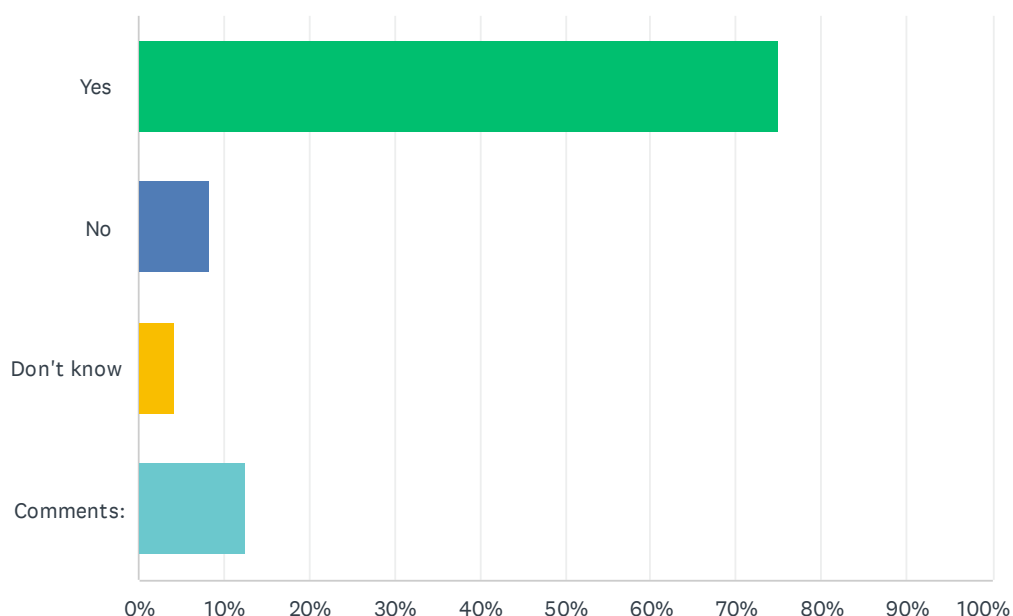


ANSWER CHOICES	RESPONSES	
Yes	79.17%	19
No	16.67%	4
Don't know	4.17%	1
TOTAL		24

#	COMMENTS:	DATE
1	There is already excessive provision for housing, far ahead of the provisions of the HBC local plan, hence no further housing should be considered in the parish apart from infill.	5/26/2022 8:18 AM
2	existing planning laws already cover	5/18/2022 3:33 PM
3	Would like to see smaller affordable properties for first time buyers and downsizers	4/25/2022 11:35 AM

Q26 Do you agree with Policy ED1?

Answered: 24 Skipped: 11

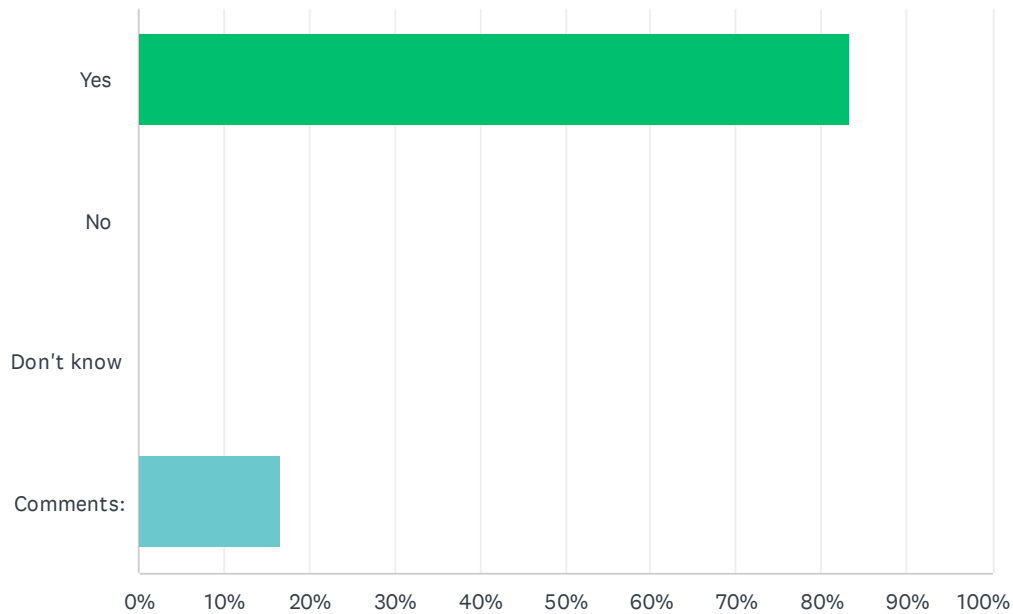


ANSWER CHOICES	RESPONSES	
Yes	75.00%	18
No	8.33%	2
Don't know	4.17%	1
Comments:	12.50%	3
TOTAL		24

#	COMMENTS:	DATE
1	But what about the mercedes site and the BP site?	5/31/2022 9:52 PM
2	What employment site is there at Almsford Bridge? Is this PN18 - which has no relation to Almsford Bridge. It could also be called South Harrogate as it is indeed south of Harrogate. Change the name please.	5/26/2022 8:22 AM
3	if financially viable. It would be folly to just protect employment on a site if a business cannot make that work	5/18/2022 3:34 PM

Q27 Do you agree with Policy ED2?

Answered: 24 Skipped: 11



ANSWER CHOICES	RESPONSES	
Yes	83.33%	20
No	0.00%	0
Don't know	0.00%	0
Comments:	16.67%	4
TOTAL		24

#	COMMENTS:	DATE
1	can a footapth be provided through the site into the Crimple Valley SLA	5/31/2022 9:52 PM
2	No B8 or any heavyindustry or warehousing. Roads simply cannot cope	5/30/2022 7:40 PM
3	No new developments please	5/5/2022 7:24 PM
4	I don't agree with further development of this area, but agree that assessments need to take account of increasing traffic, A61 access, pollution, etc.	4/25/2022 11:38 AM

Q28 Do you have any comments about any of the proposed Non-Planning Community Actions? (see Neighbourhood Plan – P18-19, P28, P32-5, P47-52)

Answered: 10 Skipped: 25

#	RESPONSES	DATE
1	No	6/8/2022 8:04 AM
2	I can't seem to find this as the only N Plan document I could find on the PC website only went up to 15 pages. Also I just wanted to say that I recognise and appreciate the amount of work that has gone into developing this plan and that Pannal is a great place to live despite the traffic and parking problems!.	6/1/2022 5:50 PM
3	There are potential Open Space areas associated with the old Dunlopillo site - the proposed soccer ground and the land at top of Thirkell drive on both sides. Residents' parking permits should be encouraged. I like the identification of where lobbying will be pursued.	5/31/2022 9:52 PM
4	No	5/30/2022 7:41 PM
5	I am totally in support of the aspirations outlined in this section and applaud the Parish Council for the hard work and diligence they have shown in producing this Neighbourhood Plan. Let us hope that the new Unitary Authority and whatever version of a Town council we get in 2023 will pay heed to our local representatives in Pannal & Burn Bridge.	5/29/2022 3:07 PM
6	P48 prohibit mountain biking in Allen Wood or Sandy Bank wood Enforce cycling prohibition on footpath between Burn Bridge and Pannal / introduce barrier to cyclists Remove misleading signs relating to defunct operations (Leeds Road) - NYCC	5/26/2022 8:31 AM
7	No comments	5/12/2022 7:39 AM
8	1. Padel tennis courts instead of traditional tennis courts 2. Support Country Park status for SLA north east of St Robert's church 3. Harrogate BC should be urged to allocate as a legacy land behind St Robert's church for the Park & Stride scheme and for Allotments	5/7/2022 11:44 AM
9	I do not support further housing/business developments on green field sites. Thank you to everyone for putting this together for the village	4/25/2022 11:56 AM
10	Parking around Pannal School, in particular on Pannal Green, needs addressing immediately	4/21/2022 2:57 PM

APPENDIX 6d: Regulation 14 Consultation: Results Grid

ASPECT OF NP COMMENTED UPON	COMMENT MADE	RECOMMENDED RESPONSE	PROPOSED ACTION
Vision	I like the identification of issues which are outside the Parish Council's remit but where lobbying is appropriate	NOTED	NO ACTION
	it is very comprehensive.	NOTED	NO ACTION
	In line with expectations	NOTED	NO ACTION
	1) Whilst agreeing with much of the draft plan, I do not agree that more car parking is required that will simply attract more traffic. 2) In addition, I would criticise the draft plan for the lack of reference to the danger to walkers posed by the narrow footpath on Yew Tree Lane, 3) and for the complete failure to identify the benefits of a regular bus service.	<p>1) NOTED – the only additional car parking proposed in the NP is in Policy TTT3 (off-road parking in excess of adopted standards for new developments in areas with existing on-street parking problems, i.e. to alleviate a village problem) and in Policy TTT4 (weekend/evening use of Park and Stride facility by Pannal Community Park visitors).</p> <p>2) NOTED – the issue is one of cutting back the vegetation. The PC identify hedges etc for cut back on an ongoing basis.</p> <p>3) NOTED – this was raised and discussed at the previous NP consultation. The village bus service was withdrawn due to lack of use. The 36 is easily accessible to most. That said, it is considered worth investigating the potential of a ‘demand responsive transport’ approach to village needs with a view to inclusion of suitable initiatives within the final NP.</p>	<p>1) NO ACTION</p> <p>2) NO ACTION</p> <p>3) ACTION – consider potential of ‘Demand Responsive Transport’ initiatives to address local public transport needs.</p>

	<p>Given the housing crisis nationally, I cannot support the level of control of both large and small scale housing which the vision aims for</p> <p>1) I do not agree with any further building here and am very upset about any building on Greenfield sites. 2) I wish to see the rat run traffic removed from spring lane and burn bridge road not the roads further widened to allow for more speeding traffic as has happened when spring lane was widened when it was resurfaced . 3) The village is far too big after new development I only support new building on brownfield sites for first time buyers retirement homes or rental homes 4) I do not want to see any highway improvement schemes in Spring Lane which will ensure traffic travels faster and ruins the rural feel of my road.</p>	<p>NOTED – the NP’s approach is in conformity with the HBC Local Plan for Pannal and its position in the settlement hierarchy. It also reflects the community view.</p>	<p>NO ACTION</p>
	<p>I agree and support the vision and aims. I hope that this is able to be achieved.</p> <p>Agree with part but not all.</p>	<p>1) NOTED – it is not clear which ‘further building’ or ‘building on greenfield sites’ is being referred to here – the NP proposes no new building anywhere in the parish, only a Park and Stride facility to alleviate a longstanding, serious village parking problem – a policy very well supported by the community. 2) NOTED – much consideration has been given to these issues in drawing up the NP and the plan already does as much as it possibly can in this regard. 3) NOTED – the NP policy approach to new housing development is in conformity with adopted Local Plan policy as it must be and cannot be any more restrictive than it is. 4) NOTED – the NP includes no such scheme.</p>	<p>1) NO ACTION 2) NO ACTION 3) NO ACTION 4) NO ACTION</p>
	<p>I agree and support the vision and aims. I hope that this is able to be achieved.</p>	<p>NOTED</p>	<p>NO ACTION</p>
	<p>Agree with part but not all.</p>	<p>NOTED – without knowing which part(s) not agreed with, not possible to consider any amendment.</p>	<p>NO ACTION</p>
	<p>HBC - Dunlopillo supposed to include car parking spaces to encourage park and ride. NYCC looking at Park and Ride</p>	<p>NOTED – unclear if/how HBC would like to see the vision amended in response.</p>	<p>NO ACTION</p>

	south of Pannal as part of HTIP Project. Potential Changes to junctions and roads also part of mitigation measures for West Harrogate developments.		
Aim 7	HBC - Not support further large scale house-building... - this is very negative and neighbourhood plans should not be about preventing development but about managing development accordingly. Suggest that this aim is removed or reworded.	DISAGREE – opposition to large scale house-building is in general conformity with the adopted Local Plan policy approach to Pannal, i.e. Local Plan policy does not support it. The PC would also point out that this is an aim and not a policy. The NP's policies – notably H1 and H2 – are about managing development in line with the aim.	NO ACTION
Policy GNE1: Green & Blue Infrastructure	<p>1) Over development of housing is definitely our biggest threat and I am doubtful about the amount of power we have in relation to planning committee decisions, especially when that is moving further away to North Yorkshire. 2) I do think that mention needs to be made of protecting the conservation area along the path next to the Crimple between Pannal and Burn Bridge. The footpath is an important access route and does get very muddy in winter so would benefit with some better surface to make it more accessible.</p> <p>we really want to protect what we've got here in Pannal & Burn Bridge.</p> <p>No development to be permitted in crimple valley special landscape area please.</p> <p>HBC – 1) The areas identified need a specific reference and whilst reference is made to them being on the Policies Map, it is really unclear where any of these areas are and</p>	<p>1) NOTED – the NP's policies do as much as they possibly can in this regard. 2) NOTED – this is an ongoing saga which the PC has in hand.</p> <p>NOTED – the NP aims to do just that.</p> <p>NOTED – the NP does as much as it possibly can in this regard within the context of adopted Local Plan policy.</p> <p>1) NOTED – as there is no difference re how the policy will be applied in the 3 named areas, there is no perceived</p>	<p>1) NO ACTION 2) NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>1) ACTION – show different GBI areas on Policies Map as requested. 2) NO ACTION</p>

	<p>specifically where the policy will apply. 2) Also there is no detail about how the policy will actually work and what criteria will be used to assess whether development will 'sever it or harm its operation.....'.</p>	<p>need to differentiate between them on the Policies Map. The extent/ boundaries of Green and Blue Infrastructure areas are shown perfectly clearly on the Policies Map. This self-same approach has already been viewed favourably by various examiners of other NPs in Yorkshire without any comment, e.g. Haworth, Otley – ditto by the LPAs concerned. That said, it would be possible to differentiate between the 3 areas on the Policies Map.</p> <p>2) NOTED – further detail/criteria not considered necessary. This self-same policy approach has already been viewed favourably by various examiners of other NPs in Yorkshire without any comment, e.g. Otley, Haworth – ditto by the LPAs concerned.</p>	
	<p>HBC - The appendix has extracts (corridor descriptions) from some work undertaken by Natural England in 2010 but which hasn't really been progressed since then. The boundaries were drawn around a table from a workshop of interested parties working at a regional scale. This is partially recognised on p.12 and therefore the neighbourhood plan should not give the detail of the boundaries too much weight, and it may be better to draw own boundaries within the context of the regionally important corridors, based on detailed local knowledge and aspirations, as have been done with 'the Walton Fringe'.</p>	<p>NOTED – the NP uses the 2010 work boundaries as a necessarily broad starting point and interprets them at a local level relative to local geography – in effect drawing own boundaries as suggested. Experience from other NPs indicates that this approach, based on the 2010 work, has found favour with examiners/other LPAs alike, with the resultant areas/boundaries approved in made NPs, e.g. Haworth.</p>	NO ACTION

Policy GNE2: Crimple Valley Special Landscape Area	Providing we can have some influence here	NOTED – the policy once adopted will have to be applied alongside adopted Local Plan policies by HBC/it's successor authority.	NO ACTION
	Critical to separate the villages from Harrogate town	NOTED	NO ACTION
	WE need to ensure that the replacement for the dunlopillow building is the least obtrusive possible and that no further monstrosities are allowed.	NOTED – as the application for this is already in the planning system, it is not a NP matter. The PC has however been heavily involved in it.	NO ACTION
	The policies together appear to have the intent of restricting building of any further housing at all within the area. Whilst a lovely idea, this is not realistic when set against the national need for housing.	NOTED – this is not the case – see Housing policies H1 and H2. The overall policy approach to housing is in conformity with adopted Local Plan policy as it must be.	NO ACTION
	HBC – 1) The policy does not recognise HDLP allocation PN18 employment site and is too restrictive and could stifle important employment development. 2) The word 'seriously' should be removed from the first sentence as this is not in conformity with Local Plan Policy NE4 which states 'would harm or be detrimental to' Question the need for this policy as the SLA is covered by Policy Local Plan Policy NE4?	1) DISAGREE – PN18 is specifically addressed in NP Policy ED2. The PC would argue that GNE2 recognises PN18 to the same extent as Local Plan Policy NE4 does (NE4 does not appear to specifically recognise PN18 either) – it is the Local Plan which allocates an employment site within an SLA. As the majority of the policy's bullet points are not relevant to the PN18 site, it is unclear how exactly the policy will restrict or stifle development – some specifics would have been helpful here. 2) NOTED – the policy adds local detail to the more generic NE4. It is not a duplication. This self-same policy approach has already been viewed	1) NO ACTION 2) ACTION – delete 'seriously' from line 2 of the policy.

		<p>favourably by various examiners of other NPs in Yorkshire without any comment, e.g. Otley, Aberford, Horsforth – ditto by the LPA concerned. It is acknowledged that the use of 'seriously' is not in line with NE4.</p>	
Policy GNE3 & GNE4 - Supporting Text	<p>HBC - SINC – Spacey Houses Whin potential SINC is shown as SINC (3) on the Policy Map. It has been assessed as qualifying by the North Yorks SINC Panel but has not yet been designated in the Local Plan (hopefully to be put forward in the Local Plan Review).</p>	<p>NOTED – the status of the Spacey Houses Whin SINC should be acknowledged in the NP text (P15, para 4) and on the Policies Map.</p>	<p>ACTION – amend text and Policies Map as indicated.</p>
Policy GNE3: Local Green Space Protection	<p>Include green space protection for the area around the Ringway Pannal - Burn Bridge and beyond. Protection of the area around the fields behind the church (is this included in protecting Crimble valley?)</p> <p>It omits the open green space associated with the development of the Dunlopillo site</p> <p>Why 10? Surely there could be more or fewer depending upon criteria for inclusion</p>	<p>NOTED – the areas highlighted in the comment are too large/extensive to be eligible for Local Green Space designation, which is subject to very specific qualifying criteria as set out in the National Planning Policy Framework.</p> <p>NOTED – this green space is not yet in use. As such, it does not meet the Local Green Space criteria of being demonstrably special to/of value to the local community.</p> <p>NOTED – 10 just happens to be the number of sites which were assessed which met the eligibility criteria. All candidate sites put forward by the steering group and by the community via the previous round of consultation were assessed. Assessments of ineligible sites are to be found on the NP pages of the PC website.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>

	<p>The policies together appear to have the intent of restricting building of any further housing at all within the area. Whilst a lovely idea, this is not realistic when set against the national need for housing.</p> <p>This is really important.</p> <p>There are potential Open Space areas associated with the old Dunlopillo site - the proposed soccer ground and the land at top of Thirkell drive on both sides.</p> <p>HBC – 1) Not every LGS has to qualify on every potential criterion. There is no need to make the case as to why, for example, Pannal Cricket Club Ground should qualify on the basis of wildlife richness. It would be better to simply argue the case on those other grounds which really justify it, rather than trying to include that particular justification for some of the proposed LGS where it is not really relevant. 2) The sites need numbering in the policy to reflect the number on the Policies Map.</p>	<p>NOTED – this is not the case – see Housing policies H1 and H2. The overall policy approach to housing is in conformity with adopted Local Plan policy as it must be.</p> <p>NOTED</p> <p>NOTED – these green spaces are not yet in use/existence. As such, they do not meet the Local Green Space criteria of being demonstrably special to/of value to the local community.</p> <p>1) NOTED – the PC is well aware of the qualifying criteria. The assessments are considered to be fair and balanced with no irrelevant/spurious justifications. The approach draws on experience from several other NP LGS assessments based on which sites have been successfully designated within ‘made’ NPs. There is no reason put forward relative to basic conditions as to why any assessments should be amended or sites not designated. 2) AGREE – policy list would benefit from site numbering in line with Policies Map.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>1) NO ACTION 2) ACTION – number sites in policy list in line with Policies Map.</p>
Policy GNE4: Green Space Enhancement	<p>As per previous comments</p> <p>The policies together appear to have the intent of restricting building of any further housing at all within the</p>	<p>NOTED</p> <p>NOTED – this is not the case – see Housing policies H1 and H2. The overall policy approach to housing is in</p>	<p>NO ACTION</p> <p>NO ACTION</p>

	<p>area. Whilst a lovely idea, this is not realistic when set against the national need for housing.</p> <p>HBC - Does this need to be a separate policy, could it not form part of Policy GNE3?</p>	<p>conformity with adopted Local Plan policy as it must be.</p> <p>NOTED – experience indicates that either combined (e.g. Haworth NP) or separate (e.g. Otley, Aberford NPs) policies are equally acceptable to examiners. As LGS NPPF provision and guidance focus on designation/ protection and do not reference enhancement, the inclination on balance is for separate policies.</p>	NO ACTION
Policy GNE5: Provision of New Open Space	<p>I would suggest Padel tennis courts rather than the traditional tennis courts. Padel tennis is a popular and fast growing sport nationally because it is easier to play.</p> <p>Padel tennis courts instead of traditional tennis courts.</p> <p>However don't we now have a small children's play area and equipment on the village Sports field?</p> <p>Bowling Green for only a few people?</p> <p>Don't think a bowling green would be practical or even used</p> <p>Particular need for allotments and play areas for small children</p> <p>I think allotments would be the greatest priority.</p>	<p>NOTED – this is very much a minority view and may well be more expensive to install due to need for enclosed courts, although dual tennis/padel tennis courts are a feasible option.</p> <p>DISAGREE – No, this is not the case. There is a NP community action re installing one at Crimple Meadows.</p> <p>NOTED – taken together, the categories of new open space that the policy would support cater for all age groups and a range of interests/active recreation.</p> <p>NOTED</p> <p>NOTED – policy is reactive to whatever opportunities present themselves on an equal basis. This may well be</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>

	HBC - Does this policy need expanding to make reference to the type of issues which would need to be considered when dealing with a proposal for new open space, or reference back to the local plan and other policies in the neighbourhood plan?	determined by the nature of individual proposed developments/sites. NOTED – a simple aspirational policy is preferred. Such a policy approach has already been viewed favourably by various examiners of other NPs in Yorkshire without any comment, e.g. Otley, Haworth – ditto by the LPAs concerned. It is taken as read that all relevant policies will be applied’ in the round’ without the need for cross-referencing.	NO ACTION
Policy GNE6: Land at Almsford Bridge – Supporting Text	HBC – (Re para 2 P16) 1) ‘the newly allocated South of Almsford Bridge employment site (Local Plan PN18)’ – remove the word ‘newly’ as not necessary and doesn’t make any difference to its allocation status. 2) ‘This policy builds on discussions at the District Local Plan Inquiry in which the potential for rewilding and biodiversity measures immediately north of PN18 were considered’ – this is not appropriate to add here and should be deleted as there is no evidence of the discussion and there is no recommendation from the Inspector about the use of this land.	1) AGREE – word ‘newly’ is not necessary. 2) AGREE – accepted that unevidenced wording is not appropriate.	1) ACTION – delete ‘newly’ as indicated. 2) ACTION – delete wording as indicated.
Policy GNE6: Land at Almsford Bridge	Definitely - protection needed for this area against housing development But it should be included in GNE5 Anything to stop development here	NOTED DISAGREE – as a specific named site it is distinct from the generic nature of GNE5. NOTED	NO ACTION NO ACTION NO ACTION

	<p>An excellent opportunity to improve the environment and open up more rights of way and hence access to open space from the parish. Potential to link cycling to off road routes.</p> <p>HBC – 1) This policy is confusing as it does not actually allocate the land for the purpose of open space. The policy states that it ‘presents an opportunity’ so uncertainty about what weight could actually be attached to the policy. As the policy does not actually allocate the site, it is not appropriate to list criteria that need to be taken into account. Uncertainty about delivery as it is HBC owned land.</p> <p>2) The land to the north of PN18 could be developed for biodiversity, landscape and sensitively designed public access – and there may be an opportunity to achieve this in association with the need to mitigate for the employment site, including ‘no net loss of biodiversity’ (or +10% after Nov. 2023). However, this is HBC owned land and there has been no discussion between Pannal PC and the estates team yet.</p> <p>3) Bullet 1 – the cost of the underpass is surely probative to this proposal. 4) There is the opportunity to improve pedestrian and cycle links across the A61 through the PN18 development.</p>	<p>NOTED</p> <p>1) NOTED – experience indicates that this self-same policy approach has been found to be acceptable by examiners in other ‘made’ NPs, e.g. Haworth Policy GE4. This includes the listing of criteria. Will HBC still own the land post March 2023?</p> <p>2) NOTED - Will HBC still own the land post March 2023? As HBC has been consulted on the Pre-Submission NP, there was an opportunity for internal consultation with Estates. The PC would be happy to discuss further.</p> <p>3) NOTED – the underpass references in policy and preamble relate to an existing underpass, which on re-consideration is unlikely to present a feasible usable option.</p> <p>4) NOTED</p>	<p>NO ACTION</p> <p>1) NO ACTION</p> <p>2) ACTION – discuss with HBC Estates.</p> <p>3) ACTION – delete underpass references in policy and preamble.</p> <p>4) NO ACTION</p>
Policy GNE7: Development & Trees – Supporting Text	<p>HBC – (re Para 1 P17) ‘to address any perceived gaps in adopted HBC Local Plan policies’ should be removed as there is no evidence for this.</p> <p>HBC – (re Para 2 P17) ‘the encouragement of new tree planting is lacking and that replacement/compensatory planting in the event of tree loss to development could be more specifically addressed’ – this is incorrect as Policy</p>	<p>DISAGREE – this is simply a statement of consultation fact, i.e. that the community supported a policy to address any perceived gaps – it does not state that there are any gaps.</p> <p>DISAGREE – the wording states that encouragement of new planting is ‘lacking’ not entirely absent, i.e. that</p>	<p>NO ACTION</p> <p>ACTION – clarify wording re encouragement of tree planting in Local Plan policy NE7.</p>

	Local Plan Policy NE7 does encourage additional tree planting.	more could be said on the subject. This could perhaps be made clearer.	
Policy GNE7: Development & Trees	<p>1) Yes but how do we ensure this is enforced. 2) I complained bitterly when the trees on the edge of the Dunlopillo site were chopped down (they were a haven for wildlife) and I was assured that Bellways had an agreement for planting on the site - I am still waiting to see this happen. Can anyone reassure me?</p> <p>Tree planting should be more widely encouraged rather than linked with new developments.</p> <p>Definitely need more greening to counter the the recent development that has taken place and to keep pressure on developers to plant & replace trees.</p> <p>HBC - How would the financial contributions be collected and replacement tree planting managed?</p>	<p>1) NOTED – the implementation of the policy, once ‘adopted’ will be the responsibility of HBC/it’s successor authority as the local planning authorities (LPA), as with any other planning policies. The PC has a role in consistently reminding the LPA that NP policies need to be applied. 2) NOTED – it is understood that the planting will take place on completion of the development.</p> <p>NOTED – planning policies can only encourage tree planting related to new development. Tree planting is specifically encouraged in various of the NP’s ‘Non-Planning Community Actions’.</p> <p>NOTED</p> <p>NOTED – that is for the LPA to decide. How does HBC collect other financial contributions made in lieu of actual provision and provide for the management of other open space/landscaping provided as part of development? Experience indicates that this self-same policy approach has been found to be acceptable by examiners in other ‘made’ NPs, e.g. Otley Policy GE8.</p>	<p>1) NO ACTION 2) NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>

		This policy is in turn based on adopted Leeds City Council Natural Resources and Waste Local Plan Policy LAND2.	
Green & Natural Environment – Non-Planning Community Actions	<p>Support Country Park status for SLA north east of St Robert's church.</p> <p>P48 prohibit mountain biking in Allen Wood or Sandy Bank wood.</p> <p>HBC - Local Geological Site – There is an aspiration to make the rock exposure at Sandy Bank Quarry into a LGS (p.48 – <i>NB Project Delivery Plan</i>). This could be done through the Local Plan Review – I believe that the North Yorks. Geological Partnership has documented and set out the case for about half a dozen proposed RIGs in Harrogate District, including Sandy Bank Quarry.</p> <p>HBC - Local Nature Reserves – Sandy Bank Wood & Allen Wood (POS?) – these are declared by the lead local authority, usually on land over which they have control or via agreement with the Parish Council if they control it. Natural England must approve a management plan for them. In practice these would be managed by HBC Parks, so it may be worth seeking their views on this aspiration.</p> <p>HBC - 'Country Park' status - SLA NE of parish church (p.49) – this is not a designation, but Natural England say "Country parks are areas for people to visit and enjoy recreation in a countryside environment". NE produce guidance for what they call accredited county parks, with a minimum size (10ha) public access with a minimum level of facilities. Not sure this is appropriate in this instance. HBC Parks have a couple of site which they call 'country</p>	<p>NOTED</p> <p>NOTED – HBC have been made aware of this issue. That said, the use is not considered to be excessive/noticeably harmful to the woods.</p> <p>NOTED – this information can be usefully incorporated into the text supporting this aspiration (P18).</p> <p>NOTED – the PC is aware of the declaration process, a fact reflected in the identification of potential lead/partner organisations in the Project Delivery Plan (P48). The PC would be happy to discuss with HBC Parks.</p> <p>NOTED – country park status is not included in NP planning policy. No justification is provided for why such status is not appropriate in this case – people visit, enjoy, there is good public access and it is over 10ha.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>ACTION – add text to NP as indicated.</p> <p>ACTION – discuss aspiration with HBC Parks.</p> <p>NO ACTION</p>

	parks', but these are not accredited by NE the label has no particular status in planning.		
Policy BE1: Pannal Conservation Area – Development & Design	<p>I am not sure that this adds ro what is already included in the definition of the Conservation Area</p> <p>In principle yes. In reality, again suspect this is stated as a vision in order to control any development at all.</p>	DISAGREE – what the policy adds/does is to give statutory teeth to design principles enshrined in the non-statutory conservation area character appraisal, i.e. it gives them more teeth.	NO ACTION
Policy BE2: Local Heritage Areas	<p>Some of the proposed areas seem very small</p> <p>Pannal Methodist Church - local heritage???</p> <p>Not sure I quite understand the reasons for each of the proposed areas</p> <p>Malthouse Lane area identified has many architectiral and historic features and should be protected - would also benefit form signposting and historical interpretation information linked to Ringway path.</p> <p>Too restrictive - if all these aims are put into policy, no householders will be able to undertake any improvement unless the Parish Council decide to approve.</p>	<p>NOTED – size is irrelevant. The definition of these areas is based on guidance/criteria used by Historic England for the designation of conservation areas (for which there is no minimum size requirement). If an area is deemed to meet the relevant criteria then no reason why it cannot be identified no matter how big/small.</p> <p>NOTED – yes – see assessment Appendix 4 of NP.</p> <p>NOTED - see assessments in Appendix 4 of NP.</p> <p>NOTED – the NP has put in place a Local Heritage Area policy to give the area some protection and a community action to lobby for conservation area status. Agree that signposting/ interpretation would be beneficial.</p> <p>DISAGREE – the policies (BE2 and BE3) are couched in terms of 'encouragement' and 'should do', not 'will do' or 'must do'. It is considered</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>ACTION – add new community action re signposting/interpretation in Malthouse Lane area.</p> <p>NO ACTION</p>

	<p>HBC – 1) The Local Heritage Areas need numbering as per the policies map. 2) Could a better phrase be used instead of ‘better reveal’ 3) Not sure that Local Heritage Areas is the right terminology.</p>	<p>important to conserve the area’s heritage – once it’s gone, it’s gone. The PC does not approve or refuse proposals for development – that power rests with HBC/its successor local planning authority which will implement the NP’s policies once made, i.e. ‘adopted’, not the PC.</p> <p>1) AGREE – policy list would benefit from site numbering in line with Policies Map. 2) NOTED – alternative wording can be considered. 3) DISAGREE – Local Heritage Area is widely accepted terminology in NPs.</p>	<p>1) ACTION – number areas in policy list in line with Policies Map. 2) ACTION – consider alternative wording as suggested. 3) NO ACTION</p>
Policy BE3: Local Heritage Areas – Development & Design	<p>I disagree with the proposal that any new highways should not have pavements. On the contrary the plan should encourage the provision of pavements on roads where they are missing</p> <p>See above</p> <p>Hill Top/Foot Lane need pavements for the safety of pedestrians.</p> <p>HBC:- 1. Not sure this needs to be a separate policy, could it not form part of Policy BE2.</p>	<p>NOTED – the policy makes it clear that this applies only in the Hill Foot/Hill Top Lane LHA where pavements would be contrary to the country lane/rural character of the area, i.e. where pavements not currently a feature.</p> <p>NOTED</p> <p>DISAGREE – this would be contrary to the country lane/rural character of the area, i.e. where pavements not currently a feature. Level of development does not warrant it.</p> <p>1) NOTED - experience indicates that this self-same 2 policy approach has been found to be acceptable by</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>1) NO ACTION 2) NO ACTION 3) NO ACTION</p>

	<p>2. Pannal PC should be congratulated on the amount of work put into the assessments for these areas however this policy is quite confusing with the general requirements and then the specific requirements for each area. 3) Also think it will be very difficult and restrictive to expect development in all the areas to have to comply with all the general requirements when the areas are different with their own characters. Will also be very difficult for development Management officers to interpret as part of planning application consideration. There are also a number of the requirements that are ambiguous and not specific enough such as 'Retain surviving historic buildings'. These would need identifying individually as the statement is open to lots of different interpretation.</p> <p>4. Recommendation – delete the general requirements but create specific, individual requirements for each Heritage Area and list those features within each area that you want to protect and retain. These could then be added to the list of non-designated heritage assets.</p> <p>5. Query area 4 – Pannal Methodist Church – area seems to overlap with a Village Character Area – how would the design requirements for the 2 areas be assessed at application stage.</p>	<p>examiners in other 'made' NPs, e.g. Otley, Haworth, Horsforth. The PC sees no reason to vary from this approach.</p> <p>2) NOTED - experience indicates that this self-same general/specific policy approach has been found to be acceptable by examiners in other 'made' NPs, e.g. Haworth, where the same requirements apply to a number of different LHAs. The PC sees no reason to vary from this approach.</p> <p>3) NOTED – as stated in 2) above, the general requirements apply across LHAs. As the policies are couched in terms of what development 'should' do, rather than 'will' or 'must' do, there is considered to be flexibility as to what is expected. Regarding management officer interpretation, including re 'surviving historic buildings', this wording has proved acceptable to examiners in other 'made' NPs, e.g. Haworth, Horsforth.</p> <p>4) DISAGREE – this would result in needless duplication within policies for each LHA. Also, it would run counter to the PC/NP's approach re NDHA in private ownership as set out on P25 para 3 and in Appendix 5.</p> <p>5) NOTED – area/policy overlap is not considered to be a problem. It is common in Local Plans and NPs for areas/sites to be covered by different policies and for management officers to have to apply those policies, e.g. various designations/policies overlaying</p>	<p>4) NO ACTION</p> <p>5) NO ACTION</p>
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		sites in Pannal in the Harrogate District Local Plan.	
Policy BE4: Protection & Enhancement of Non-Designated Heritage Assets	<p>The number of sites is too limited. For example It should include the Black Swan.</p> <p>HBC - Are there more non-designated heritage assets than set out here given you have identified 4 fairly extensive heritage areas. See point above in Policy BE3 about identifying individual features within each area.</p>	<p>NOTED – the small number of sites reflects both the PC/NP approach towards assets in private ownership (ref Appendix 5 for explanation) and the number of other individual assets encompassed within the NP’s LHA provisions, which are considered to be an equally effective means of protecting their importance. Additional assets, not listed here, have also been identified already by HBC (ref P25, para 3).</p>	NO ACTION
Policy BE5: Village Character Areas – Development & Design	<p>Too restrictive. This is just adding another layer of approval. There are already required approvals through normal planning procedures.</p> <p>HBC - The document refers to ‘Design Codes Annex’ to the plan, is this a separate document or is this as set out in Policy BE5 which sets out character areas.</p> <p>HBC – (ref Leeds Road Corridor) 1) 10m set back – not appropriate policy. Good quality design and landscaping scheme does not hide development. Such NP policy would stifle PN18 site development.</p>	<p>NOTED - As the policy is couched in terms of what development ‘should’ do, rather than ‘will’ or ‘must’ do, there is considered to be flexibility as to what is expected, so it is not too restrictive. The policy will not add another layer of approval – it will, once ‘adopted’ become part of the normal planning procedures.</p> <p>NOTED – this is a separate document.</p> <p>1) NOTED – as clearly stated, set back is to reduce noise not hide the development as commented. It is however accepted that such a set back could ‘stifle’ the development. As such,</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>1) ACTION – except PN18/NP ED2 site from 10m set back provision. 2) ACTION – delete 4th clause re material palette.</p>

	<p>2) Reflect local character – Leeds Road corridor has a varied material palette from existing Crimble Garden Centre, car showrooms and drive through. This wording is not appropriate for the Leeds Road corridor.</p> <p>3) Seek opportunities for tree planting – agree with seeking opportunities to plant more trees however this is not be to screen/hide development. Good quality landscaping schemes enhance the street scape whilst allowing views into the development sites. 4) Tree planting close to the railway line will need to be checked with Network Rail as it can cause safety and maintenance issues.</p>	<p>the site can be specifically excepted from this policy provision.</p> <p>2) AGREE – accepted that this is not appropriate relative to existing palette.</p> <p>3) NOTED – accepted that purpose of visual screening is not appropriate and that wording could better reflect ED2 wording re new planting.</p> <p>4) NOTED – Network Rail were consulted on the Pre-Submission NP and made no comment. The PC is happy to follow this up with a specific re-consultation on the matter raised.</p>	<p>3) ACTION – amend 5th bullet as indicated in order to provide consistency.</p> <p>4) ACTION – re-consult Network Rail as indicated.</p>
Built Environment – General	Historic England - We do not wish to comment in detail upon the Neighbourhood Plan, other than to welcome the comprehensive and well thought out -Heritage, Development and Design.	NOTED	NO ACTION
Policy TTT1: Improved Walking, Horse Riding & Cycling Provision	<p>Seems too limited in application</p> <p>Only 2 specified locations - where are they and why not more?</p>	<p>NOTED – as no information as provided as to how/in what way it is limited, it is not possible to respond or considering amending the NP in any meaningful way.</p> <p>NOTED – as stated their location is shown on the Policies Map, available on the PC website and at deposit locations in the area. There are 2 because only 2 have been put forward by the steering group/PC and the community during the previous consultation. It is noted that the comment itself suggests no other locations.</p>	<p>NO ACTION</p> <p>NO ACTION</p>

	<p>1) The section of the Harrogate Ringway path east of St Robert's Church to Almsford Bank is only a permissive footpath and as such the landowner/tenant farmer could withdraw that permission and does not have a legal requirement to maintain it. By common usage the route of the permissive path is in question. This section is badly in need of signage and general maintenance and protection as an access route. Consideration should also be given to it being a designated bridle way. 2) There is poor safe access between Pannal and Burn Bridge for cyclists. 3) We want to encourage less use of cars for journeys to school, but our footpaths are too narrow, in places exacerbated by vegetation. 4) The proposed path connecting Westminster Crescent to Crimble Meadows across the recreation area should include access for bicycles but not horses. 5) The plan does not address safe access for cycling from the village (centre and neighbourhoods) to either the proposed Follifoot lace cycle route or to safe roads in southern Harrogate. 6) Neither does the plan provide for walking access over land behind ST.Roberts Church to the Pannal Community Park or retail developments on Leeds Road - leaving the only walking access to these facilities via the very busy Leeds Road. Both are missed opportunities and should be addressed.</p>	<p>1) AGREE – improved footpath/ footpath laying along permissive route and signage could be added to TTT1 and community actions. Lobbying for definitive PROW status, including bridleway could also be added to community actions. Opportunity also for cycle way along same route instead of proposed A61 route linked to Bellway development.</p> <p>2) NOTED – no direct route along Crimble valley is feasible. Reasonable alternative road route along Westminster Drive/Rosedale.</p> <p>3) NOTED – the issue is one of cutting back the vegetation. The PC identify hedges etc for cut back on an ongoing basis.</p> <p>4) NOTED – the policy does not propose it as a bridleway, only a footpath.</p> <p>5) NOTED – existing NP policy/actions re A61/Follifoot Lane junction improvement and Pannal Bank cycle refuge will improve route from village up Pannal Bank to Follifoot Lane route. Difficult to see what else can be done. See 1) above re additional policy provision/action on new cycle route to southern Harrogate.</p> <p>6) NOTED – footpath link from Park and Stride towards Community Park already exists. Branch off this and across R. Crimble to park needs to be added to TTT1 (and TTT4) and community actions.</p>	<p>1) ACTION – add to policy and community actions as indicated.</p> <p>2) NO ACTION</p> <p>3) NO ACTION</p> <p>4) NO ACTION</p> <p>5) ACTION – cycle route as at 1) above.</p> <p>6) ACTION – amend policies and community actions as indicated.</p>
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	<p>Hugely support this. Anything to improve safety for pedestrians and cyclists as this will encourage more people to be active.</p> <p>Need to ensure this happens, for example, I understand that as part of redeveloping the Dunlopillow site a cycle path was agreed but not actioned.</p> <p>HBC – 1) Does the group support a cycle route alongside the A61? The Bellway Homes site contributed to provision of the route through a S106. 2) Para 2 – how are you planning to assess whether it increases pedestrian footfall etc? 3) Any contribution to the improvement of the public rights of way network would have to be done through off-site S106 contributions and to meet the CIL Regulations would have to be necessary and related the specific development. There would therefore need to be a specific assessment of this link to enable contributions to be made.</p>	<p>NOTED</p> <p>NOTED – NP/PC cannot ensure these things happen but policy strengthens prospects and gives PC a sound basis for arguing for them. Subsequent discussions re the proposed A61 cycle path concluded it to be a bad idea. NP will instead include proposal for off-road route between church and community park/A61, along Ringway route.</p> <p>1) NOTED – it is understood that discussion has rendered this undesirable. The NP/PC will instead support an off-road route along line of Ringway from church to community park/A61 using same contribution. 2) NOTED – this aspect of the policy approach has not been perceived as an issue/problem by examiners of other NPs (or the LPAs concerned) in which the self-same approach has been viewed favourably and now appears in a number of made NPs, e.g. Haworth, Horsforth, Otley. 3) NOTED – it is unclear from the comment whether the ‘specific assessment’ would need to be done as part of the NP or at the time of any development proposal – the latter is assumed as proposed details would not be available until that stage. As</p>	<p>NO ACTION</p> <p>ACTION – include ‘Ringway’ cycle route in TTT1.</p> <p>1) ACTION - include ‘Ringway’ cycle route in TTT1. 2) NO ACTION 3) NO ACTION</p>
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		immediately above, this policy approach, i.e. specifying improvements that would be supported, has not been perceived as an issue/problem by examiners of other NPs (or the LPAs concerned) in which the self-same approach has been viewed favourably and now appears in made NPs, e.g. Haworth, Otley.	
Policies TTT2-TTT5 – Supporting Text	<p>HBC – (Re Para 1 P30) With regard to electric charging points – Village hall speaking to HBC about this however it is not feasible for HBC to put these in car parks we lease. Previous discussion with the Parish Council to take over this lease but would not necessarily make it any better for them to put in charging points.</p> <p>HBC – 1) (Re Para 2 P30) Appreciate the concerns regarding car parking but need to consider that providing more car parking will not discourage car use, in fact it could have the opposite effect. 2) Electric vehicle Charging – HBC published an Ultra Low Emission Vehicle Strategy since 2019. Our strategy is more up to date than WYCA and our specification would be more than adequate for Pannal.</p> <p>HBC – (Re Para 3 P30) Has any thought been given to alternatives to car use rather than encouraging further cars into Pannal and greater dependence on private cars? Could any new developments include car club provision?</p>	<p>NOTED – the reference to electric vehicle charging points relates to it being raised as a general issue in consultation, not to any particular sites/locations.</p> <p>1) NOTED – the only additional car parking proposed in the NP is in Policy TTT3 (off-road parking in excess of adopted standards for new developments in areas with existing on-street parking problems, i.e. to alleviate a village problem) and in Policy TTT4 (weekend/evening use of Park and Stride facility by Pannal Community Park visitors). 2) NOTED – this needs to be looked at the plan text amended accordingly.</p> <p>NOTED – it is not accepted that the NP's policies will encourage further cars into Pannal. That said, it is considered worth investigating the potential of car clubs/car sharing and a 'demand responsive transport' approach to</p>	<p>NO ACTION</p> <p>1) NO ACTION 2) ACTION – look at HBC strategy and amend NP text accordingly.</p> <p>ACTION – consider potential of 'Demand Responsive Transport' initiatives to address local public transport needs.</p>

	HBC - Pedestrian Bridge Link – who would fund this?	village needs with a view to inclusion of suitable initiatives within the final NP. NOTED – to be developed as part of/in conjunction with Park and Stride provision, i.e. by Park and Stride developer, e.g. PC. Bridge and path link to existing PROW should also be part of TTT4.	ACTION – amend TTT4 as indicated.
Policy TTT2: Pannal Station Car Park Capacity	<p>Another problem here too! Since the rail provider have started charging for parking the residents of Pannal Avenue (and I am sure other streets too) get all the station parkers causing havoc in our narrow lane and causing problems for some of my elderly and less mobile neighbours in gaining access to their drives and gates. This situation has become far worse in recent years and causes a lot of problems, especially when someone parks their car in a difficult position and then disappears for a few days by train, which frequently happens.</p> <p>All the references to Pannal Station Car Park should make it very clear that the Harrogate Council manged site at the front of the old Dunlopillo office block is included</p> <p>Probably too big already - surely is almost empty most of the time so why keep all for parking</p> <p>I rarely see anyone use this facility.</p> <p>Highway improvement schemes always make things much worse</p> <p>Would like to see some universal electric charging points to encourage and support electric vehicles.</p>	<p>NOTED – there are community actions re the car parking charge and Pannal avenue parking restrictions aimed at addressing just this problem.</p> <p>NOTED – the policy refers to the NP Policies Map which clearly shows this area as forming part of the station car park.</p> <p>DISAGREE – any spaces are due to parking charges with effect of moving cars to surrounding streets. There are community actions to address this.</p> <p>NOTED – unclear what this means.</p> <p>AGREE – a new community action could be added to this effect.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>ACTION – add new community action as indicated.</p>

	HBC – what about improved provision for cycle parking or provision of car share or car club spaces etc.?	NOTED – add support for cycle parking provision to policy and a complementary community action. Investigate the potential of car clubs/car sharing and a ‘demand responsive transport’ approach to village needs with a view to inclusion of suitable initiatives within the final NP.	ACTION – amend TTT2 and add new community action as indicated. Consider potential of ‘Demand Responsive Transport’ initiatives to address local public transport needs.
Policy TTT3: Car Parking Standards for New Development in the Vicinity of Pannal Station and Pannal Primary School	A good idea but will it ever happen? Will there be adequate parking places for residents at the new apartment block on the Dunlopillo site? I doubt it having looked at the plans.	NOTED – if the policy is finally adopted, it would be required to happen for all new developments in the specified area. The NP clearly cannot influence parking on a site for which a planning application has already been made/approved.	NO ACTION
	see comment on TTT3. There are two car parks at Pannal Station	NOTED – both are clearly shown on the NP Policies Map to which Policy TTT2 refers.	NO ACTION
	More parking is needed but unsure where this could go.	NOTED – the extra parking would come only as part of any new development in the specified area, e.g. parking spaces provided as part of the re-development of any existing built area.	NO ACTION
	Encourage drivers not to park on pavements around the school and Crimble Meadows.	NOTED – there are already community actions in the NP designed to address both issues.	NO ACTION
	HBC – 1) Over-provision of car parking can encourage car use and ownership. Arguably developments in short walk of good transport infrastructure (rail line) and near local facilities (school) can have reduced or no car ownership	1) NOTED – it is considered that such a policy is warranted in the small area specified as part of a package of NP policies/actions designed to avoid	1) NO ACTION 2) NO ACTION

	<p>rather than over provision. There is no justification or evidence provided for the over-provision of car parking. This policy is not supported by HBC and is contrary to the Local Plan so should be removed. 2) It is also contrary to actions in the Non-planning Community Actions Pg34 which looks to encourage increased walking to school.</p>	<p>further exacerbating the already severe existing on-street parking problems experienced by local residents in this area. NPPF para 108 allows for such an approach if there is clear and compelling justification. The PC is in the process of compiling evidence in support of the approach as stated in the policy supporting text. It is not made clear how the policy is contrary to the Local Plan, i.e. which policy/policies specifically?</p> <p>2) DISAGREE – the parking that would be provided as a result of TTT3 would be off-road and to serve whatever development generated the parking need. It has nothing to do with walking to school/parental parking.</p>	
Policy TTT4: Pannal Park and Stride	<p>School drop off is definitely a big problem when main street becomes completely blocked. I just wonder if a Park and stride would be used unless there was some parking restrictions implemented in main street to stop the quick drop off.</p> <p>In addition there should be yellow lining (accompanied by residents guaranteed access space) on one side of Pannal Main Street to ensure access through the village at all times. Currently there are regular complete jams along Main Street due to irresponsible parking at school drop off/pick up points and the road can be completely grid locked.</p> <p>In the last year of its life Harrogate BC has the opportunity to allocate as a legacy land it owns behind St Roberts Church to the Park & Stride scheme and for Allotments</p>	<p>NOTED – the NP’s community actions already include parking restrictions designed to prevent just this happening.</p> <p>NOTED - the NP’s community actions already include Main Street parking restrictions.</p> <p>NOTED – the PC has been liaising with HBC re this land and will continue to do so.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>

	<p>However, consideration needs to be given to the environment around the church not being disturbed too much.</p> <p>Would like to see any land identified remains wildlife/weather friendly and not tarmacked over</p> <p>1) Whilst a park and stride facility feels a good idea, locating it in the field behind St Robert's Church is not a good development for the village. This will take away important green space that acts as a buffer to the church, its cemetery, and local housing behind Pannal Green and on the Clark Beck Close Development. Encouraging car users to park here for the school drop off, and attracting more vehicles to the village from other areas for dog walking, walking, and other recreational activities. This will also spoil the aesthetic appeal of the fields, and the quiet / unspoilt character of the church environs. 2) A better solution could be the use of the new car park situated in the Pannal Community facility just off the A61, which are only used at weekends. Erecting a bridge over the River Crimple will have the double benefit of enabling parents to take their children to Pannal Primary, and residents from Pannal to walk to the sports fields from the village - rather than driving there.</p> <p>Harrogate BC should be urged to allocate as a legacy land behind St Robert's church for the Park & Stride scheme and for Allotments.</p>	<p>NOTED – development of the Park and Stride would be subject to NP policies covering village character, green infrastructure and the conservation area which would require a sympathetic scheme.</p> <p>NOTED – suitably sustainable surfacing materials could be used in the scheme, but being mindful also of site's flood plain location. Park and Stride should also be added to community actions.</p> <p>1) NOTED – this is a minority view as the scheme is very well supported by the wider community. The scheme will be sensitively designed and subject to other NP policies covering village character, green infrastructure and the conservation area. Use of the area would be limited to school times and some evening/weekend use for access to the community park. TTT4 should include requirements covering design, surfacing etc. relative to other NP policies. 2) NOTED – experience suggests that this would be considered too long a distance for parents/children to walk and would not be used.</p> <p>NOTED – the PC has been liaising with HBC re this land and will continue to do so.</p>	<p>NO ACTION</p> <p>ACTION – amend policy to reflect surfacing requirement and add scheme to community actions.</p> <p>1) ACTION – amend policy as indicated. 2) NO ACTION</p> <p>NO ACTION</p>
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	<p>HBC – 1) This policy is confusing as it does not appear to allocate land for Park and Stride but just provides support for it so unsure how much weight or purpose the policy has.</p> <p>2) This land is owned by HBC and therefore discussions would need to be had with the Council’s Estates team.</p> <p>3) Have NYCC Highways been consulted as they are currently commissioning WSP to carry out the HTIP.</p>	<p>1) NOTED – this type of policy is common in made NPs and has found favour with both examiners and other LPAs, e.g. Haworth, Otley, Horsforth and Aberford NPs.</p> <p>2) NOTED – the PC has been liaising with HBC re this land and will continue to do so.</p> <p>3) NOTED – NYCC were consulted as a statutory Reg 14 consultee – the consultation was directed at NYCC Planning with the expectation that it would consult internally – experience indicates that this has been the case with other NP consultations. NYCC made no comments on the NP. The PC would be happy to re-consult on this specific issue.</p>	<p>1) NO ACTION</p> <p>2) NO ACTION</p> <p>3) ACTION – discuss with NYCC Highways as suggested. Approach HBC Planning for a suitable contact.</p>
Policy TTT5: Electric Vehicle Charging Infrastructure	<p>But it should be extended to apply to any new building including any single dwelling</p> <p>Like the principle, but cost for young families hoping to extend their homes likely to be prohibitive. If implemented, how about a village grant scheme to cover the cost</p> <p>Universal EV charging points (not just for Teslas).</p>	<p>NOTED – it already does.</p> <p>NOTED – many home extensions do not require planning permission so policy would not apply to them. Even where permission required, an extension is not a development which would normally require associated parking, so again policy would not apply.</p> <p>NOTED – this is too technical for inclusion in planning policy and would in any case be covered by policies final clause, i.e. in line with most up-to-date minimum industry standards.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>

	HBC - Rather than putting the actual electric charging infrastructure standard in the policy, would it be better to make reference to the source of the standard to ensure the policy is futureproofed if standards change within the life of the plan.	NOTED – this is considered to be a reasonable suggestion.	ACTION – consider amendment of policy in line with comment.
Policy TTT6: Highway Improvement Schemes – supporting text	<p>HBC – (Re Para 2 P31) Follifoot Road junction identified for improvements as part of the West Harrogate mitigation measures.</p> <p>HBC – (Re Para 2 P32) will need to be consulted on the appendix when available.</p> <p>HBC – (Re Para 3 P32) Parameters Plan published Feb 2022. This paragraph needs deleting or updating accordingly.</p>	<p>NOTED – this is helpful information which could be added to the supporting text.</p> <p>NOTED</p> <p>NOTED</p>	<p>ACTION – amend supporting text as indicated.</p> <p>ACTION – consult HBC once appendix is available.</p> <p>ACTION – update paragraph as indicated.</p>
Policy TTT6: Highway Improvement Schemes	<p>The pavement along the A6(1)....needs turning into a cycle lane. They spent all that money on resurfacing the road but pedestrians and cyclists got a poor deal.</p> <p>How could an extra lane be provided at the junction of A61 and follifoot road ></p> <p>Improvements are necessary irrespective of any local plan and they're needed now</p>	<p>NOTED – the Bellway Homes site development included contributing to provision of a cycle route along the A61, through a S106. Subsequent discussions re this cycle path concluded it to be a bad idea. NP will instead include proposal for off-road route between church and community park/A61, along Ringway route.</p> <p>NOTED - Follifoot Road junction already identified by HBC for improvements as part of the West Harrogate mitigation measures, so it is clearly feasible.</p> <p>NOTED – NP cannot make the improvements happen per se never mind now. It can only put in place the</p>	<p>ACTION - include 'Ringway' cycle route in TTT1.</p> <p>NO ACTION</p> <p>NO ACTION</p>

	<p>Surely it is A61/Burn Bridge Road that requires improvement, not Follifoot?!</p> <p>Although not applicable to this neighbourhood plan, effects of through traffic from elsewhere will seriously impact on roads within the parish</p> <p>There must also be improved design of traffic calming on Main Street as the current ramps deteriorate into underlying structure which is very dangerous to cyclists. General state of Main Street is also appalling and need improved priority for repairs and maintenance.</p> <p>It should not be stated that developments will be supported if they bring about specific improvements as this would not meet the CIL regulations. Highway improvements can come about as a result of development and the specific mitigation measures but this should be part of the balanced planning judgement and consideration of the impacts of the actual development not a reason for supporting them.</p> <p>HBC:-</p>	<p>planning policy context supportive of them. PC can then lobby for improvements on this basis. NB the Follifoot Road junction improvements already identified by HBC for improvements as part of the West Harrogate mitigation measures.</p> <p>NOTED – junction falls outside the Neighbourhood Area. As such cannot be addressed by NP policy.</p> <p>NOTED - as suggested, nothing the NP can do about problems generated outside the neighbourhood area, aside from what is stated in TTT6 and community actions on traffic management to discourage through traffic.</p> <p>AGREE – needs resurfacing. PC already lobbying for work to be done.</p> <p>NOTED – which is why the policy clearly states that support is subject to compliance with other policies in the NP or the Local Plan.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
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	<p>1) Have NYCC been consulted on the list of highway improvements as development would only be required to contribute to them if they were considered necessary to mitigate the impact of the developments. Otherwise it would not meet the CIL regulations. Are the improvements actually required or just desirable?</p> <p>2) Improvements are proposed as part of West Harrogate mitigation measures.</p> <p>‘A scheme or schemes, within the Neighbourhood Area, to address traffic volumes and congestion in Pannal and Burn Bridge, emanating from new developments on the west side of Harrogate will also be supported’ – not sure this is necessary to be in here as development in West Harrogate would not be able to proceed without the appropriate highway mitigation which would form part of the S106 of the planning application/s. Support would not be needed from the Neighbourhood Plan.</p> <p>3) What does the ‘for any such development refer to’ – is it related to the paragraph on West of Harrogate or development as a whole? Not sure this sentence is necessary as highway safety and air quality are adequately covered in Local Plan policies.</p>	<p>1) NOTED - NYCC were consulted as a statutory Reg 14 consultee – the consultation was directed at NYCC Planning with the expectation that it would consult internally – experience indicates that this has been the case with other NP consultations. NYCC made no comments on the NP. The PC would be happy to re-consult on the specific schemes listed. The PC accepts, and the policy specifically acknowledges that to be supported schemes must be either NP or Local Plan policy compliant, including regard to Local Plan TI4 (Delivery of New Infrastructure).</p> <p>2) NOTED – given that this is such a big issue with the Pannal community, as evidenced in consultations, the PC considers that the NP should adopt a ‘belt and braces’ approach rather than be silent on such a key issue. Such support is not considered to fall foul of basic conditions for the NP. NP text can reference West of Harrogate mitigation measures referred to.</p> <p>3) NOTED – it relates to development as a whole. It is arguably a matter of opinion as to whether the sentence is necessary. Other LPAs commenting on similar policies in other NPs have considered that it should be included.</p>	<p>1) ACTION – consult NYCC Highways as indicated.</p> <p>2) ACTION – include reference to West of Harrogate measures as indicated.</p> <p>3) NO ACTION</p>
Traffic, Transport, Travel – Non-	Just an additional comment which is not necessarily related to this - Northern Rail have withdrawn the first 2 trains into Leeds in the morning so the first train is now at	NOTED – PC/others already lobbying on this. NR have said they will reinstate before Christmas.	NO ACTION

<p>Planning Community Actions</p>	<p>07.04 from Pannal. They have also withdrawn the 10.38 return from Leeds. The loss of these well used services will be affecting Pannal residents/</p> <p>Traffic has increased markadly recently traff needs to be directed away from village not just widen roads</p> <p>1) As a regular walker in the village and area, I can confirm that the pavements are a hazard. In the autumn they are so dirty as they never get cleaned or swept and so are cluttered with rotting leaves. 2) Crossing the busy main street is also a hazard 3) and walking along the paths outside the village you take your life in your hands! This includes the A6(1) towards Harrogate past the Crimble Garden centre (or the other direction) - the pavement along the A6(1) is wide enough to be cleared of debris to make a much wider path and also needs turning into a cycle lane. They spent all that money on resurfacing the road but pedestrians and cyclists got a poor deal. 4) and walking along the paths outside the village you take your life in your hands! - Yew Tree Lane.</p>	<p>NOTED – unclear what the road-widening comment refers to as NP proposes no road widening. Various of the NP policies/community actions do aim to direct traffic away from the villages.</p> <p>1) NOTED – apparently down to cost-cutting. PC is already seeking to address.</p> <p>2) NOTED – community actions for Pannal Railway Bridge and Main St parking restrictions may help to address. With 20mph limit and speed bumps in place, hard to know what else can be done.</p> <p>3) NOTED – the Bellway Homes site development included contributing to provision of a cycle route along the A61, through a S106. Subsequent discussions re this cycle path concluded it to be a bad idea. NP will instead include proposal for off-road route between church and community park/A61, along Ringway route. ‘Debris’ is taken to mean vegetation - the issue is one of cutting back the vegetation. The PC identify hedges etc for cut back on an ongoing basis.</p> <p>4) NOTED – NP already includes a specific community action re restoring Yew Tree Lane pavement to full width.</p>	<p>NO ACTION</p> <p>1) NO ACTION 2) NO ACTION 3) ACTION - include ‘Ringway’ cycle route in TTT1. 4) NO ACTION</p>
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	<p>1) But it should be extended, e.g. footpaths should be provided along all length of the A61 2) and Spring Lane</p>	<p>1) NOTED – the section where footpath is taken to be missing is north of Burn Bridge Lane junction. NP will put forward alternative solutions, i.e. provision of pavement to fill gap or creation of footpath through new Dunlopillo open space to join existing PROW up to A61. 2) DISAGREE – any provision of pavement footpaths along north side of Spring Lane could be seen as a green light to development of adjacent farmland as proposed in the past.</p>	<p>1) ACTION – amend NP (NB policies and/or community actions) to include solutions as most appropriate. 2) NO ACTION</p>
	<p>Parking around Pannal School, in particular on Pannal Grren, needs addressing immediately.</p>	<p>NOTED – addressed already via NP community actions. PC lobbying is ongoing and has been for some time.</p>	<p>NO ACTION</p>
	<p>1) Enforce cycling prohibition on footpath between Burn Bridge and Pannal / introduce barrier to cyclists 2) Remove misleading signs relating to defunct operations (Leeds Road) – NYCC.</p>	<p>1) NOTED – enforcement is a Police matter. Barrier in form of offset railings at ginnel between Malthouse Lane and Crimple Meadows is a good idea which NP can include. 2) NOTED – not a NP matter. PC will address.</p>	<p>1) ACTION – include community action re installation of barrier as indicated. 2) NO ACTION</p>
	<p>Residents' parking permits should be encouraged.</p>	<p>NOTED – already include as a community action.</p>	<p>NO ACTION</p>
	<p>I do not support any road widening schemes as has happened in Spring lane which has ruined the. Character of the road</p>	<p>NOTED – the NP does not propose any road widening schemes.</p>	<p>NO ACTION</p>
	<p>I also noted in the planning documents for the monstrosity which is going to replace the former Dunlopillo office</p>	<p>NOTED – the Bellway Homes site development included contributing to</p>	<p>ACTION - include 'Ringway' cycle route in TTT1.</p>

	<p>block that the developer was promoting the fact that it was only a 20 minute cycle ride into Harrogate from the proposed new development. Who in their right mind would take their life into their hands and cycle that route at present?? I also thought that Bellway were supposed to be committed to doing something to develop a cycle way into Harrogate. If we really want to promote cycling and walking we need to mean it - and not just talk about it!! I just remember how wonderful it was during the first lockdown with no cars !</p> <p>HBC – 1) 30 mph zone – Why is this proposed and who is the improvement for? It will reduce the flow of traffic in the area which will cause greater hold ups in traffic which would already be made worse by increasing peak time ‘green light’ time at junction of Pannal Bank/Follifoot Road and the A61.</p> <p>2) Pedestrian Refuge – if the bridleway could be linked to the showground as proposed by NYCC previously then there would be a good walking and cycling link between Pannal and Wetherby Road that would be off road that would be relatively flat and accessible.</p> <p>HBC – (Re footpath improvements) What about the path between St Roberts Church and the A61. Would make a better off-road route from A61 and provide much better cycling link especially if a crossing was located at the A61 end. This could link to the Hornbeam Park quiet route into Harrogate and link to the showground.</p>	<p>provision of a cycle route along the A61, through a S106. Subsequent discussions re this cycle path concluded it to be a bad idea. NP will instead include proposal for off-road route between church and community park/A61, along Ringway route.</p> <p>1) NOTED – the PC would point out that this is a community action not a policy and that the action is to ‘explore’ the idea. The aim is to slow traffic down, make road crossing safer, make narrow pavements safer. The PN18 development with the increase in vehicular/pedestrian/cyclist traffic it will bring is seen as all the more reason for this proposal.</p> <p>2) NOTED – it is not clear what implication this comment has for the NP – is a change or addition to a policy or action being sought? As a matter of fact the PC has already expressed its support for this.</p> <p>AGREE - NP policy TTT1 will be amended to include proposal for off-road route between church and community park/A61, along Ringway route.</p>	<p>1) NO ACTION 2) NO ACTION</p> <p>ACTION - include ‘Ringway’ cycle route in TTT1.</p>
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	<p>HBC – 1) There should be consideration of demand responsive transport in this location.</p> <p>2) There is nothing in terms of Park and Ride. NYCC is due to commence the next stage of HTIP (<i>Housing Transformation Improvement Plan?</i>) soon, that has a focus on A61 corridor south of Harrogate and includes looking at Park and Site south of Pannal and bus priority along A61 as well as active mode provision.</p>	<p>1) NOTED – NPs are a response to issues raised by communities – as this has not come up as an issue, there is no compulsion on the PC/community/NP to include anything on this. That said, it is considered worth Investigating the potential of car clubs/car sharing and a ‘demand responsive transport’ approach to village needs with a view to inclusion of suitable initiatives within the final NP.</p> <p>2) NOTED – it is understood that the Park and Ride site being looked at lies outside the Neighbourhood Area. It is not clear exactly what implications the comments re A61 bus priority and ‘active mode provision’ are felt to have re proposed NP policies and community actions?</p>	<p>1) ACTION – Consider potential of ‘Demand Responsive Transport’ initiatives to address local public transport needs.</p> <p>2) ACTION – clarify HBC comments and NP implications.</p>
Policy CFS1: Protection & Enhancement of Community Facilities	<p>HBC – 1) The first part of the policy relating to protection is not needed as it simply replicates Local Plan Policy HP8. In fact, this policy is more prescriptive and does not give protection to other community uses which may come forward within the plan period.</p> <p>2) What exactly is meant by ‘improvement of the facilities’? and how is it envisaged that improvements will come about e.g through S106 contributions or support for planning applications that might come forward.</p>	<p>1) DISAGREE – it is not a simple replication of HP8, rather it adds value and certainty by specifying facilities to which the policy will apply. There is no reason why the wording could not be amended to also apply to other unnamed facilities of evidenced community value. Equally, these would presumably be covered anyway by HP8. This policy approach, i.e. the specifying of facilities, has not been perceived as an issue/problem by examiners of other NPs (or the LPAs concerned) in which the self-same approach has been viewed favourably and now appears in a number of made NPs, e.g. Haworth,</p>	<p>1) NO ACTION</p> <p>2) NO ACTION</p>

		<p>Horsforth, Otley, Aberford, within the context of similar Local Plan policies.</p> <p>2) NOTED – there is no perceived need to define ‘improvement’ - this policy approach, i.e. using the word ‘improvement’, has not been perceived as an issue/problem by examiners of other NPs (or the LPAs concerned) in which the self-same approach has been viewed favourably and now appears in a number of made NPs, e.g. Haworth, Horsforth, Otley, Aberford, within the context of similar Local Plan policies. The NPPF uses similar wording – developing, modernising – seemingly without any explanatory definitions. Improvement could come about via either planning application of S106.</p>	
Policy CFS2: Provision of New Community Facilities	<p>Pannal definitely needs a pub / restaurant since our local pub, The Harwood was taken away from us by Greene King Brewery and the Coop.</p> <p>Cafe yes. Pub No. The Harewood wasn’t viable nor would any new pub be</p> <p>Do not differentiate between pub and cafe as the old concept of pubs is dead - we want all day venues that are serving food and drink from say 8.00am until 8.00pm</p> <p>Do we really need another pub and now we have a cafe at Crimple, do we really need another? I do, however, see a</p>	<p>NOTED</p> <p>NOTED – that is a matter for market forces. The aspiration is widely supported by the community. The policy puts in place a supportive planning context should a proposal come forward.</p> <p>NOTED – in planning terms, the distinction remains.</p> <p>NOTED – both pub and café are a matter for market forces. The aspiration</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>

	<p>value in having a community hub where people can drop in to socialise.</p> <p>Love the idea, but only if it is financially viable. Remember Spacey Houses pub deteriorated over many years and closed because it was not financially viable as footfall very low –</p> <p>1) Doubtful about a public house, the previous one failed, and the Black Swan is struggling. 2) Doubtful too about public conveniences, where is the evidence of need and is it a priority for use of public resources?</p> <p>1) Not sure a pub is required when the black swan is so close. 2) A cafe would be nice but again Crimple is only around the corner. 3) Pedestrian access to this from the village would be preferred.</p>	<p>is widely supported by the community. The policy puts in place a supportive planning context should a proposal come forward. The aim is to have both at the heart of the communities not on Leeds Road. There is no shortage of community venues in the village for people to socialise.</p> <p>AGREE – it is a matter for market forces. The policy puts in place a supportive planning context should a proposal come forward.</p> <p>1) NOTED - it is a matter for market forces. The policy puts in place a supportive planning context should a proposal come forward. 2) NOTED – priority public resource use is not an issue as this is a supportive policy in the event of a proposal coming forward, not a proposal to provide and spend public money on provision. As stated, a proposal associated with recreational provision is favoured to serve recreational uses, including Ringway users and potentially future cycleway users – ref new NP cycle route proposal put forward elsewhere in this document.</p> <p>1) NOTED – Black Swan is not close to everyone in the Neighbourhood Area. Provision is a matter for market forces. The aspiration is widely supported by the community. The policy puts in place</p>	<p>NO ACTION</p> <p>1) NO ACTION 2) NO ACTION</p> <p>1) NO ACTION 2) NO ACTION 3) ACTION – amend NP as indicated.</p>
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	<p>Would love to see a cafe in the village, could a regular cafe not be established in the village hall or church hall if location is the problem?</p>	<p>a supportive planning context should a proposal come forward. 2) NOTED - the aim is to have a cafe at the heart of the communities not on Leeds Road. 3) NOTED – footpath link from village towards Crimble/Community Park/Leeds Rd already exists. A branch off this and across R. Crimble to A61 could be added to TTT1 (and TTT4) and community actions.</p> <p>NOTED – a commercial proposal has recently made to provide a café as part of the new employment development on the Dunlopillo site, of which the PC is supportive. Both this and any proposal for such use in village halls would be supported under Policy CFS2.</p>	<p>NO ACTION</p>
<p>Policy CFS3: Educational Facilities for Pannal Primary School – Development Requirements</p>	<p>All very sensible suggestions</p> <p>Couldn't find CFS3 but if it is the bullet point under CFS2 then my answer is yes.</p> <p>HBC - The text refers to the school allocation in the local plan but a reference to Local Plan Policy TI6: Provision of Educational Facilities would be helpful in the policy.</p>	<p>NOTED</p> <p>NOTED</p> <p>NOTED – this can easily be incorporated.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>ACTION – amend plan in line with comment.</p>
<p>Policy H1: Small Scale & Infill Housing Development within the Development Limit</p>	<p>Some of these proposals seem outside the Parish Council's remit</p>	<p>NOTED – the PC has the power to produce a Neighbourhood Plan which is a document with planning policies at its core. The proposals in Policy H1 are all legitimate planning issues, considered to be in conformity with existing Local Plan policies.</p>	<p>NO ACTION</p>

	<p>Don't know if a prohibition of bin placement at the front of properties could be implemented retrospectively. Where possible, it certainly should be!</p> <p>existing planning laws already cover</p> <p>Too much new housing already not in keeping with the character of the village.</p> <p>HBC – 1) This policy relates to development within the development limit and is very specific on design, layout and requirements for new residential development. How does this relate to the proposed Design Code which is broken down into character areas? It is very confusing to have lots of design requirements over a number of areas and associated policies and will make it very difficult to assess planning applications. What evidence or justification is there for the design and layout requirements provided? The policy is far too restrictive for development that is within the development limit so supported in principle through local and national planning policy – Local Plan Policy GS3. Whilst we agree that consideration should be given to design and layout, this policy puts a ‘blanket’ of requirements across all housing within a very wide area and fails to take account of the character of the different areas in Pannal. Developments should be assessed on their own merit with regard to the individual site characteristics and it would be impossible for every application to meet all of the very detailed requirements of this policy. Depending on the individual application, meeting the requirement might also not be the best use of</p>	<p>NOTED – this is not a planning issue.</p> <p>NOTED – not, it is considered, at this level of detail.</p> <p>NOTED – the NP cannot do anything about past planning decisions – it aims to positively influence future decisions once adopted.</p> <p>1) NOTED – there is mileage in trying to simplify/rationalise the policy approach, with the Village Character Areas policy (BE5), based on the Design Codes report, being the lead. Role of Design codes annex should also be clarified. 2) NOTED – the inclusion of cycling, pedestrian, access criteria within TTT1 can be considered.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>1) ACTION – review H1 against BE5 and other development/design policies with a view to simplification/rationalisation. Clarify role of Design Codes annex. 2) ACTION – consider adding cycling etc criteria to TTT1 as suggested.</p>
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	<p>space, light, orientation, site layout etc which could result in less superior development. It also limits the opportunities for innovative design. Also reference is made to the design Code Annex to the plan but this is not attached – what is the purpose of this Annex and how does it relate to the list of design requirements in this policy.</p> <p>It is considered that this policy is not necessary as local design considerations are covered by the Local Plan Policy HP3 : Local Distinctiveness however an alternative could be to review the Village Character Areas Policy and add in design requirements for housing within each area. Policy H1 would then make reference to the fact that housing development within the development limit will be supported and applications with these areas should be in accordance with the criteria within the appropriate Village Character Area. 2) The requirements in relation to cycle, pedestrian facilities and access could be provided within Policy TTT1.</p>		
Policy H2: Development Outside the Development Limit	<p>I would have some reservations about this - depends on situation</p> <p>I thought that the 5 year supply of housing has now been met National Planning Policy guidelines may well change</p> <p>To date NYCC have not had objections to developments on traffic grounds because they never take into account cumulative effects of developments - just sites in isolation. Hence the paragraph on development and infrastructure capacity is fairly meaningless - although essential.</p>	<p>NOTED – without details as to the reservations held, there is no basis for considering policy amendment.</p> <p>NOTED – policy wording reflects that of Local Plan GS3 in respect of the 5 year housing supply. The NP has to be written in the context of the existing NPPF.</p> <p>NOTED – the policy worded referred to as “fairly meaningless” has met favour with other NP examiners and appears in already ‘made’ i.e. adopted NPs. Could however look at extending the para in</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>ACTION – consider policy amendment as indicated.</p>

	<p>Unfortunately, that seems to be beyond the control of local people.</p> <p>existing planning laws already cover</p> <p>Concerned that this will be over ridden by the council/might of developers.</p> <p>HBC – 1) Aligns back to Local Plan Policy GS3 which gives a clear set of criteria A-D for consideration of developments outside the development limit including adverse impact on character and appearance of the surrounding countryside or heritage assets as well as on character, appearance and setting of the settlement. In the absence of a five year land supply there has to be a recognition that land outside the development might be needed and Policy GS3 adequately covers these circumstances. There does not appear to be any evidence to justify why the extra criteria are appropriate for inclusion in the Pannal and Burn Bridge Neighbourhood Plan. It is also not clear how the ‘intrinsic value’ or ‘valuable contribution’ referenced in para 2 can be adequately assessed as well as how the impact on local road network, local primary school places, or local medical service places can be measured and assessed.</p> <p>‘No development to exceed the capacity of infrastructure, as existing or provided as a condition of development’ – this sentence is quite confusing. If the development is judged to have an impact on the capacity of existing</p>	<p>question to embrace a consideration of cumulative effects.</p> <p>NOTED – it is considered that H2 amplifies rather duplicates what exists.</p> <p>NOTED – as the policy will become part of the Local Plan on adoption, it is the council (HBC/its successor) that will be implementing it not overriding it. To what extent developers are held to this or any other policy is ultimately down to officers/members/Government inspectors.</p> <p>1) NOTED - this policy approach, with self-same wording (or similar), has not been perceived as an issue/problem by examiners of other NPs (or the LPAs concerned). Rather, it has been viewed favourably and now appears in a number of made NPs, e.g. Haworth, Otley, Aberford within the context of similar Local Plan policies. The criteria reflect concerns of the local community, as voiced in consultations, and the PC.</p> <p>2) NOTED – the SPD could usefully be referenced in the text.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>1) NO ACTION 2) ACTION – reference SPD in text as suggested.</p>
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	<p>infrastructure, then these impacts will need to be mitigated either through onsite provision, off-site provision/improvements or financial contributions. This would then make the proposal acceptable in planning terms and could not be refused on infrastructure capacity grounds.</p> <p>2) The text could reference the council's Air Quality SPD which provides guidance for Policy NE1.</p>		
Policy H3: Housing Mix	<p>I completely agree that more bungalows needed</p> <p>There is already excessive provision for housing, far ahead of the provisions of the HBC local plan, hence no further housing should be considered in the parish apart from infill.</p> <p>existing planning laws already cover</p> <p>Would like to see smaller affordable properties for first time buyers and downsizers.</p> <p>HBC - Pannal and Burn Bridge Parish falls within the Harrogate and Surrounds sub-area within the 2018 HEDNA.</p> <p>The HEDNA Chapter 10 NEED FOR DIFFERENT SIZES OF HOMES key points identifies</p> <ul style="list-style-type: none"> Three bedroom properties are the most common size of properties in all of the sub-areas. The percentage of 1 bedroom properties is highest in Harrogate and surrounds. Based on the economic led forecasts there is a clear need across the district for market delivery to be focussed on 2 and 3 bedrooms. This reflects the 	<p>NOTED</p> <p>NOTED – neither the adopted Local Plan nor the NP rules out/can rule out further future housing. H3 seeks to influence the type/mix of any such housing in the local interest should it come to pass.</p> <p>DISAGREE – NP policy puts a local accent on Local Plan policy reflecting local views.</p> <p>NOTED – H3 provides for this.</p> <p>NOTED – the text could also usefully reference Local Plan Policy HS2</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>ACTION – reference HS2 in text.</p>

	<p>aging population, existing stock and the need to support down-sizing</p> <ul style="list-style-type: none"> • Similarly affordable home ownership/Intermediate should also focus delivery on 2 and 3 although a greater percentage should be delivered as smaller homes compared to the market sector. • The focus of affordable housing delivery should be for 2 bedroom property. This reflects the closer links between need and occupation, as well as the high turnover of one-bedroom affordable homes. <p>The proposed policy and its evidence base is in-line with the findings of the district-wide HEDNA.</p> <p>It is noted that the policy refers back to Local Plan policies HS1 and HS4 but does not refer to HS2 Affordable Housing.</p>		
Housing – General	HBC - Agree with the general focus of the policies, particularly the prioritising of starter and retirement homes.	NOTED	NO ACTION
Policy ED1: Protection of Existing Employment Sites	<p>But what about the mercedes site and the BP site?</p> <p>What employment site is there at Almsford Bridge? Is this PN18 - which has no relation to Almsford Bridge. It could also be called South Harrogate as it is indeed south of Harrogate. Change the name please.</p> <p>if financially viable. It would be folly to just protect employment on a site if a business cannot make that work.</p> <p>HBC - The list of employment sites need an individual reference number.</p>	<p>NOTED – both fall within the Almsford Bridge site.</p> <p>NOTED – Almsford Bridge is the site with BP, Mercedes – see NP Policies Map.</p> <p>NOTED – the aim is to keep the sites in employment use not to keep individual businesses in business. It is considered important to sustain and support local business/employment.</p> <p>AGREE – sites in policy list should be numbered in line with Policies Map.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>ACTION – number policy sites list as indicated.</p>

Policy ED2: Employment Site South of Almsford Bridge – Development Requirements – supporting text.	<p>HBC – (Para 2 P45) Use of the word “screening” and “restrictions” are too negative.</p> <p>HBC – (Para 3 P45) ‘It is however considered that there is no evidence and therefore no justification to support policy clauses in respect of local employment or noise’ – What does this mean?</p>	<p>NOTED – acknowledged that this wording should be amended to better reflect more positive policy wording.</p> <p>NOTED – it relates back to the previous paragraph which highlighted community comments re noise and local employment. The PC decided that despite concerns raised there was no justification for seeking to address these matters in the policy.</p>	<p>ACTION – amend wording as indicated.</p> <p>NO ACTION</p>
Policy ED2: Employment Site South of Almsford Bridge – Development Requirements	<p>can a footpath be provided through the site into the Crimple Valley SLA</p> <p>No B8 or any heavy industry or warehousing. Roads simply cannot cope</p> <p>No new developments please</p> <p>I don't agree with further development of this area, but agree that assessments need to take account of increasing traffic, A61 access, pollution, etc.</p> <p>HBC:- Bullet 1 - Good that the Neighbourhood Plan recognise this is a Gateway site Bullet 2 – Vary building heights – way it is worded makes it difficult to put any new buildings on the site and is in conflict with the Harrogate District Local Plan. Bullet 8 – PN18 is not adjacent to residential properties.</p>	<p>NOTED – this is considered to be a good idea.</p> <p>DISAGREE – Local Plan already allows B8 use which the NP cannot oppose.</p> <p>NOTED – the development at South of Almsford Bridge is already an adopted Local Plan allocation which the NP cannot oppose.</p> <p>NOTED – the development at South of Almsford Bridge is already an adopted Local Plan allocation which the NP cannot oppose.</p> <p>1) NOTED 2) DISAGREE – on the contrary the wording gives ample flexibility to put buildings on the site in such a way that key viaduct views are retained as required by Local Plan policy. There is</p>	<p>ACTION – add policy clause supporting a footpath as indicated.</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>1) NO ACTION 2) NO ACTION 3) NO ACTION</p>

		no Local Plan conflict. As a matter of fact, the wording was okayed with HBC officers in a meeting pre Regulation 14. 3) NOTED – bullet 8 does not it is adjacent. Badly designed lighting can be intrusive and affect amenity at a distance from the generating site.	
Non-Planning Community Actions - General	<p>No</p> <p>1) I can't seem to find this as the only N Plan document I could find on the PC website only went up to 15 pages. 2) Also I just wanted to say that I recognise and appreciate the amount of work that has gone into developing this plan and that Pannal is a great place to live despite the traffic and parking problems!.</p> <p>I like the identification of where lobbying will be persued.</p> <p>No</p> <p>I am totally in support of the aspirations outlined in this section and applaud the Parish Council for the hard work and diligence they have shown in producing this Neighbourhood Plan. Let us hope that the new Unitary Authority and whatever version of a Town council we get in 2023 will pay heed to our local representatives in Pannal & Burn Bridge.</p> <p>No comments</p> <p>1) I do not support further housing/business developments on green field sites. 2) Thank you to everyone for putting this together for the village</p>	<p>NOTED</p> <p>1) NOTED – the full NP document was available on the website. 2) NOTED</p> <p>NOTED</p> <p>NOTED</p> <p>NOTED</p> <p>NOTED</p> <p>1) NOTED – the NP does not propose any new housing/business development, but rather seeks to shape what is already allocated and what may</p>	<p>NO ACTION</p> <p>1) NO ACTION 2) NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>1) NO ACTION 2) NO ACTION</p>

	<p>Natural England - Natural England does not have any specific comments on the Pannal and Burn Bridge Neighbourhood Development Plan.</p> <p>The Coal Authority - Having reviewed your document, I confirm that we have no specific comments to make on it.</p>	<p>be allowed in line with Local Plan policies. 2) NOTED</p> <p>NOTED</p> <p>NOTED</p>	<p>NO ACTION</p> <p>NO ACTION</p>
Monitoring, Review, Implementation	HBC - It's not clear how the policies will be monitored and reviewed.	NOTED – there is no requirement on Qualifying Bodies to set this out within a NP. This will be a matter for the PC to decide for itself once the NP is finally made.	NO ACTION
Appendix 1: Green & Blue Infrastructure	HBC - The appendix has extracts (corridor descriptions) from some work undertaken by Natural England in 2010 but which hasn't really been progressed since then. The boundaries were drawn around a table from a workshop of interested parties working at a regional scale. This is partially recognised on p.12 and therefore the neighbourhood plan should not give the detail of the boundaries too much weight, and it may be better to draw own boundaries within the context of the regionally important corridors, based on detailed local knowledge and aspirations, as have been done with 'the Walton Fringe'.	NOTED – the NP uses the 2010 work boundaries as a necessarily broad starting point and interprets them at a local level relative to local geography – in effect drawing own boundaries as suggested. Experience from other NPs indicates that this approach, based on the 2010 work, has found favour with examiners/other LPAs alike, with the resultant areas/boundaries approved in made NPs, e.g. Haworth.	NO ACTION
Appendix 2: LGS Assessments	HBC - Not every LGS has to qualify on every potential criterion. There is no need to make the case as to why, for example, Pannal Cricket Club Ground should qualify on the basis of wildlife richness. It would be better to simply argue the case on those other grounds which really justify it, rather than trying to include that particular justification	1) NOTED – the PC is well aware of the qualifying criteria. The assessments are considered to be fair and balanced with no irrelevant/spurious justifications. The approach draws on experience from several other NP LGS assessments	<p>1) NO ACTION</p> <p>2) ACTION – number sites in policy list in line with Policies Map.</p>

	<p>for some of the proposed LGS where it is not really relevant. The sites need numbering in the policy to reflect the number on the Policies Map.</p> <p>HBC – (Re Pannal Community Park) Pedestrian Bridge Link – who would fund this?</p>	<p>based on which sites have been successfully designated within ‘made’ NPs. There is no reason put forward relative to basic conditions as to why any assessments should be amended or sites not designated.</p> <p>2) AGREE – policy list would benefit from site numbering in line with Policies Map.</p> <p>NOTED – to be developed as part of/in conjunction with Park and Stride provision, i.e. by Park and Stride developer, e.g. PC. Bridge and path link to existing PROW should also be part of TTT4.</p>	<p>ACTION – amend TTT4 as indicated.</p>
Policies Map	<p>HBC - there is a lot of information on the policies map with similar colours and shading which makes it difficult to read.</p> <p>HBC - SINC – Spacey Houses Whin potential SINC is shown as SINC (3) on the Policy Map. It has been assessed as qualifying by the North Yorks SINC Panel but has not yet been designated in the Local Plan (hopefully to be put forward in the Local Plan Review).</p>	<p>NOTED – no more or less than on other NP/Local Plan Policies/Proposals Maps – e.g. Harrogate District Local Plan, Harrogate Main Settlement Map. The zoom function renders electronic versions perfectly readable.</p> <p>NOTED – the status of the Spacey Houses Whin SINC should be acknowledged in the NP text (P15, para 4) and on the Policies Map.</p>	<p>NO ACTION</p> <p>ACTION – amend text and Policies Map as indicated.</p>
General	<p>HBC - The Parish Council should be congratulated on the work that they have put into the Neighbourhood Plan. In particular, there are some very detailed assessments that have been undertaken with regard to Local Green Space, Heritage Areas and Village Character Areas and it is evident that substantial public consultation and</p>	<p>NOTED</p>	<p>NO ACTION</p>

	<p>engagement has been undertaken to inform the Plan's development.</p> <p>HBC - Care is needed to ensure the Harrogate District Local Plan 2014-2035 is either referred to as the Local Plan or Harrogate District Local Plan rather than Harrogate Local Plan, which implies it only covers Harrogate rather than the whole district.</p> <p>HBC - Paragraph numbers would help navigation through the document.</p> <p>HBC - Strategic Property wish to ensure that any allocations in this plan allow the Strategic Priorities of Economic Growth, Carbon Reduction and Housing Growth to be delivered.</p> <p>HBC - Presentation could be clearer with policies and non-planning actions presented differently to the introduction and justification text. Highlighted policy text is difficult to read. Suggest putting policies in boxes so they stand out, with numbered justification paragraphs following to add detail rather than front loading the information.</p> <p>HBC - Need to be clearer what evidence has fed into policy development.</p>	<p>NOTED – the submission NP can be proofed to ensure consistency.</p> <p>NOTED – these can be incorporated into the submission NP.</p> <p>NOTED – having sought clarification on this comment from HBC, the following response was received – “this comment really just provides a back up to the other comments about PN18 in the fact that the Council needs to ensure that PN18 progresses as it is an important site to deliver the strategic priorities of economic growth etc.”</p> <p>NOTED – these are cosmetic matters of presentation and a matter of PC choice unless the examiner decrees otherwise. This style of presentation has proved perfectly acceptable to other LPAs/ examiners. That said, paragraph numbers can be incorporated into the submission NP and policies boxed as suggested.</p> <p>NOTED – it is considered that the NP is generally clear on this. Where specific examples of a lack of clarity have been</p>	<p>ACTION – proof submission NP to ensure consistent reference to the Local Plan.</p> <p>ACTION – incorporate paragraph numbering in final NP.</p> <p>NO ACTION</p> <p>ACTION – incorporate paragraph numbering and box policies in final NP.</p> <p>NO ACTION</p>
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	HBC - Links to the Harrogate District Local Plan policies, NPPF etc. could be clearer.	<p>highlighted in detailed comments above, the PC has indicated its intention to address the matter where felt to be necessary.</p> <p>NOTED – it is considered that the NP is generally very clear on this. Where specific examples of a lack of clarity have been highlighted in detailed comments above, the PC has indicated its intention to address the matter where felt to be necessary.</p>	NO ACTION
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PANNAL & BURN BRIDGE
NEIGHBOURHOOD DEVELOPMENT PLAN
2021-2035

CONSULTATION STATEMENT

APPENDIX 7

Post Regulation 14 Targeted Consultation

APPENDIX 7a: Post Regulation 14 Targeted Consultation Email to Network Rail

APPENDIX 7b: HBC Parks Consultation Response

APPENDIX 7c: HBC Estates Consultation Response

APPENDIX 7a: Post Regulation 14 Targeted Consultation Email to Network Rail

Dear Tony Rivero

Between 12th February and 26th March 2022 Pannal and Burn Bridge Parish Council undertook a statutory Regulation 14 consultation on the Pre-Submission version of the above Neighbourhood Plan. As part of this consultation, the parish council consulted Network Rail at The Old Carriage Works, Holgate Park Drive, York, YO24 4EH contactus@networkrailconsulting.com The parish council received no representations from Network Rail in response to this consultation.

Harrogate BC, in making its comments, recommended that the parish council seek the views of Network Rail in respect of 1 of the plan's Built Environment policies (i.e. BE5), specifically in respect of the policy section relating to Leeds Road Corridor, tree planting in the proximity of the railway line and the proposed 10m set back for development. Despite having already provided Network Rail with the statutory opportunity to give its views, the parish council is happy to offer a further opportunity as suggested. Rachael Hutton in HBC's Place-shaping and Economic Growth Department has provided the parish council with your contact details in this regard.

I duly attach extracts from the Neighbourhood Plan relating to the policy in question and invite your comments.

I would be grateful if you could provide any comments by a deadline date of Friday 23rd September. I would also appreciate you acknowledging this e-mail and letting me know if you do not intend to make any comments. [REDACTED]

Thank you for your attention.

Regards

Mike Dando
Directions Planning Consultancy Ltd
On behalf of Pannal and Burn Bridge Parish Council

APPENDIX 7b: HBC Parks Consultation Response

Dear Mike

Thank you for the opportunity to input to the process.

In respect to the request concerning the proposal below in the Pannal and Burn Bridge Neighbourhood Plan:

- Pursue Local Nature Reserve (LNR) status for Allen Wood (together with associated woodland management, tree planting and signage/interpretation) and Sandy Bank Wood/Quarry.

Both of these sites are owned by Harrogate Borough Council. Local Nature Reserve status requires land to be owned by or leased to the local authority. Equally, management of the sites needs to be considered and a management plan needs to be submitted as part of the application process. Consideration also needs to be given to funding and partnership arrangements for the ongoing management and maintenance of the sites. The LNR designation requires public access to be introduced and maintained to these areas. HBC currently has no additional funding available to support these sites.

For information, the Sandy Bank Wood/Quarry site is already designated a Site of Importance for Nature Conservation (SINC).

I have no objections to the approach proposed but would need to see proposals on how the Parish will support and fund management of the site if LNR designation is achieved.

Feel free to come back to me if you have any further questions

Best wishes

Alison Wilson
Head of Parks and Environmental Services
Harrogate Borough Council

www.harrogate.gov.uk
01423 500 600 ext. 58090



APPENDIX 7c: HBC Estates Consultation Response

Mike,

Thank you for your email. I am happy to issue the final SEA screening report so will get it to you by next Wednesday if that is OK. From looking at the HE response, I too can confirm that it will not affect our initial conclusion.

Further to you consulting HBC's estate team, please find below comments from Jonathan Dunk, Executive Officer for Strategic Property and Major Projects with regard to Policy GNE3 and GNE6.

Policy GNE3

As landowner, HBC do not support the allocation of Almsford Wood as Local Green Space under Policy GNE3 as we do not consider it to have demonstrable value to the local community of Pannal and Burnbridge. The site is not in close proximity or in easy walking distance to the community of Pannal and Burn Bridge due to the site being detached and not related to the village and on the other side of the A61 which needs to be crossed to access this site. The assessment for this site refers to a link path west going under the A61 road bridge linking the path to the pavement on the other side of the A61 however this needs to be clarified as this information conflicts with Policy GNE6 which refers to the need for an underpass. There is not to our knowledge a way of safely accessing this site underneath the A61.

As the site contains significant woodland, it is covered adequately by Local Plan policy NE7: Trees and Woodland and is sufficiently protected by other Local Plan policies such as HP5: Public rights of Way and NE3: Protecting the Natural Environment.

Policy GNE6

It is unclear as to the intention of this policy as it does not formally allocate this land for open space but merely refers to presenting "an opportunity for new open space". This is very confusing, especially as the policy map shows the boundary of this land which infers some form of formal designation. The land is in HBC ownership and as landowners we do not support the inclusion of this land in Policy GNE6 or the use of the land as referenced in the policy. We therefore object to policy GNE6 as we do not consider it to be deliverable, achievable or sufficiently evidenced or justified. The land is currently open land and already benefits from an existing public Right of Way so we do not support the need for the additional 'opportunities' identified. The Local Green Space justification provided in the Neighbourhood Plan for part of this site identifies that it already has recreational benefits and states that the footpath already forms an attractive route linking interesting nature sites within the Special Landscape Area.

With regards to the reference to the scope for an underpass, this is a strategic decision that would require significant investment and discussion with NYCC and is not justified or evidenced. Further work could be undertaken in conjunction with NYCC to explore a more connected network of paths and cycles across the district and into the countryside, the evidence for which could be used to harness CIL or direct S106 contributions towards projects to improve connectivity however the network would need to be identified and a plan/strategy in place to help harness the money. The inclusion of an aspiration for an underpass therefore is considered outside the scope of the Neighbourhood Plan and again not deliverable or evidenced.

If you need anything else, please don't hesitate to get in touch.

Thanks

Rachael

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