



NPIA Police Training Centre Harrogate

Comments from Harlow and Pannal Ash Residents Association (HAPARA) – 5th March 2023

23/00259/REMAJ

Reserved matters application pursuant to outline planning permission 20/02318/OUTMAJ with full details of the appearance, landscaping, layout, access and scale of a development of 184 new build dwellings and the conversion of North Lodge, Headmasters House, Kensington House and Library to form 16 dwellings, together with associated infrastructure, sustainable drainage system and biodiversity enhancement works

This planning application is expected to be the precursor to further applications coming forward shortly for determination in relation to other sites within close proximity of the Police College i.e. Bluecote Park H45, Windmill Farm H49 and Land East of Lady Lane H51). HAPARA believes the local authority and companies concerned have a duty to do much more to ensure that any effect on residents is minimised otherwise the prolonged adverse experiences faced by residents across at Kingsley Drive and latterly Whinney Lane will no doubt be repeated.

While HAPARA accepted the "brown field" former Police College site be utilized for housing, the following concerning aspects relating to the Reserved Matters application require consideration: -

HAPARA believes that a comprehensive and readily enforceable Construction Management Plan is essential to ensure that residents do not have to endure the inconvenience and disruption that was a feature throughout the development of the Stonebridge and Mulgrave sites off Whinney Lane.

Disappointingly, such a plan does not appear to have been made available for scrutiny and comment at this stage.

Clearly any agreed route from/to the principal road network will be critical especially in relation to the transportation of large pre-fabricated structures. Additionally, careful consideration regarding the timing of deliveries/departures to/from the site is essential specifically the avoidance of the school run at both ends of the day otherwise already busy local roads during "rush hour" periods will be significantly affected.

On-site vehicle wheel and underside chassis washing to keep both roads and kerbside drains clear of mud and debris is vital along with the deployment of an effective road sweeper and the facilitation of on-site parking for all contractor vehicles.

Residents living along/off Yew Tree Lane must be given advance warning of site related issues that might cause travel disruption e.g., road works and large vehicular movements while activity around the entrance to the site needs to be minimized to alleviate the effect on those living in Barton Court. Likewise, it will be essential for the developer to ensure that Ashgarth Way and Ashgarth Court are not turned into rat runs for construction vehicles wishing to avoid the very tight turn at the junction of Yew Tree Lane/Rossett Green Lane.

Although HAPARA raised concerns in relation to the overall density of housing envisaged for this site from the outset the Planning Authority has accepted the proposition being put forward by Countryside. However, an issue that the Association believes should be revisited relates to perceived over intensification of affordable housing in certain parts of the site with alternative consideration being given to wider integration e.g., the south east section of the site may be more appropriate. As things stand currently HAPARA believes that the over concentration of affordable dwellings in specific areas would be contrary to local planning policies. Unsightly and dangerous pavement parking must be avoided at all costs.

Disappointingly, this application, like many others, fails to specifically address the increased pressure that will be placed on infrastructure. Where do children go to be educated when schools in the vicinity are already at capacity? Where will people receive primary medical care when there are no doctors' surgeries in the area? Will people really catch a bus into town rather than take their cars when the nearest stop is 1KM away? Likewise, regarding carbon reduction related matters very little is envisaged to support climate change activity with not a solar panel in sight – why?

Given the pressing need for greater focus on climate change matters one would have hoped that development of this former government owned site would have resulted in an exemplar in terms of meeting zero carbon targets – clearly this is not to be the case.

HAPARA understands that residents from bordering properties below the site who have expressed concerns in relation to drainage issues are currently awaiting updates from Countryside in this respect. While not privy to specific issues raised, HAPARA's position is quite clear in that the Planning Authority must ensure matters are in hand to alleviate any possible adverse drainage effects on the properties in question.

In terms of the proposed cycle and pedestrian route that would run along the spine road through the site connecting Yew Tree Lane with future development to the west, HAPARA has noted the following within Section 4 "Application Proposals" of the Countryside Planning Statement document (published on the planning portal 03/02/2023):

Page 10 - Access – "Pedestrian and cycle access to the development site to the west (H70) is to be provided via the conjoined cycle and pedestrian route linking with Yew Tree Lane"

Page 10 - Layout – "A new-grade separated cycle route is proposed to run along the main spine road running through the site, connecting Yew Tree Lane with future development to the west, ultimately creating connections through to the wider West Harrogate development area".

This appears confusing and unclear to us. Firstly, clarity is required to ensure that the proposed cycleway will meet LTN 1/20 standards and we would also expect to see more in terms of how this scheme fits into the wider cycle network.

HAPARA - 5th March 2023