

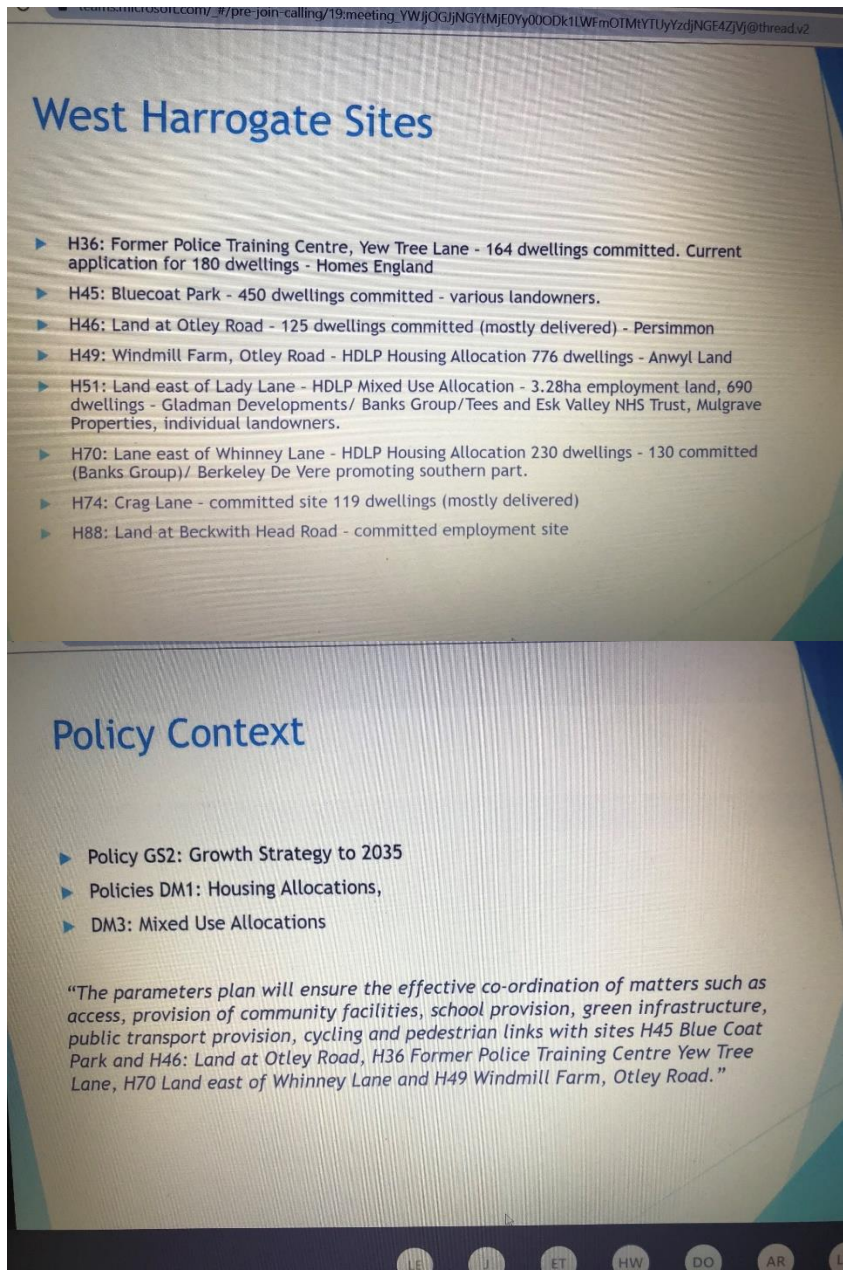
NOTES FROM REMOTE MEETING HELD BETWEEN HBC STAFF / NYCC STAFF / WESTERN ARC DEVELOPERS AND PANNAL AND BURN BRIDGE PARISH COUNCIL

Held Tuesday 22nd September 2020 at 1.30pm

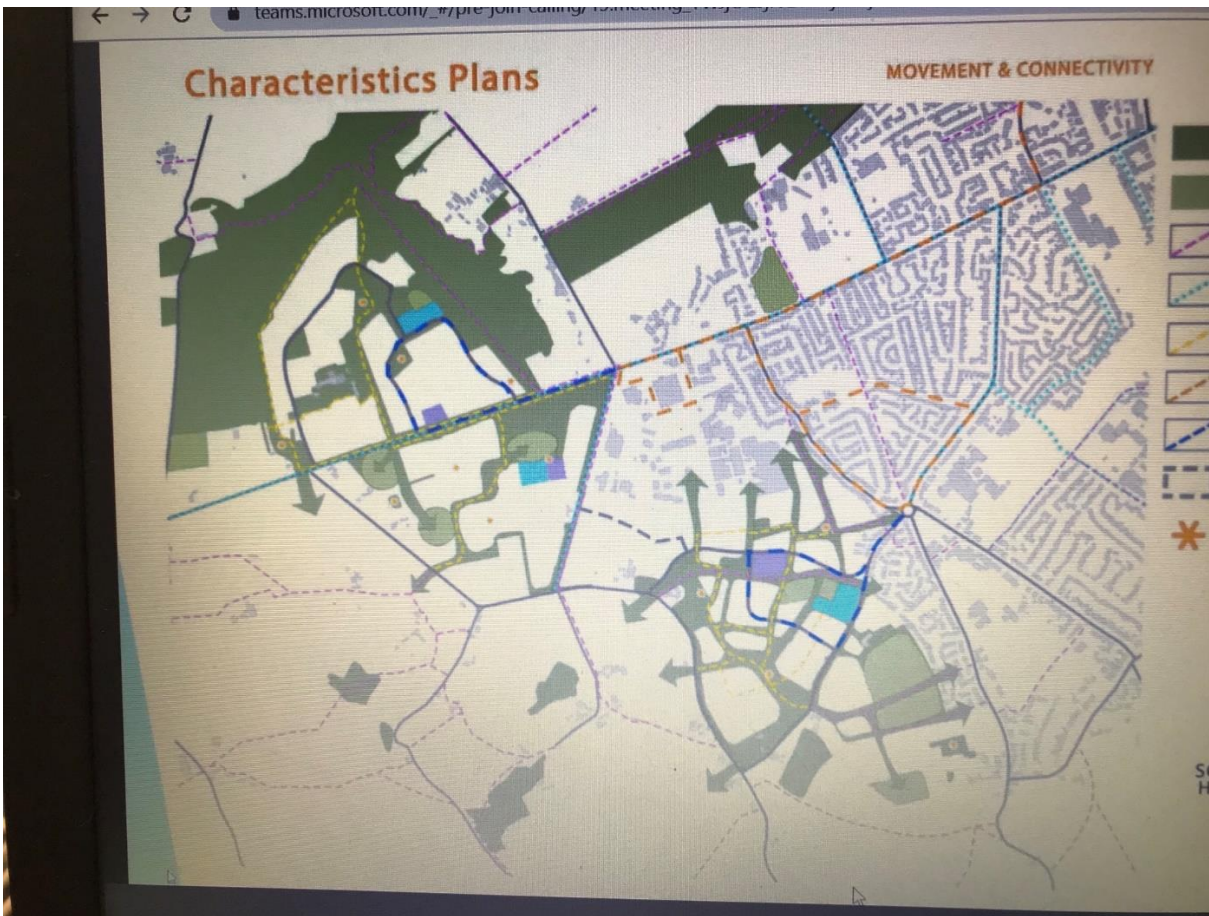
Present – Linda Marfitt, Janet Entwistle, Alexandra Robinson and Tom Horner (**HBC**), Keith Jameson (**NYCC Highways**) and **developers** Justin (?), Duncan Gregory and Emma Tutton of Gladmans, believe that representatives from Anwyl and Banks invited but no contribution made with Howard West and Dave Oswin representing the interests of **P&BBPC** and with the Parish Clerk in attendance

Below copy of some of the slides presented (quality not good as taken with mobile!).

Introduction made by LM with first slide accounting for WA housing designations and dwelling numbers (total 2,454) with continued emphasis made during meeting that the PP was still a work in progress with much detail still to be established (and this particularly with regard to road infrastructure and improvements) and that it would prove to be a cohesive plan incorporating all the elements necessary for successful development/s:



Gladmans keen to represent their “green” inclusion with established PROWs and potential cycle, pedestrian and bus routes. The three turquoise blocks show the planned sites of new schools with new bus routes (blue dash lines) serving the schools’ catchment area. The green arrows demonstrate that the existing tree and hedge lines are to be maintained and their extensions within the new build areas.

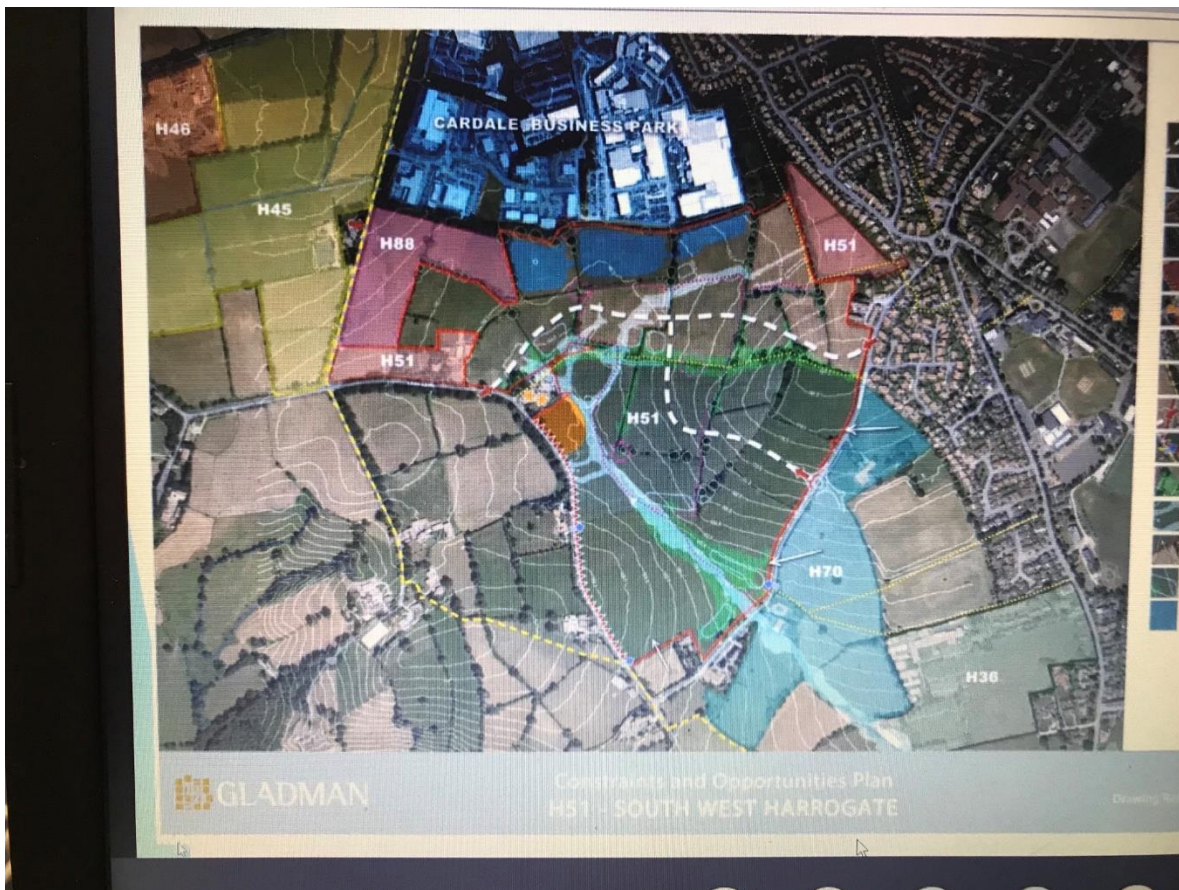


Gladmans in presenting the 4th topographical slide, below, wished to address and reassure regarding the surface water flow from the site given the removal of ground vegetation and placement of hard surface. The seeming blue “river” line (a ditch in size) will be the main catchment for H51 which will ultimately flow into Clark Beck in Pannal. At this point, DO in recognition of the recent past and likely future flow of water and flooding generally, expressed concern given that the accumulation from this area would ultimately end up in Pannal and Burn Bridge and that the water table would be compromised. Gladmans commented that a flood risk assessment was yet to be completed but that the installation of outfall pipes would restrict the flow and that the developer had made community-based calculations regarding this and its future potential which, he anticipated, would form not only an individual development responsibility but that it *should* apply across neighbouring developments.

Of note is the planned new road (white dashes) from two points on Whinney Lane through to Hill Foot Lane with Gladmans implying that this would be directional and therefore “encourage” traffic away from congested roads. In response to query, this road is anticipated to be 6m-6.5m in width and therefore well able to accommodate buses. However, there was no detail regarding any further plans for upgrading roads outside the sites involved.

Query was made as to any infrastructure calculations being made by the developer on application for a site, with response given that ensuing conversations took place after application based on the details and with co-ordination between the whole. S106 Highways preliminary allocations were determined and would form an integral part of the PP. HW requested details of all S106 allocations for the sites in question (particularly w.r.t.roads) [Jane to action] and asked why no apparent S106 sums for highways work were made with previous sites that had already had permissions. Answer given that current sites could not be expected to pay for existing traffic levels – which means no account was taken of the cumulative effect of those and these sites – hence a failure of HBC to provide NYCC with the required investment to provide roads as needed. HW further queried whether it was still Jacobs who were providing / undertaking the TAs for the area and on behalf of NYCC, this was confirmed, and with severe misgivings represented as to their accuracy and current

relevance in recognition that the Government Inspector felt that their figures were misrepresentative. Tom H addressed this point saying that Jacobs was continuing to model but based on 2015/16 figures with the point being made that both THaT and BWB's TA's for the Parish Council had disputed Jacobs' figures. The comment was pressed that at least 40% of traffic emanating from the WA developments would travel through Burn Bridge and Pannal to exit / entry from and to the A61. Tom H said that mitigation addresses had since been made to the pressure points at the M&S traffic lights on the A61 and that ideas were in place for mitigation at the Follifoot Road traffic light junction with Station Road, Pannal. HW disputed whether this would have any effect in view of the proximity of the one-way bridge over the railway. Officers were quick to report that the removal of housing sites would reduce traffic. Frankly, 50 houses on PN17 would not make any significant difference and for PN 19, none at all to the rat-running although it would have affected the A61.



DO illustrated the “rat runs” and “pinch point” difficulties within a slide presentation stressing the difficulties of a number of roads abilities to accommodate the additional and considerable traffic flow through the villages, pointing out that there are three narrow and weight limiting bridges which will form bottlenecks in traffic flow.

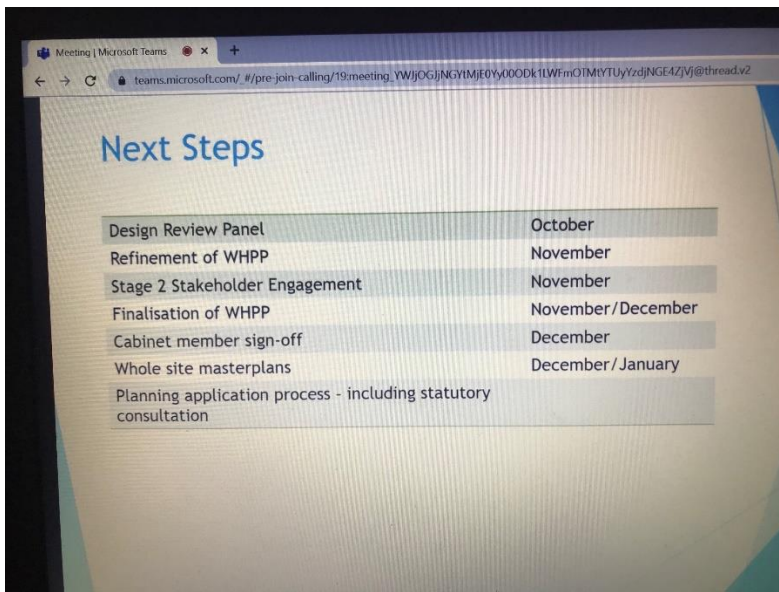
We didn't get into any detail on the traffic flows for the three primary schools, although it was stated that expansion of secondary schools to accommodate 11 to 18 year-olds wasn't a problem. They shied away from the traffic impact on this.

We mentioned the increases in numbers likely to occur from applications for increased density on one and subsequent sites. Linda stated she didn't want to get into this as the figures had been approved in the local plan. There's mileage in tackling this as the flexibility portion of allocations is huge but should be diminished by the houses already built. If applications to increase densities in other sites were made, then the total could easily rise by the same figure as the inspector removed from the overall figure.

It appears that HBC have a different view from us on what the inspector required in his report.

One point driven home by HW was that in their own wording, HBC stated “Where new infrastructure is needed to support development, the infrastructure must be operational no later than the appropriate phase of development for which it is needed” THIS IS PATENTLY NOT THE CASE FOR ROADS!

In conclusion, and with appreciation from both Howard West and Dave Oswin, both Keith Jameson and Tom Horner agreed to a further remote meeting to listen to and specifically address the road and flow problems in both Burn Bridge and Pannal. Tom commented that this should take place within the next two weeks (and possibly with LM and JE in attendance) in order to fit in with the “Next Steps” schedule, below.



The image shows a screenshot of a Microsoft Teams meeting slide titled "Next Steps". The slide contains a table with two columns: the task name and the scheduled month. The tasks and their scheduled months are as follows:

Task	Month
Design Review Panel	October
Refinement of WHPP	November
Stage 2 Stakeholder Engagement	November
Finalisation of WHPP	November/December
Cabinet member sign-off	December
Whole site masterplans	December/January
Planning application process - including statutory consultation	

Jane Marlow / 220920