

Killinghall Parish Council Comments on new LDP

The Parish Council have examined the implications of the new LDP PROPOSALS for both the Parish as a whole and the Village in particular.

In introduction KPC would like to make the following comment:

The LDP only identifies the Village as part of Killinghall Parish. Killinghall Parish is currently made of 2 wards; Killinghall Village & Killinghall Moor. The Killinghall Moor sites have not been associated with Killinghall Parish but listed as “Urban” and mapped accordingly. This is misleading and appears to be a deliberate attempt to minimise the impact of total numbers of units committed to Killinghall Parish Council area.

MAP REFS: Map 11.43 = Killinghall Rural (Village)

- KL9, 19 4 & 18 (Committed)
- KL6, 13, 2 (proposed)

Map 11.3 = Harrogate Saltergate – Urban (Killinghall Moor)

- H50, H73, 72, HS2a (committed)

VILLAGE

General Issues:

- a. **Concern that local primary school will not be able to expand after present planned expansion, due to lack of available land.**
- b. **Lack of local shopping, access to rail services, secondary school and major employment.**
- c. **In some cases negative effect on natural environment.**
- a. **Varying negative pollution effects on roads and & watercourses.**
- b. **Problems re. accessibility and transport plus poor provision for cyclists & pedestrians.**
- c. **All sites shown with Flood Zone 1.**
- d. **Negative effect on local distinctiveness & built form of village, loss of land would affect integration of the village into the countryside.**

1. Sustainability – Village Services –

Labelled ‘Primary Service Centre’ in LDP (which we contest, see negatives below).

Positives:

Regular bus service (frequency not reliable due to traffic),
2 pubs,
C of E and Methodist Churches,
Primary School,
Village Hall,
Play Area (in Parish Council’s custody)
Drs Surgery (but no pharmacy facilities)
A number of small businesses

Negatives:

No facilities as required to comply with rural development policy, i.e.:
No access to rail services
No access to large businesses

No secondary school
No retail facilities (of any sort, inc. no village shop)
No post office
No public sports areas within the village
No major employment opportunities
Poor provision for pedestrians & cyclists
No further burial space/cemetery expansion

2. Proposed Sites -

with access on to A61/B6161 believed already at full capacity – especially the Junction.

a) KL2 (Land adjoining Grainbeck Manor)

- Major access through Grainbeck Lane leading to an unacceptable junction with A61 (previously considered for one way system by NYCC and KPC) and to B6161 already providing access to 2 other sites (KL18 & KL4). Design layout of proposals for Moor Close/Ripon Road development (KL4) give rise to strong possibility of routing traffic through Moor Close which would be unacceptable.
- SLA adjacent to South
- Major adverse impact on southern approaches to village Flooding issues

b) KL6 (Manor Farm)

- Access/Transport – access to site would not be acceptable over narrow country lanes (Crag Lane/Malkiln Lane). Junction with B6161 cannot be altered due to proximity of school.
- Negative impact on Public Rights of Way.

c) KL13 (Former Gas Works/Cricket Field)

- Loss of potential community facility i.e. cricket field
- Potential increased pollution of roads, land and watercourses.
- Development of site would lead to increased traffic and access problems. Further congestion likely. No right turn permitted on egress.

3. Open Space -

No planned provision within the framework for additional open space for residents of Killinghall (public use), therefore a failure to meet criteria 1.8h per 1000.

Current permitted developments include token play areas not available to the general public, as they will be privately owned by residents of each development.

Only suitable land for additional green space in middle of village is already earmarked for housing development. The only current open space is Parish owned and will become too small to sustain all developments' needs as well as unable to expand, as land around will be developed (KL4). The other open space (cricket ground) is privately owned.

4. Development Line –

Significantly extended to accommodate proposed development sites both east and west of A61, beyond that agreed in previous Development Plan.

5. Employment Plan –

No provision for business premises to prove a need for additional housing. No current demand for staffing to support business needs.

PARISH

1. Traffic increase –

No future traffic model has been included in the documentation for Public Consultation on the HBC LDP website portal. 500+ additional houses within Killinghall Parish will generate at least 500 vehicles per journey (allowing for only 1 car per unit), egressing on to Skipton Road (A59), Otley Road (B6161) and Ripon Road (A61) and travelling beyond to add to the daily onslaught of congestion.

2. Health and Well-being –

No significant information on improvement plans for the future.

Pollution generated by standing traffic (particularly during events at Ripley Castle) on both A61 & B6161, already pose a health issue, now nationally recognised.

3. Known and Anticipated Growth -

Permitted development within the whole Killinghall Parish would increase by 200%.

(These permitted sites include part Skipton Road/Otley Road (400+), Penny Pot Lane (600), Picking Croft Lane (80), Ripon Road/Moor Close (45), Nidd House Farm (90), Crag Lane/Cautley Drive (65), Misc. (15). All unacceptable for a rural area without facilities. The number has but only lately been further bumped up by the Gladman's appeal being granted for the Nidd House Farm development, against HBC's recommendation.

Nucleus of village (approx. 450 houses) will be increased by 270 from current permitted development. Addition of Proposed New Sites for development would increase growth by 100+%. Adding all permitted and proposed sites for both Killinghall Wards, the Parish will be comparable with a Borough Council Ward.

Framework tables confirm this premise

4. Anticipated By-pass route –

Significantly curtailed due to planning consent already given on part of the possible route. Essential an embargo be placed on land for possible routes immediately. By 2035 Killinghall will have been waiting for a bypass for over 100 years!

5. Identity of Parish –

Is being eroded by proposed major increase and will be unacceptably swallowed up into urban conurbation. Demonstrated by the shrinking parish boundary originally including St John's Bilton and New Park.

IN CONCLUSION

Killinghall Parish Council **are strongly opposed to further development** – anticipated growth to 2035 is significant, unsustainable and an unwarranted overload, whilst other areas in are need of additional housing to help sustain their continuation but have not been included in the Plan

Killinghall Parish Council - Residents Consultation on 25/11/2016

In no particular order:

- Prices for Harrogate stock of houses for sale is well above average for the country as a whole. By contrast local wages are below national average. Local people will not be able to afford the new houses being built, even the so called 'affordables'. 'Help to buy Scheme' from Gov. is also being withdrawn.
- Crag Lane Site (KL6) – Road not wide enough to take the increased traffic. It cannot be widened further because of the school at the junction with Otley Road = health & safety issue for school children. No further space available to expand school in future (is already being extended to accommodate present developments being built).
- No bench mark for Sustainability Criteria = open to interpretation, so can be manipulated to suit 'perceived needs'. Killinghall is considered a 'Primary Service Centre' because of its transport link (Bus to Leeds, although frequency recently reduced). Yet it does not have any retail outlets (shops, post office etc...). Compared to other villages in the District with greater facilities /amenities, it has been disproportionately targeted.
- Traffic Modelling is not available on HBC website. It is unfair as potential developers can access it for a fee.
- Relief Road for Harrogate including a Killinghall By-pass not deemed necessary for the lifetime of this Plan (after 2035), yet the land on which routes might be considered will not be available by then because developed. Traffic on major roads into Harrogate particularly on the north approach, already at full capacity at peak times.
- No proper traffic modelling of junction between A61 & B6161 in the village. Traffic turning right from the B6161 into the A61 would be redirected down Grainbeck Lane (dangerous junction)!!
- Character changing of village by new developments would be without precedent. Size of the settlement would be at least doubled without adequate facilities/infrastructure to follow.

Michele Wadsworth
KPC Clerk
30/11/2016