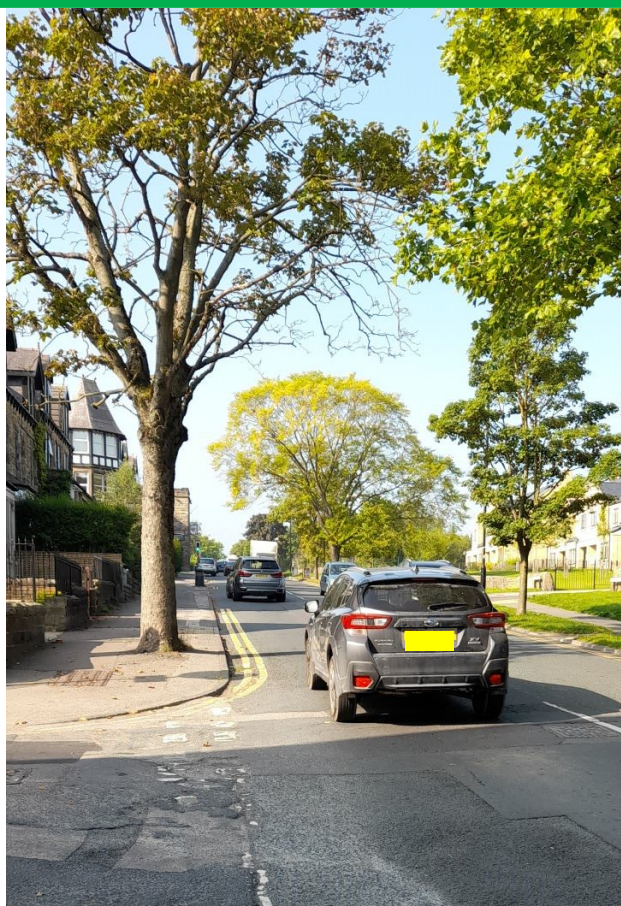


September 2021



Can Otley Road cope with traffic from 1590* new homes?

That's just one of the key questions the **West Harrogate Parameters Plan** must address.

And that is just the number accessed directly from Otley Road. In total plans for the 'Western Arc' of developments will include nearly 4000 new dwellings by 2035.

The local authority refers to the extensive house building to the west of Harrogate as an '**urban expansion**', whereas in reality a new settlement is to be created on the edge of town. With a new settlement all sorts of disciplines apply. Not so with this urban expansion. In essence we are fearful that 'squeezing a quart into a pint pot' is becoming the doctrine.

HAPARA strongly believes there is a need to involve the wider public at consultation events before major applications are determined. Unless a 'fit for purpose' transport plan is forthcoming and implemented, local residents appear to be facing traffic disruption well into the foreseeable future.

Note: *1590 consists of:

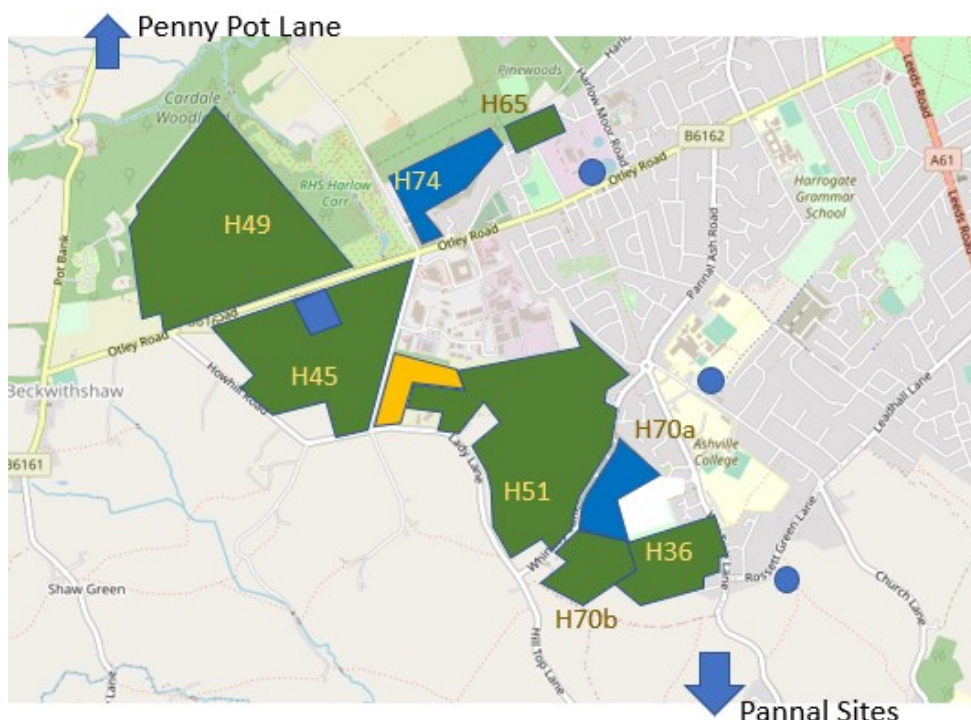
H49 (Windmill Farm)	780
H45 (Bluecoat Park)	560
H46 (Adjacent Horticap)	125
H74 (Crag Lane)	125

The 'Western Arc' comprises all the sites on the map together with Penny Pot Lane (600) and Pannal Sites (120).

The West Harrogate Parameters Plan (WHPP) will encompass all the green sites on the map.

Discussions are still ongoing and the WHPP is not expected for a few months yet.

More on H49 on the next page



Windmill Farm (H49)

HAPARA has been contacted by Johnson Mowat (Planning and Development Consultants) whose clients include Taylor Wimpey UK and Redrow Homes who are to be involved in developing this site.

Johnson Mowat have established a website relating to this site which you can view by utilising the following link:-

<https://www.johnsonmowat.co.uk/windmillfarm/>

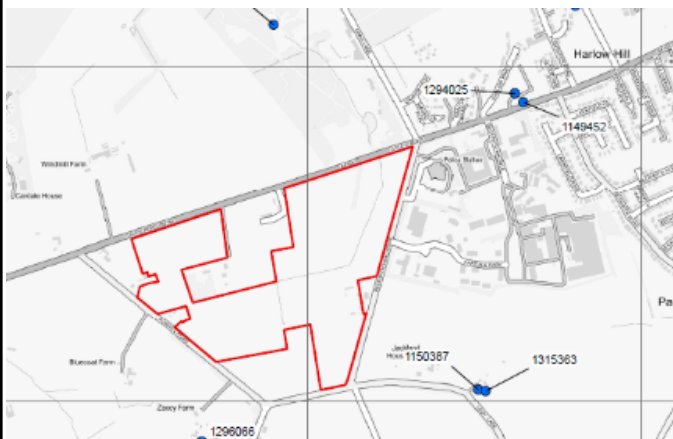
The company is seeking engagement with local groups and, with this in mind, a meeting with representatives from the Western Arc Coordination Group has been arranged.

In early 2019 a Scoping Application for 1,000 homes was put forward so it's somewhat of a relief that 780 are currently being proposed, broadly in line with the 776 homes quoted in the Local Plan.



Planning layout as shown on the Johnson Mowett website

Bluecoat Park (H45)



Outline of site. Extract from the Bluecoat Park Environmental Impact Scoping Report; Litchfields, April 2021

A 'Scoping' Application for 560 dwellings has been submitted by Homes England to be considered by HBC. The Bluecoat site already has outline planning permission for 450 dwellings. This was granted in early 2016 following an earlier refusal of permission on the grounds of road safety and traffic.

Incidentally, the following has been extracted from the Scoping Study Document:-

'Buildings will typically be between 1 and 3 storeys in height, with a feature block of up to 4 storeys to be located at the eastern entrance to the site'

So might we see bungalows?

HBC Nurseries (H65)

Consultants have been appointed to look into the disposal and future development of council owned sites, one of which is the HBC Nurseries on Nursery Lane East, close to the Pinewoods. The land in question was included in the Local Plan (H65) with a yield of 40 houses.

HAPARA has accepted an invitation to a Strategic Sites Stakeholder Webinar towards the end of the month to discuss the consultant's proposals. Should a planning application come forward, we believe both design and construction must be exemplars of best practice and totally sympathetic to the unique location.



Former Police Training Centre (H36)

Following the resolution on 3 June of the HBC Planning Committee to defer a decision relating to an application for 200 dwellings, HAPARA took up the suggestion of a meeting with Homes England that had been put forward by Cllr Jim Clarke.

HAPARA argued that a planning decision should not be considered until the **Parameters Plan** is in place and reiterated opposition to the near 25% increase in the number of dwellings (this site already has extant planning

permission for 161 dwellings). Homes England's position was such that an increase in numbers was critical to ensure that a suitable developer would be attracted to undertake a scheme that was viable.

Homes England suggested that a further meeting be arranged with Countryside Properties (proposed developer). HAPARA readily agreed so that their plans could be discussed and specific points of concern highlighted.

Whinney Lane



Following on from the reopening of Whinney Lane and the departure of the Yorkshire Water contractors, HAPARA is seeking to enlist our local councillors to help resolve a number of issues such as deterioration of road surfaces, restoration of damaged grass verges, reinstatement of hedging, remedial landscaping and removal of steel fencing. It may be that plans are in hand to undertake some of this work however it is felt that relevant bodies need to be made aware of all matters affecting local residents.

Stonebridge Homes issued the following statement on 8 September.

'You may be aware that Stonebridge Homes are carrying out repairs to the road off Whinney Lane and focusing on Ash View and Craig View. They expect this work to be completed by the end of October at the latest, whilst they wait for approval from statutory bodies.'

The works will comprise of new tarmac to the first five metres of the entrance to Ash View whilst attending

some kerb remediation between Ash View and Whinney Lane. They will then continue along the road to the end of Craig View, where they will fill all potholes and clean gullies.'

We have urged Stonebridge to communicate with residents on Ash View and Craig View and advise when they have a confirmed date as to when the works are due to start.

Looking towards Craig View



Ash View

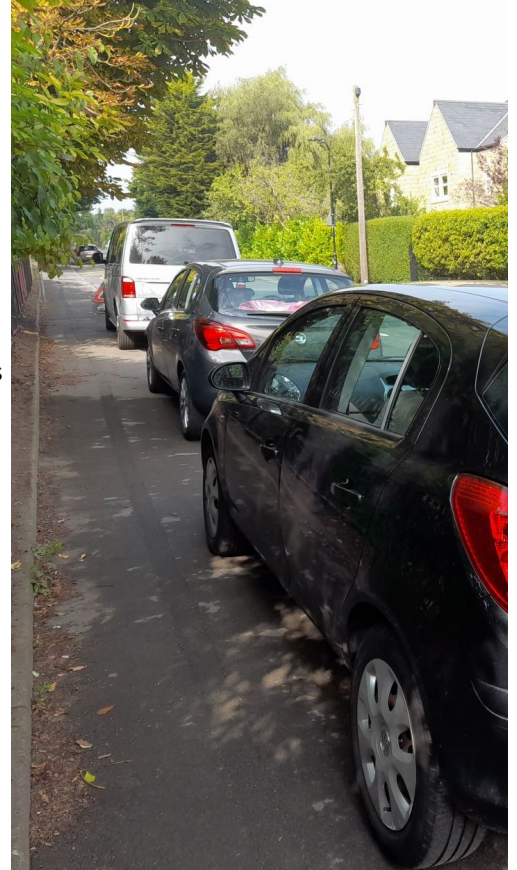


Green Lane Traffic Regulation Orders (TROs)



After what has seemed an age this long running saga appears to be coming to an end with NYCC indicating that a road marking crew will be in the Harrogate area in the week commencing 27 September. Consequently the Green Lane parking restrictions are to be installed that week. Schools will be notified once a specific day is finalised but generally the lining crew will undertake work in live traffic so roads won't be closed or subject to restricted access. Some coning or signing may be deployed to encourage vehicles to move.

It is unfortunate that the required work could not have been undertaken ahead of the Autumn Term. NYCC will continue to monitor the effect.



'Whinney Fields' development (Mulgrave)



The latest information we have received from Mulgrave indicates that they are expecting to finish work on this site at the end of November.

As of 6 September, 31 out of 40 plots have been completed and 27 occupied.

We will continue to monitor the following:-

- completion of footways and road surfacing
- implementation of the conditions specified in the planning permission in relation to a speed table and 'Kassell' kerbs around the footpath radius leading into the site
- clear reinstatement of the Public Right of Way. 15.54/68/1 (Whinney Lane - Larkfield Road)
- reopening of the ginnel that allows access to Beckwith Road

Otley Road Cycleway

Phase 1 construction of this long-awaited scheme from Harlow Moor Road to Arthurs Avenue has been announced as starting on site on 20 September. Work also will include widening Otley Road on the approach to Harlow Moor Road as well as the creation of a designated left turn lane on the western approach to Harlow Moor Road and designated right turn lane on the eastern approach. This is designed to improve traffic flows.

Phase 2 covers a cycle route from Arthurs Avenue to Beech Grove with our understanding being that work is expected commence in 2022. According to NYCC the design for Phase 2 has been amended to 'avoid taking more trees out'.

HAPARA understands that the designs for Phases 1 and 2 have been revisited by NYCC's transport consultants to incorporate 'where feasible' the LTN 1/20 guidelines (segregation of pedestrians/cyclists). We have not been consulted on this or seen a copy of the required safety audit.

NYCC has also confirmed the additional planting of trees by Yorkshire Water within their land at the Harlow Moor Road/Otley Road junction.

For more information you can visit the [NYCC web page](#) relating to the Otley Road Cycle Route.

Phase 3 is envisaged to run from Cardale Park to Harlow Moor Road. However, information received recently from NYCC indicated that this section has not yet been through the detailed design phase.

In relation to funding, it has always been our understanding that Phase 3 was to be delivered using developer funds. Consequently, NYCC will have to secure Section 106 funding to enable the cycle way to be constructed. In view of the fact that the Windmill Farm (H49) and Bluecoat Park (H45) appear to be progressing towards application stage it may be that they are required to contribute.

Regarding Phase 3, HAPARA has requested that NYCC confirm, not only that this scheme will be fully compliant with LTN 1/20 in respect of segregation between pedestrians and cyclists (meaning a dedicated path for each) but that there will be no more tarmacking of grass verges and cutting down of trees.



Preliminary services work at Harlow Moor Road junction earlier this year

Furthermore HAPARA has requested that meaningful engagement takes place in respect of the proposals for Phase 3 to ensure involvement with the local community, something sadly lacking and a cause of significant dissatisfaction.

We remain concerned about the lack of meaningful public involvement in the cycleway proposals so far.

We urge residents to make their views known to the County Council on the potential impact of Phase 3 works (Cardale Park to Harlow Moor Road).

Comments can be submitted by email at any time to Area6.Boroughbridge@northyorks.gov.uk

Pot Holes

A number of members have raised the issue of potholes. To report a pothole or road condition issue you should visit North Yorkshire County Council Report online at :- <https://www.northyorks.gov.uk/report-online>

If potholes are not reported to NYCC there is no chance that a claim for damage to tyres/wheels/suspension will be considered so it is better to report them multiple times than not at all thereby attracting more attention and faster action.

The following table highlights so-called 'Defect Investigatory Levels' which HAPARA understands constitutes a 'pothole'.



Carriageway	Pothole /Spalling	20mm depth, 75mm across
	Crowning	50mm
	Depression	50mm over 2 sq.m
	Rutting	20mm
	Gap/Crack	20mm depth, 20mm wide
	Sunken Ironwork	20mm level difference
Pedestrian	Trip/Pothole	15mm depth
Footway	Trip/Pothole	15mm depth, 75mm across
	Rocking slab/block	15mm vertical movement
	Open joint	20mm depth, 100 x 50 area
	Tree root damage	15mm trip
	Sunken ironwork	15mm level difference

... and weeds



At the beginning of July, we contacted HBC's head of Parks and Environmental Services to draw attention to the state of the grass verges, particularly on Otley Road, and the untreated weeds along kerblines and areas like Pannal Ash Roundabout (see photo).

We suspected that this might be a deliberate policy relating to climate change and to encourage wildlife - however, not so. Apparently the unusual weather conditions combined with staff engaged on annual bedding work had delayed planned action on verge cutting.

Following further contact with Parks and Environmental Services, HBC has agreed to spray off the weeds on Pannal Ash roundabout, now that all the roadworks have finished - we hope!

Our Annual General Meeting

After careful consideration it has been decided not to hold a live AGM this year due to continuing concerns regarding the Covid-19 situation. In its place the aim is to produce a dedicated AGM Newsletter or Power Point Presentation to be viewed via the HAPARA website.

It is hoped that next year we will be able to return to our usual practice of conducting a Spring Meeting in the Green Hut.

Getting in touch:

For general matters

info@hapara.org

For membership queries

membership@hapara.org