

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

Dear Tony Rivero

Between 12<sup>th</sup> February and 26<sup>th</sup> 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](mailto: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 23<sup>rd</sup> 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

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**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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