



LoPRA's OFFICIAL NEWSLETTER Issue 4 November 2005

Welcome to LoPRA's latest newsletter and to all our members old and new. We are now into our second year and hope to continue our work both on behalf of residents in Long Preston and in offering our support to the Parish Council.

'Chatterbox' is our new addition to the newsletter offering articles/letters and points of view (not necessarily ours) for you to debate at home or with your friends. Articles/ideas/letters for Chatterbox

can be submitted in the usual manner, possibilities include facilities for young people, local transport, the environment, government policy, etc.

We are also pondering a new 'resident friendly' title for our newsletter and submissions would be most welcome for discussion at the next Public Meeting.

Thank you for your continued support.

The Editor

The NEXT LoPRA Public Meeting will be held on Tuesday 13 December at 7.30 pm, in Long Preston Village Hall

LoPRA - Our First Year

Since the formation of LoPRA in August 2004 we have seen the LoPRA committee, its members and the A65 sub-committee undertake a vast amount of work networking with official bodies, be it through lobbying letters, meetings, conferences or telephone calls. These have directly or indirectly led to a number of outcomes. Furthermore the committee have produced newsletters for members and the addition of a detailed LoPRA website www.lopra.org.uk.

In brief LoPRA have specifically undertaken or seen the following over the last 12 months:

- 1. LoPRA lobbied against the Housing Needs Survey undertaken by Foundation Housing, after hearing of the housing enablers proposed meeting with developer Northern Heritage and reading the HNS report which stated that Long Preston required fifty new houses, which would have to be built on Greenfield sites. In addition Peter Scott-Smith undertook a critique of the survey's methodology and the Parish Council also rejected the survey. In early 2005 the housing enabler left Foundation Housing and Foundation Housing withdrew from their position as housing enablers. A new housing survey has since been conducted across Craven, the results of which we expect to see in October. (we have ordered full details of the results and these should be with us any day)
2. Results of the Public Inquiry into the Draft Local Plan saw acceptance of the Inspector's report in April 2005 recommending that the current Village Boundary is maintained and that any future new developments are restricted to local occupancy/

affordable housing conditions on exception sites (i.e. no open market housing).

- 3. Continuous badgering of Northern Heritage eventually saw them remove the unsightly compound and rubble behind Hartley Green, rebuild the dry-stone walls and reseed the area. It also saw the introduction of a 5mph speed limit at the entrance to the British Fuels Site and agreement to give reasonable future notice to residents after cutting off access near British Fuels without due notice.
4. December 2004 saw the completion of the Village Plan and copies are available on loan from the Post Office. LoPRA have agreed to work with the Parish Council where appropriate on the Plan, especially with regards to the A65.
5. By January we had set up an A65 sub-committee chaired by John Rodgers. (please see A65 update)
6. Lobbying of the proposals at Gallaber to ensure operations are viable, environmentally sound and to address concerns that this area could become a line of corridor development between Long Preston and Hellifield. Gallaber proposals now have approval under a delegated authority subject to the submission of a satisfactory environmental plan.
7. Continuous lobbying re Town Head, where there have been a number of applications for retrospective planning permission on a listed building, trees have been cut down and walls built. This is a current issue and is being looked at by the YDNP Planning Committee at present. (more details in Town Head report)

Continued

8. The **'Village Clear Up, Clean and Tidy Day'** in July which saw the LoPRA committee and members collecting a dozen bin bags of rubbish from pavements and the roadside.



9. Our attendance at Craven District Council's (CDC) **'Shaping Places and Spaces'** conference in June, which has allowed us to be involved with the consultation process for the Local Development Framework. We have submitted a form asking to continue our involvement and will be looking to comment on the Draft Statement of Community Involvement prior to the October 17<sup>th</sup> deadline. (*undertaken*).

10. Our continued contact with the YDNP has led us to be invited by David Butterworth to take part in the **National Park Authority Performance Assessment (NPAPA)** as a stakeholder, alongside other groups including the Yorkshire Dales Society, RSPB and Yorkshire Wildlife trust. The meeting will allow us to highlight strengths and weaknesses regarding the National Park Authority. (*see NPAPA report*)

11. The **LoPRA website** went live last December and its continuous development allows for public, committee and members areas with up-to-date information, dates of meetings, a record of minutes, letters, relevant news items, back issues of our newsletter and the chance for people to send in letters and comments on village issues.

12. **Meetings** included visits from:

- Our MP David Curry (Development and A65 issues)
- Chief Executive of YDNP David Butterworth and Head of Planning YDNP Peter Watson (development and enforcement issues in the YDNP)
- Deputy Chair of Planning Committee YDNP Wilf Fenten (planning issues)
- Chair of CPRE (Craven Branch) Hilary Fenten and Secretary of CPRE (CB) David Joy (development, village boundary and conservation issues). A LoPRA committee member has subsequently joined the CPRE committee
- Chief Executive of CDC Gill Dixon and then Director of Planning and Environmental Services CDC Duncan Hartley (HNS and affordable housing)
- Cllr. David Heather as representative of NYCC Transport Area Committee (A65 issues)
- Cllr. Helen Firth CDC (as our local District Cllr has attended both public and committee meetings)

In summary much has already been done. However, with the A65 Public Inquiry looming and the adoption of the new Local Development Framework Plan next year - which will once again open up the possibilities of boundary changes and different regulations on new developments - we need to remain a strong force to be reckoned with. This means maintaining a good membership to ensure we are able to fight on behalf of a healthy proportion of the village.

## A65 Public Inquiry Looms



Further to the previous update in LoPRA's last newsletter of July 2005 concerning the A65 trunk road (Bypass) Revocation Orders, members of the LoPRA committee and members of the A65 working group have met

with officers of the County Council on a number of occasions to discuss their objections to the revocation orders and to establish means of mutual support and co-operation.

Notification has been received from the Highways Agency that the Public Inquiry will begin on 21st February 2006. A Pre-Inquiry meeting is due to take place on 5th January 2006. However, as no venue has yet been published these dates must be regarded as provisional.

A **statement of case** prepared by LoPRA in conjunction with Long Preston Parish Council objecting to the revocation orders has been sent to the Highways Agency. North Yorkshire County Council has also submitted a statement of case objecting to the revocation orders and has noted the objections of Craven District Council and the local opposition to these orders.

The condition of the surface of the A65 continues to deteriorate, due mainly to the increased volume of traffic, as seen in the results of the traffic surveys which have been carried out over the summer and autumn. A resurfacing scheme for the A65 through Long Preston is planned for 2006.

Finally, printed below are police statistics showing the number of road traffic accidents that have occurred on the A65 in the Hellifield and Long Preston areas over the last seven years. Please note that these figures do not distinguish between injury and non-injury RTAs and do not include RTAs on other roads in the local area.

A65	1998	1999	2000	2001	2002	2003	2004	2005	
Hellifield	15	12	10	15	20	14	15	10	(up to 16/09/05)
Long Preston	12	15	18	22	19	12	16	8	(up to 16/09/05)

# An Eye for Change

## Changes to the Local Authority Planning Process

Local authorities with planning functions will be moving away from the STRUCTURE PLAN and LOCAL DEVELOPMENT PLAN formats to a grouped folder of individual documents called the "LOCAL DEVELOPMENT FRAMEWORK" (LDF or LDF FOLDER).

The difference between the two is that the former local development plan (LDP) was a single volume with development plans for each town or village within the authority area. It was approved as a single policy document. [For planning purposes Long Preston is controlled by two planning authorities – the Yorkshire Dales National Park Authority north of the railway line, and Craven District Council to the south of the railway line].

The LDP stood unaltered until the revision and adoption of its replacement about every six years. This gave it a constancy that allowed it to be understood and relied on over the term of its currency.

By comparison the LDF folder contains a core of statutory documents requiring separate independent examination, and supplementary planning documents which do not need independent examination.

The advantages of the new format are claimed to be the speeding up of the planning process and also that supplementary documents can be added at any time to respond to evolving needs and circumstances, whilst the present LDP is more or less cast in stone for its six year currency.

Whilst this may be true, a healthy sceptic will also see it as a way of enabling government and local authorities to write and rewrite the rules as they go along, whereas a cynic, of which there are a few hereabouts, will see that as the main and deliberate purpose of the changes.

The main disadvantage to local communities will be that they are less likely to be able to keep up with the changes and subtleties of the planning policies game of the continuously evolving LDF, when once they could be sure that the content of the LDP at least stood still for a few years.

True, there are arrangements for public consultation on significant changes but, watch this space, they are likely to be very low key, numerous, and easily missed in comparison to the Planning Inspectorate's scrupulous control of public inquiries into the current Structure and LDPs.

## A shift of power to Regional Strategic Planning

At the same time new regional organisations such as the Yorkshire and Humber Regional Assembly are setting up to influence regional planning and development in a massive way. With their European links, links to the Yorkshire and Humber Government Office and other sources they will be able to direct enormous sums of money to projects in compliance with government and European objectives. Their governing boards are not democratically elected to these bodies but made up of members sourced from local authorities, the business community and other interest groups.

Up until recently they have been talking shops but now close links are developing with the funding sources. The Government Office for Yorkshire and Humber controls some very juicy carrots, encouraging local authorities to cooperate with the broader strategic aims of the regional organisations. Herein lies the threat.

Local authorities cannot afford to miss out on the opportunities. The regional assembly with its European links, and the government office will control the agenda for integrated regional development and the LOCAL DEVELOPMENT FRAMEWORKS will be subtly and continuously adjusted and massaged to ensure that the greater plans and purposes are not frustrated by awkward local interests.

A large part of LoPRA's future work will be in looking out for the revisions to the Local Development Framework and the related consultation exercises. They will be very easily missed.

Only by keeping a lary eye open, and making full and proper representations to others will a little place like Long Preston be able to have some control over the risk of its own interests being subsumed into the greater regional interests.

## Chatterbox

### 'Nimbyism' - a definition?

**Nimby.** It is a word that makes many shudder, cringe, back away or disassociate. Yet a recent article in the Daily Mail by Sir Antony Jay shouts boldly **"We should all take pride in being NIMBYS"**. And it seems Sir Antony, author of the recently published book "Not in My Backyard", has much to say on the matter. We have printed a little of what Sir Antony has to say here - debate to your heart's content!

*"Time to own up: I am a NIMBY. Worse still, I'm proud of it. When there is a plan by John Prescott to build 100 new houses around mine I don't say: 'Good on you, John. Please pollute my environment, destroy the wildlife, block out the view, overload the public transport system, clog up the roads, overcrowd the schools, overstretch the public services and knock £100,000 off the value of my house. If that's what you want, who am I to stop you? Go right ahead."*

Sir Antony states that not only would he not say this but that he would do everything in his power to stop it happening, for NIMBYS are the spoke in the politicians' wheel - the little people who hold up their grand schemes...

On bureaucracy he says:

*"But first you have to understand the bureaucratic mind ...Sir Humphrey and his fellow bureaucrats want an easy life. They see them-*

*selves as civilised, reasonable people working for the public good. But the public is only as they see it or as the Ministers, MP's and councillors they work for see it - and almost certainly not as you and I see it. ...The bureaucrats' weapons of mass destruction are plans. They are printed, they have official headings, they quote laws and regulations, they are impersonal and they look unarguable. The plan may look like the product of an exhaustive and comprehensive survey from which unchallengeable facts lead by irresistible logic to inevitable conclusions. That is what it is meant to look like."*

He adds that although there's lots of work behind the plan, the confidence behind it may not be so strong:

*"... the truth is that it started as a hurried decision by a busy person several years ago. All the work thereafter has been directed at making that early decision stand up". Determined resistance will start to change the odds, "the demonisation of Nimbys is only in the interest of politicians and public officials - it saves them from having to answer real objections and respond to sound arguments. It's much easier to say "Oh, it's just a few NIMBYS" than to defend a dodgy decision."*

Does this article have any relevance to LoPRA? Yes. It shows that - if our voice is to be heard - we need to continue to work hard to ensure our arguments are sound and that our objections are real, to maintain our contact and liaison with official bodies at a professional level.

## Suspicious Meetings on Village Green

Those of you with *Sherlock Holmes* tendencies may have noticed, over the last six weeks, an assortment of villagers lurking around the Maypole Green and passing a strange package to one another.

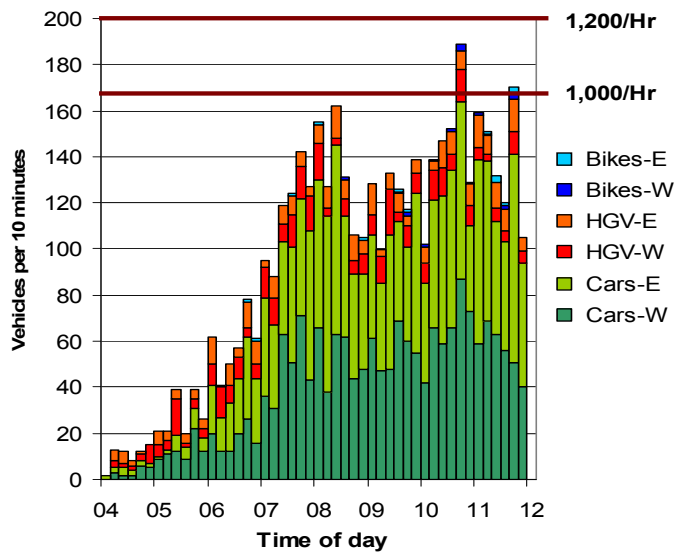
Sorry to report that it is quite innocent; merely members of LoPRA helping your committee with traffic counting, the package being a small electronic box which we have been using to count the vehicles passing through the village.

The box contains a small computer which counts button presses and thus enables us to individually record cars, lorries and motor bikes, in both directions. It stores the data every 10 minutes and this data has been used to generate charts of traffic flow for typical days of the week.

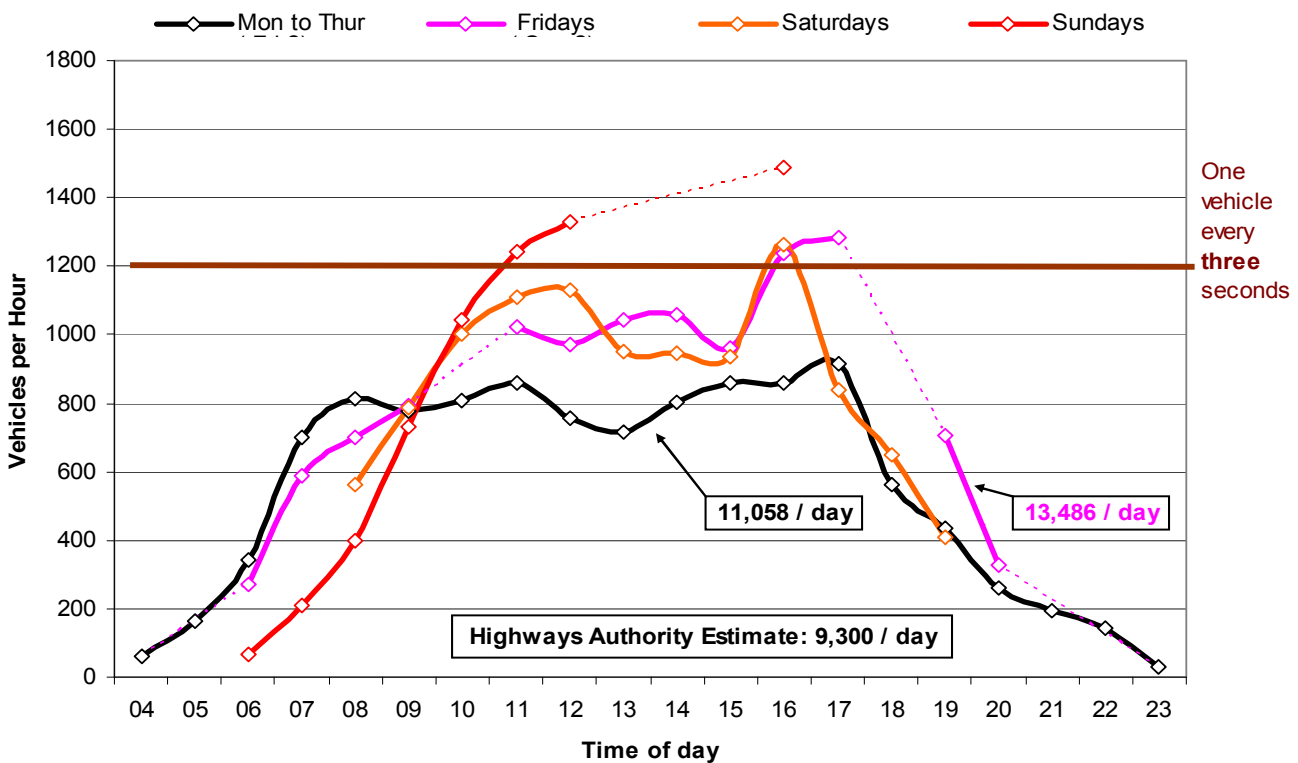
An example of the detailed data is shown to the right. (Yes, some of your committee were out taking measurements from 4am!) A total of 100 hours has been monitored, sampling times were chosen to represent a typical week, and also at either end of the recent school half term.

The chart below shows summarised data for the days of the week.

Monday 3rd Oct '05



Traffic Count Summary



Mondays to Thursdays show a repeatable pattern; with around 800 vehicle per hour during the day, with a dip to 700 at lunch time and a peak of 900 around 5pm. The total for these days is just over 11,000 vehicles, which is 18% more than the Highways Authority assumed figure of 9,300 per day. Fridays are busier with about 1,000 per hour from 11am onwards, rising to 1,300 per hour by 5pm, with a total of some 13,500 vehicles.

Saturdays look to be similar to Fridays, but with a slightly later start. As expected Sundays start later but climb steadily throughout the day, reaching a peak of 1,500 per hour by late afternoon.

During the week HGVs and coaches make up typically 13% of the total. The weekends show a fall off in HGVs by Saturday lunchtime together with a marked increase in motorbikes; typically up to 10% on a fine Sunday. It should be noted that these figures do **not** include a *sunny summer weekend* let alone a *Bank Holiday*. Unfortunately the electronic box was still being built at the August Bank Holiday, though we did manage to get a few test samples which showed 1,300 vehicles per hour around the Saturday lunch time.

The full details can be seen on the LoPRA website [www.lopra.org.uk](http://www.lopra.org.uk) (**Traffic Data** button). If you do not have access to the Internet but would

Continued

like to see the detailed results, then a printed copy will be available for loan – please ask any of the committee to arrange it for you.

Over the next few weeks we will be taking sample measurements of the traffic noise, including the *morning chorus* of HGVs. Whilst doing the traffic counts it was very obvious that a lot of vehicles were exceeding the speed limit by a considerable amount. So we are going to take some timed measurements of traffic speed and investigate the possibility of borrowing a portable **Automatic Speed Sensor and Display**, similar to the one at Coniston Cold.

This data will be part of the submission that LoPRA is going to make in conjunction with the Parish Council, to the Public Enquiry into the Revocation of the Bypass Order, which is scheduled for February - see *Article*

on page 2. We will also be presenting photographic evidence of the dangerous conditions at squeeze points such as Kayley Hill.

There are obvious environmental and social benefits to be gained by a bypass, but also some risk of reduced trade to the pubs, hotel, Post Office, and B&Bs? There would also be the noise, pollution and disruption of the construction itself and the loss of green fields.

Whatever your opinion on this, and it is unlikely that we will get a bypass in the foreseeable future, (Though the NYCC Highways Dept. have investigated lower cost options to the original dual-carriageway) the collected data will enable us to press the relevant authorities to take action, such as *quiet surfacing* and *enforcement of the speed limit*, to alleviate the blight of heavy traffic passing through a beautiful rural village.

**Of the 322 currently completed residences in Long Preston, 109 immediately adjoin the A65.**

## Railway News

### USE YOUR RAILWAY!

Do you have a Dales Railcard, Senior Citizens Railcard or a Student Railcard? A Dales Railcard will cost you £12 if you take proof of residence in the BD23 post-code area to any local railway ticket office. You will get 30% discount all year round for trips between any stations on the lines to Leeds, Lancaster/Morecambe and Carlisle. Between November 14th and February 19th you can go for just **£3** return as often as you like!

Take a look at Northern Rail's website on [www.northern.rail.org](http://www.northern.rail.org) for timetables and special offers.

### A BETTER TRAIN SERVICE FOR LONG PRESTON?

NORTHERN RAIL will only stop trains if they can be persuaded that there is a demand for them and then will only continue to do so if people actually use the service. Sue Grimshaw, the Parish Council member with responsibility for liaising with the railway companies, has successfully negotiated an increased number of stops in recent years and is now looking at additional mid-morning and mid-afternoon stops on the eastbound trains from Settle to Leeds. This would give additional stops at 10.40 am and 16.15 pm, allowing people to return from Settle or go to Skipton and Leeds at those times. As well as giving more flexibility for all, extra services at these times will be

useful to women on their own and older people who need the security of a good daytime service and do not want to travel in darkness in winter. It will give much more flexibility during the winter period when people will want to take advantage of the Dales Rail concessionary fare of £3 with the security of returning home in the daylight.

**WHY NOT USE THESE SERVICES FOR YOUR LOCAL SHOPPING OR BUSINESS TRIPS? AT ABOUT £1.20 RETURN TO SETTLE IT'S AT LEAST HALF THE COST OF GOING BY CAR OR BUS!!**

If people feel that these additional stops would be useful to them and that it would increase their use of the rail service it would be helpful if they would write to Northern Rail to add to the case.

They should write to: **Andrew Haley, Client and Stakeholder Manager East, Northern Rail Limited, Aintree House, 1 York Place, LEEDS, LS1 2DR**

or e-mail him at: [drew.haley@northernrail.org](mailto:drew.haley@northernrail.org)

So that Sue can give an indication of the demand for these additional stops to the Rail Passengers Council and to our MP, both of whom will put pressure on Northern Rail to give the best possible service, **please complete the tear off strip below and leave at the Post Office** (preferably by 20 December) **where it will be collected.**



----- PLEASE TICK AND COMPLETE WHICHEVER STATEMENT FITS YOU AND YOUR FAMILY BEST -----

- I have written to Northern Rail.  
I/We would use the additional stopping service regularly, approximately \_\_\_\_\_ times a month.
- I have not written to Northern Rail,  
but I/We would use the additional stopping service regularly, approximately \_\_\_\_\_ times a month.
- I have not written to Northern Rail, but I/We would find the additional stopping service useful  
and would hope to use it perhaps \_\_\_\_\_ times a month / year (please circle choice).

MY/OUR AGE GROUP IS/ARE ( please circle all that apply ): 10-18 18-25 25-55 OVER 55  
[this is not essential but it may help to establish a need for certain age groups, eg students or older people]

NAME / ADDRESS \_\_\_\_\_  
[this is not essential and you need only complete it if you wish to]

**IT IS IMPORTANT THAT WE KNOW THE AMOUNT OF INTEREST IN THESE POSSIBLE STOPPING TIMES, AND WHETHER YOU HAVE WRITTEN TO NORTHERN RAIL. PLEASE COMPLETE THIS STRIP AND LEAVE AT THE POST OFFICE.**

# Yorkshire Dales National Park Authority Assessment - 19 October 2005

During October a team of independent assessors (Peer Review Group) assessed the Yorkshire Dales National Park Authority (YDNPA). They were keen to find out what users of the National Park thought about the services provided. LoPRA, along with representatives from six other organisations, was invited as a stakeholder to meet members of the Review Team in Grassington on 19 October. LoPRA focussed attention and comment on three main areas.

## A. Planning Issues

### (a) Policy

1. LoPRA supports the new Local Plan, especially the local occupancy conditions (together with the restriction on the size of new dwellings) and the acceptance of tight village boundaries but is concerned that the YDNPA may not be fully committed to carrying through these policies.
2. National Park boundaries must be rigorously defended. Any attempted erosion of the NP boundaries must be firmly resisted to safeguard the integrity of the Park.

### (b) Development Control

1. The evidence put forward to support applications that are more borderline/not in accordance with Local Plan policy need to be rigorously challenged to weed out the more implausible submissions. Where the stakes are so high people do not always act honourably and it would be naïve to think otherwise.
2. In certain cases the personal circumstances of an applicant are given undue weight in the consideration of an application. This introduces a lack of objectivity into the process and can result in biased decisions.
3. There is often a split between YDNPA Members appointed directly by the Secretary of State and Local Authority representatives in terms of adherence to national policy. Outcomes are dependent on which Members are present. This leads to residents becoming cynical of the planning process.
4. The role of the Chair of the Planning Committee is crucial in promoting confidence in the process. The Chair needs to be even-handed and supportive of officers. It has been LoPRA's recent experience that the Chair has been somewhat dismissive of attendance and representations at committee.
5. Frequent amendments to an individual planning approval are one of LoPRA's biggest concerns. This is often done on an incremental or drip basis. It is often done by developers who get their foot in the door with a proposal acceptable to the committee but who then make changes to achieve their desired plans. This leads to confusion as to the up-to-date position. Local residents and Parish Councils are often not notified and frustration mounts. Individual small changes (particularly to existing build-

ings) can become significant in total and often result in unwelcome development.

LoPRA has recently had a considerable involvement with the YDNP regarding changes to a Listed Building at Town Head – see separate article. A similar experience has occurred for residents in Langcliffe who have seen inappropriate changes taking place during the conversion of the former Methodist Chapel.

The National Park is a very special place. Add to that a Conservation Area and a Listed Building and it is obvious why people believe that a property like Town Head should have the highest attention from a planning control viewpoint. If that doesn't happen, sadly people begin to have doubts about the effectiveness of the process in less "special" places.

6. LoPRA has also had considerable involvement with the YDNP over a number of enforcement issues. There is much frustration at the way developers are seen to ride roughshod over the system to get their own way. Word gets round that there is little comeback and unless the YDNP fights at least a few high profile cases to set examples abuse by unscrupulous developers will continue. As the National Park is so desirable a place to live and work, there is no shortage of developers looking for opportunities here. The YDNP is in a strong position and can afford to take a hard line with developers who like to have their own way, irrespective of the Authority's wishes.

## B. Relationships/communications with YDNP Members and Officers

LoPRA has built up good relationships with both Members and Officers. Cllr David Heather attended a recent meeting to discuss the proposed Revocation Orders for the A65 Bypass.

Both the Chief Executive and the Head of Planning attended a LoPRA committee meeting in the spring and we also met with the Vice-chair of the Planning Committee. The Planning Officer for the Long Preston area communicates with us regularly.

One of the problems we all suffer from is the large size of the Park and the resources needed to cover such a large area.

## C. Environmental, Conservation and Education Issues

LoPRA supports the work of the YDNP in relation to environmental/conservation and education issues. The YDNP Newsletter is informative and provides quality information on walks and events. They are extensively advertised and well organised.

The work of the YDNP in environmental, conservation and education issues is high profile, helped by a good website and includes interesting and informative events such as the annual Heritage Day.

## !! Neighbourhood Watch !!

LoPRA is currently investigating the Neighbourhood Watch scheme and has invited a representative of the Craven Neighbourhood Watch Association to speak at the next Public Meeting in December. We would like to hear from any small groups who are currently operating in Long Preston and we will

also be liaising with the Parish Council. As the scheme is officially vetted and recognised by the police we perceive there may be further benefits to the village in addition to the care we all take in looking out for our neighbours at present. If you have or require further information please contact Heather by phone on 840113 or by email [heather@loptra.org.uk](mailto:heather@loptra.org.uk)

## Community Power from Waste

**Renewable energy** usually conjures up a picture of wind generators or solar panels and **recycling** means bottle banks, cans and, here in Long Preston, taking waste paper to the Settle swimming pool to raise funds. But as we witness, world-wide, the effects of climate change and find that taxes are increasing in order to fund waste disposal, further creative solutions are becoming essential.

Separating food waste and using it as a fuel may not seem the most obvious choice but we are currently studying the feasibility of this for the Craven area. Currently our food waste is sent to landfill where it creates problems of smell, vermin and giving off potent greenhouse gas as it rots. Putting food waste through a process called **anaerobic digestion** not only deals cleanly and efficiently with a difficult waste, but the resulting **biogas** can be used to generate renewable electricity and the residue is a clean, odourless soil conditioner that can be used locally. As well as food waste, farm wastes can also be put through the process.

In other areas of the country people are already sorting their food waste for separate collection, and doing so in Craven will help meet recycling targets without unacceptable council tax increases.

This will be a **social enterprise** in that it will be managed and owned by the local community: a community-financed wind energy project exists in Wales, but there is at present nothing in the UK where food waste is used for energy production, thus addressing renewable energy and recycling in one project.

Overall this innovative project will:

- encourage and develop local community participation in tackling the global problems of climate change and waste disposal;
- give the community opportunity to be involved as investors and/or participants;
- pave the way for further action on related recycling and energy issues;
- generate renewable energy for sale to the grid or a local user;
- demonstrate that waste is a resource;
- produce valuable nutrients for increasing soil fertility.

*Danny Powell and Lindy Williams*

*If you would like to know more about the project, please e-mail us: [info@re-generate.org.uk](mailto:info@re-generate.org.uk)*

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## Developments on Town Head



Work on this site continues to raise issues both for local residents and the YDNP Planning Authority. Three planning applications – two of which were retrospective – came before the Planning Committee on 11 October. LOPRA was present and

made representations on behalf of village interests on all three applications.

The first related to retrospective work done, without planning consent, on Town Head Farm – a grade II listed building – whilst the second involved further intended work for the Farm. These applications were the outcome of significant dialogue between the owner, his developer (Pentmoor Developments) and the YDNP Planning Officer. As the applications were very much as prescribed by the Planning Officer (with regards the materials to be used, etc) these applications were passed, albeit with an express proviso that there should be a higher level of policing by YDNP staff at this development.

The third and final application was by Pentmoor Developments and again was retrospective. It related to an unapproved mortared wall built between the Farm and Barn conversion and the movement of the gateposts

for the barn (effectively making a cul-de-sac into an access road aimed to beyond the village boundary!). This application was refused and an enforcement order is to be issued on the developer to remove the wall. At this point it has been impossible to get clarification from the YDNP what the precise position is on the important matter of the gateway repositioning save that it was in an application that has been refused.

The development on this site has been a classic example where the developer's original plans were drafted seemingly to get the development approved and then through "salami tactics" (a term used by a Planning Committee Member!) to progressively introduce changes which would have been difficult to get approval for in the initial submission when fuller public consultation was undertaken. Indeed, were it not for LOPRA members monitoring, some significant unapproved changes might have been missed by YDNP.

Some of the YDNP Planning Committee Members do appreciate the weakness in the situation but sadly not all (probably as each application is seen and dealt with on a stand-alone basis with no recourse to historical events). It is hoped that LOPRA's representations both at the YDNP Planning Committee and subsequently at the National Park Authority Assessment will go some way to bring a number of procedural and policing issues into focus with local planning authorities.

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## North Yorkshire Rural Target Fund

The Rural Target Fund will operate across rural North Yorkshire and will provide a single point of contact for rural communities to apply for funding to support their work, particularly economic, social, community and environmental development initiatives. It will be delivered jointly between the Yorkshire Rural Community Council (YRCC) and North Yorkshire County Council (NYCC).

The Rural Target Fund will provide grants of between £200 and

£50,000, representing up to 75% of the total project cost.

Applicants must be community groups, fully constituted and able to fundraise, although applications will be considered from umbrella organisations on behalf of a community group. The overall aim of the fund is "to provide investment to rural communities in order to reduce disadvantage". (Some further details are at [www.lopra.org.uk/ruralfund](http://www.lopra.org.uk/ruralfund))

An Expression of Interest Form for all projects is available from  
YRCC Tel: 01904 645271 Email: [yrc@williamhouse.co.uk](mailto:yrc@williamhouse.co.uk)



# MEMBERSHIP APPLICATION FORM

I / we wish to become a member of the Long Preston Residents Association

Mr/Ms/Ms/Other title ..... First name / initials .....

Surname .....

Second name at address below (if appropriate)

Mr/Ms/Ms/Other title ..... First name / initials .....

Surname .....

House No/Name ..... Street .....

..... Postcode .....

.....

Tel .....

Emails (if available) .....

### I/we enclose annual membership fee (please tick relevant box)

- Standard (per person) **£5.00**
- Pensioner/Student/Unwaged (per person) **£1.00**

Plus optional donation for reserve fighting fund £.....

Total amount £.....

### Methods of payment (please tick relevant box):

- At any LoPRA public meeting by cash (or cheque payable to LoPRA)
- OR  By sending my completed form and payment to:  
Dr Andrew Walkden, LoPRA, St Oggs, Church Street, Long Preston BD23 4NJ
- OR  By handing in at the Post Office in an envelope marked "LoPRA"

Annual membership is valid from 1 October to 30 September

THE LONG PRESTON RESIDENTS ASSOCIATION UNDERTAKES THAT THE ABOVE PERSONAL INFORMATION WILL BE HELD SECURELY AND NOT DISCLOSED TO ANY THIRD PARTY WITHOUT YOUR PRIOR CONSENT.



## The Importance of Membership

Having successfully negotiated our first year as an organisation, the time has come to take stock. As reported at the Annual General Meeting, last year saw us reach a membership of 127 which, in a village the size of Long Preston, is a tremendous achievement. Such a high level of membership leads naturally to a healthy financial position but more importantly, our credibility is improved when speaking to other organisations with whom we deal. Obviously, a LoPRA representing more of the community has more impact than a LoPRA representing less.

It is almost entirely because of our broad membership base that we were able to enlist the help of David Curry MP, as well as open direct dialogue with the chief executive of the YDNP last year. The work undertaken by the LoPRA committee is guided by the priorities of our membership (voted for at the public meetings) but the consequences of our actions depend largely on how many of the residents of Long Preston we can claim to represent.

In some cases, we can rightly claim to represent Long Preston Parish (for example, in being offered the opportunity by the Parish Council to speak on their behalf - as well as LoPRA's -

at the upcoming A65 bypass revocation hearing). Additionally if someone decided to apply for permission to build a 400-bedroom hotel on the land behind the school, more than a few residents might object individually, but the less obvious and more dangerous threat, is from gradual erosion of the nature and character of our village. If a developer widens a road a bit here, or takes down a couple of trees there, then nothing much happens to deter them. But gradually, spaces get opened up that were previously beyond development, and then it becomes very difficult to defend green open spaces from developers wanting to make a quick million. This is where LoPRA's vigilance and ability to speak up on behalf of its members really counts.

After all, it is reported that there is a shortage of affordable homes so where previously a developer may have been able to put a couple of houses here, or a couple there, he has now created a big open space with the potential for 40 houses, 10 of them affordable. What council wouldn't jump at such an opportunity to provide affordable housing for its constituents? Is that really the best solution? All we ask is the mandate of as many residents of Long Preston as possible, to speak on their behalf. That way, we can help avoid the insipid creep of unnecessary predatory development and help ensure it is policed correctly and to the benefit of local residents.

## The Officers and Committee of Long Preston Residents Association

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