



LoPRA's OFFICIAL NEWSLETTER Issue 5 March 2006

Despite the cold March has brought us some beautiful days that make living here a delight. Whether walking around the village, by Long Preston Beck or over to Settle and beyond the clarity of light has offered superb vistas in all directions from Pendle to the Lakes to Attermire. We are extremely fortunate to live in such an idyllic area and it certainly brings home the need to give our community and this wonderful living landscape around us our utmost respect, care and attention if we are to preserve it for both our and future generations. With such thoughts in mind we have a number of articles that we hope will interest you and spark debate. We are a rural community with a wide range of interests and needs, some of which are fulfilled and some which are not. So, if you have a topical article or letter you would like to put forward, either for the general newsletter or 'Chatterbox', we would love to hear from you. Thank you for your continued support. The Editor

The NEXT LoPRA Public Meeting will be held on Thursday 23rd March at 7.30 pm, in Long Preston Village Hall Topics will include: The A65 Public Inquiry, Housing Needs Survey, Neighbourhood Watch and TRAMPS

LoPRA - The First 20 Months

Looking at our dynamic website and the description therein of the varied ground that our Association has covered it is hard to believe that our Association is but 20 months old.

It is appropriate to use this Newsletter to acknowledge the heartening encouragement and active support our Association has received throughout from our local politicians. Our MP, David Curry, our County Councillor, David Heather, and our District Councillor, Helen Firth, have all come for discussions with our Committee and in the latter's case has attended many Committee Meetings. Our thanks go to all for their continuing encouragement and attentiveness.

The hot topic of the moment is the potential revocation of the A65 bypass orders (see elsewhere in this Newsletter). We have had support for our case against revocation from all the above elected representatives along with the Parish Council (for whom we tabled a joint case). It is a sobering thought that should the Public Inquiry decide in favour of the Highways Agency's move, in the face of local solidarity at all levels, then what value democracy!

The A65 case has also exemplified well how LoPRA can complement the role of the Parish Council on important issues, particularly by bringing into play added resources and the joint case was so ably tabled at the Inquiry by one of our Members. It was also heartening, for exam-

ple, to see how many Members swung into action in collecting traffic data to support our joint case. A general willingness to contribute to the wellbeing of our village was also evident on LoPRA's clean up day.

However, there are elements of our relationships with Craven District Council and the Yorkshire Dales National Park, which remain ambivalent regarding planning policy and its application. Clearly no organisation likes to have their decision-making brought under the spotlight. We still have much to do to dissuade them that we are not just another 'NIMBY' organisation but a genuine lobby group wishing to ensure that developments are carried out in a controlled fashion in line with policies appropriate to our village heritage. The fear that as we are only on the periphery of the National Park, and that there are acknowledged weaknesses in the National Park Authorities' policing and enforcing of their policies, highlight the need for continuous vigilance by LoPRA and its Members on planning matters.

Matters on LoPRA's activity list constantly changes and Members can keep in touch with matters through the website and alerts sent on new items. It is appropriate to finish this term report with the old adage that an association is only as strong as its membership and we ask all members to continue to give us their feedback on matters that concern them or indeed make constructive comment on the activities of YOUR Association.

# Minutes of the OPEN GENERAL MEETING on Tuesday 13 December 2005

The Chairperson welcomed all LoPRA members and Long Preston residents to the meeting.

## Craven Neighbourhood Watch Association – Presentation by Margaret Benson.

Ms Benson introduced the Neighbourhood Police Officer, Graham Wilson to the meeting. She told the meeting that there are four registered Neighbourhood Watch schemes running in the village. Two are known to be active and their co-ordinators, Trevor Shuttleworth and Arthur Beattie were present.

The aim of the schemes is to prevent crime, increase community safety and increase the quality of life for residents. To help deter crime, house stickers are available and street signs indicating a Neighbourhood Watch area can be purchased for £7 each. Being part of a scheme may also help householders to obtain a reduction in insurance premiums.

Since the beginning of January 2005 in the Settle area there have been 34 crimes. This total was made up of 3 burglaries to dwellings, 13 other burglaries (farms/sheds), 7 cases of criminal damage, 4 violent crimes and the remainder were fraud or shoplifting.

Ms Benson said support would be given to any resident willing to set up a scheme for their particular part of the village. Three newsletters were produced each year. She suggested residents could help to deter crime by reporting bogus callers and by photographing and marking more precious property.

Ms Benson provided a supply of leaflets, purse straps and medicine containers for residents to take. (Anyone requiring further information may contact Craven Neighbourhood watch direct on 01423 539748, alternatively contact heather@loptra.org.uk)

PC Wilson also provided information on the Mobile Matrix Speed Recorder that is available from the Craven Crime Reduction Partnership. This will record the number and speed of vehicles travelling through Long Preston. He advised contact be made with the Fire Brigade.

## A65: The Pre-Inquiry and related matters

Ian Evans (A65 sub-committee member) gave a report on the Statement of Case that has been submitted jointly by the Parish Council and LoPRA; both organisations are opposing the Revocation of the Bypass Orders.

The proposal of the Highways Agency to revoke the Orders will be examined at the Public Inquiry to be held in February 2006. A Pre-Inquiry day has been scheduled for 5 January 2006 at Skipton Town Hall. Ian will present the joint case at the Inquiry.

It was agreed that information from the Mobile Matrix Speed Recorder would be extremely useful in detailing the case for the Inquiry and PC Wilson offered to help.

## YDNP Assessment Report

Gillian Jones reported that the results of the Performance Assessment that had been undertaken on the activities of the National Park in the summer were now available and were to be placed on the LoPRA website.

## Railway Stops

People were reminded that the Parish Council are trying to get more stopping trains at Long Preston. It would be helpful if potential users of additional stopping trains mid-morning and mid-afternoon could write directly to Northern Rail or fill in the tear off slip in the October issue of LoPRA's newsletter and return it to the Post Office.

## C h a t t e r b o x

### Round One

The A65 inquiry appears to have had a very good run for its money but, despite exceptionally strong support, we might lose it *even if the result of the inquiry is in our favour*. Why? Policy; let us remember that the result of an inquiry is not binding on a government. It is unlikely that we can get them to climb down; that is not the way the government likes to work. A climb down could be a signal for every discontented group in the country that they will get their own way if only they make a big enough fuss. However, whatever the outcome of this battle there is always the opportunity for appeal and, as said, we have exceptionally strong support. Of course, a government reshuffle is a different matter; the average life in office of a minister is about a year, and in some ministries it is only a few months; people change; Governments change; policies change.

But *if we lose* have we *really* failed? No. The story of the last hundred years or so is the story of the

bureaucratic elite sucking power, authority, independence and self-reliance up from small local communities into larger and larger remote, self-perpetuating institutions. The idea of the people's representatives actually representing the people has descended from a good principle into a bad joke. A strong protest can stir them into thinking a bit more about the effect of their decisions on the people who will have to live with them. So even if we lose, we have played a part in reasserting the importance and the force of local democracy and perhaps pushing it a bit higher up the priority list.

And the campaign has ensured that our community has become a far more healthy, neighbourly and unified living community than ever it was before the bypass revocation was published. Whether it is Parish Councils talking with Vicars or residents associations talking with churchwardens they've all been talking together for the good of their neighbours.

Which leads us to wonder at the content of Round Two – the de-trunking of the A65 perhaps?

## “Affordable Housing” – What now?

The Final Report of the 2005 Housing Needs Assessment commissioned for Craven District Council was published in October 2005. The full report runs to 100 pages and we are therefore publishing an edited version of the Executive Summary, which retains the real meat of the summary.

We cannot leave you to read this summary without quoting from the recommendations of the consultants who carried out the survey. They state that the survey provides detailed baseline information, going on to say that CDC should monitor the need for affordable accommodation through an annual analysis of lettings and must include:

- The total number of lettings made available by sub area, property size, and persons type.
- The extent to which existing households in need/new households are accommodated in the social sector by sub area and property type.
- An Annual Review of management information, including analysis of the scale and reasons for property refusals and an analysis of housing register information.
- An Annual Review of total social rented stock, taking into account new-build/acquisition and right to buy depletion.

An Annual review of the extent to which the need is met by lettings made, the extent to which the backlog is being met, and the extent to which new households are accessing social rented tenancies

These annual reviews will help to form and amend the Craven “Affordable Housing Policy” as part of the Local Development Framework (LDF), the continuously developing replacement to Local Plans due to be put in place in 2007. Certainly, without these annual reviews, the 2005 Housing Needs Assessment will soon be of historical interest only, and we look forward to being able to see how the housing picture develops year by year.

### The Craven 2005 Housing Needs Assessment a condensed Executive Summary.

#### Definitions

A series of terms are used in work of this nature. To avoid ambiguities, these terms are clearly defined as follows:

**Housing markets** are defined as geographical areas, which contain both the origin and destination of the majority of households who move home.

**Housing demand** is the quantity and type/quality of housing which households are willing to buy or rent and are able to afford.

**Housing need** can have many components, but generally refers to households lacking their own housing (or living in housing which is inadequate or unsuitable) who are unlikely to be able to meet their needs in the local housing market without some assistance. Households in housing need are the part of the population that is not included in market demand because they have insufficient income to satisfy their needs by accessing suitable market housing.

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**Housing requirements** are the combination of both housing need and housing demand.

The following are working definitions to describe affordable housing and what is affordable:

**Affordable housing** - Affordable housing includes both social rented and intermediate tenure housing. Intermediate tenure includes housing at prices or rents above those of social rent but below market prices or rents.

**Affordability** - Is measured on the basis of gross household income, the number of people the income has to support (to derive a measure called gross equivalent income), level of equity/savings and overall housing cost. A household is deemed to be living in unaffordable accommodation if it has to pay more than 30% of its gross equivalent income on rent/mortgage payments. Households entering owner occupation are also assumed to have at least a 5% deposit.

### Summary of key findings

#### General supply and demand

• Within Craven there are various supply and demand issues, which have been explored in the research. Across the District, demand outstrips supply resulting in pressure on existing stock. The types of development which will help balance markets have been suggested for each ward.

• A fundamental problem is the low proportion of social rented stock. This is resulting in limited opportunities for households who cannot access open market accommodation, forcing them to stay at home, live temporarily with friends and family or leave the area altogether.

• Across Craven, there is limited vacant stock, reflecting high demand. There are some second homes, representing 2.4% of all dwelling stock. These are concentrated in several rural areas, notably Upper Wharfedale (10.7%), Grassington (7.1%) and Penyghent (5.2%).

The private rented sector in Craven is larger than the social rented sector. It is a buoyant market, providing accommodation for a range of household types, including households who otherwise would live in social rented accommodation. Stock condition however is an issue, and a landlord accreditation scheme would certainly help improve standards in the private rented sector.

## Housing need

- The research has reflected and enhanced ODPM guidance to establish a robust measure of housing need for Craven. Different types of need have been explored, many of which are linked to the aging population, which has significant implications for future need in the District.

- Many needs can be dealt with 'in-situ' i.e. the household can have appropriate support or adaptations made. A range of evidence has been presented in the Data Tabulations to help identify where and what type of assistance should be prioritised.

- Research has provided clear evidence of the scale of hidden homelessness across Craven. Over 2,000 residents stayed temporarily with a household in the year to June 2005. Hidden Homelessness is more likely to occur in rural as opposed to market town areas.

Research has also evidenced 1,624 individuals who have left Craven over the past 5 years, as there was no accommodation suitable for them. This would be strongly related to the need for affordable accommodation, and residents were more likely to leave rural areas.

## Older persons' housing

- Research has demonstrated that the majority of older residents want to stay in their own home for as long as possible, with at present limited appetite evidenced for new forms of accommodation such as retirement apartments or villages.

There is a problem of low demand being experienced

with some obsolete older persons stock owned by Craven Housing. Potential solutions would include remodeling, demolition and re-provision or allocation of the dwellings to a wider range of residents.

## Requirements for affordable housing

The household survey identified existing households in need and newly forming households who require affordable housing. Demand for affordable housing was compared with likely supply, using lettings data from Craven Housing and other housing associations.

- Analysis indicates that across Craven, there is a shortfall of 1,440 affordable dwellings over the next 5 years, summarised in Table ES1 or 288 per year
- The 288 target per year should be split between 238 in the Craven LDF area and 50 in the Yorkshire Dales National Park LDF area.

- Research suggests that a range of affordable dwellings need to be delivered, with 70.8% for social renting and 29.2% intermediate tenure (e.g. shared ownership and shared equity).

- The study has helped identify Parishes where there is a need to provide more affordable housing, and also where Parish Councils recognise this as an important issue.

The study has reviewed the processes and mechanisms through which affordable housing can be delivered, drawing upon good practice from elsewhere in the Region.

### Craven total affordable requirement by ward for 5 Years - Apr 2005 to March 2010

Ward	General			Older Persons		Gross Shortfall Over 5 years
	1 bed	2 bed	3 bed	1 bed	2 bed	
Aire Valley with Lothersdale	71	69	1	30	3	173
Barden Fell	24	29	4	11	6	74
Bentham	18	18	-8	0	16	51
Cowling	13	8	2	-10	8	31
Embsay with Eastby	13	22	0	-10	8	43
Gargrave and Malhamdale	33	52	0	19	43	147
Glusburn	34	61	-8	-5	52	147
Grassington	9	31	2	13	10	65
Hellifield and Long Preston	16	24	0	7	14	61
Ingleton and Clapham	24	44	3	-10	7	79
Penyghent	9	12	3	4	0	28
Settle and Ribblesbanks	32	19	-17	1	0	51
Skipton	108	77	-42	-31	49	234
Sutton in Craven	67	58	2	0	2	129
Upper Wharfedale	11	11	0	2	5	29
West Craven	36	46	2	2	6	93
<b>Total</b>	<b>518</b>	<b>580</b>	<b>20</b>	<b>89</b>	<b>228</b>	<b>1440</b>

	Demand exceeds supply and particular pressure on stock
	Demand exceeds supply and some pressure on stock
	Demand equals supply; demand likely to be satisfied

## General market demand

Demand for owner occupation is strong across all of Craven, with demand exceeding supply in most areas. There is limited supply of intermediate tenure stock (e.g. shared ownership), and the level of interest expressed in this form of tenure is reflected in a high demand across Craven district.

Demand for bungalows exceeds supply in all areas.

## Population and demography

- The age profile of Craven is expected to change over the next few decades. By 2028, 38.6% of the population will be over 60. This is a huge challenge for future housing strategies, in particular developing appropriate support services for older people and developing a range of housing solutions. At present, older people have a strong preference for staying in their own home. This is in part due to a lack of alternative housing products. Craven should give consideration to developing a range of older persons accommodation to appeal to a wide and growing market.

Migration trends have been explored, in particular their role in influencing housing markets, the characteristics of

in-migrations, the level of retirement migration and the extent to which people are leaving the District due to a lack of appropriate accommodation. Migration to Craven is largely from elsewhere in Yorkshire and the Humber (particularly Bradford and Leeds), along with migration from the North West.

## Further information

A range of other information is presented in the final report including a review of housing markets in Craven, the need for supported accommodation, homelessness issues, detailed profiles of tenures and older persons housing issues. The final report is accompanied with a comprehensive set of data tabulations and two technical appendices, which model ward-level housing need and affordability.

Further details and both the full Executive Summary (7pages) and the full Housing Needs Assessment Report (100 pages) are available free of charge on the Craven District Council website at [www.cravencdc.gov.uk](http://www.cravencdc.gov.uk).

For further details, please contact the Craven District Council Housing Strategy Team on 01756 706418.

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## Public Inquiry into Revocation of the A65 Bypass Orders.



The public Inquiry into the proposed revocation of the Bypass Orders for Gargrave, Hellifield and Long Preston was held in Gargrave between 21<sup>st</sup> and 23<sup>rd</sup> February. The Highways Agency (HA) were the main proponents for revocation, with the main objector being North Yorkshire County Council (NYCC); both of whom were represented by barristers. Other objectors who presented evidence included Craven District Council (CDC), Long Preston Parish Council together with LoPRA, Wigglesworth Parish Meeting, Long Preston Church Council and many residents of Long Preston and Gargrave. The proceedings were presided over by a government appointed Inspector.

**The HA's case for revocation** essentially hinged on the fact that the Government Policy, as set out in the White Paper "A New Deal for Trunk Roads in England", was to restrict the Trunk Road network to roads of national significance, rather than those of local or regional significance. After taking into account various planning and strategic considerations, the Minister of Transport decided that the A65 was no longer a Core Trunk Road, this is stated to be Government policy, and thus the Highways Agency's (HA) view is that this de-trunking decision is not open to challenge at this inquiry. So from the Minister's point of view, there is no need for the bypass orders to remain in place, as he no longer proposes to construct these bypasses as part of the trunk road program, as the A65 only carried local and regional traffic.

Additional justification for revocation was stated to be removal of planning blight and the saving of expenditure on the maintenance and administration of the one property and section of land in Gargrave and the five plots on the edge of Long Preston and Hellifield.

In it's justification for declaring the A65 a non-core trunk road the HA stated the national average for trunk roads was 18,900 vehicles per day, with average 'A'

roads carrying 10,900 vehicles per day. Although there was disagreement in traffic volume increases between the HA, claiming some 2 to 3%, from 1994 to 2004, with NYCC claiming 7% over the ten years 1993 to 2004, the HA still maintained that their figures of 9,600 /day for Gargrave and 11,600 /day for Hellifield and Long Preston ( by an automatic traffic counter to the North of LP ) clearly indicated that the A65 was a non-core trunk road and only served local and regional needs.

*The LoPRA Traffic Count data is broadly in agreement for Mondays to Thursdays - but higher on Fridays and at weekends ( The LoPRA data excludes bank holidays - which, based on only a few hours of sampling, are confidently predicted to be even higher).*

On cross-examination by the barrister representing the North Yorkshire County Council (NYCC), the witness for the HA admitted that safety considerations could be a justification for a bypass, even if this was not part of the core trunk road network. He also admitted that although there was no foreseeable likelihood of any changes to the policy on core trunk roads, this could of course change in the future. There was also disagreement as to the projected costs of the bypasses; with the NYCC esti-

mate of £18M for Gargrave and £27M for Hellifield and Long Preston being questioned by the HA who quoted national average DoT guideline figures of around £30M and £60M respectively. These estimates having significant effect on any cost/benefit analysis.

**The NYCC's case for opposing** was largely based on the Revocation Order being premature. In that although they agreed that any bypass was unlikely to be built in the original form, their studies had shown that shorter, single carriageway bypasses would indeed be cost effective. Although such bypasses did not feature in the current Local Traffic Plan (LTP), covering the period 2006 to 2011, there was an agreed need for relief from traffic for the effected villages. Under cross examination by the HA it stated that one reason the bypasses under discussion did not appear in the current LTP was not that it had no such plans, but that within the 5 year time frame of the LTP, other schemes had taken precedence as they had been at a more advanced planning stage (by NYCC) and that as in principal the bypasses under discussion could still be funded via the HA. NYCC wished to retain the bypass lines as these could still be required for future traffic relief, and until other means of traffic relief to the communities was decided upon it was prudent to retain the present protected lines.

**Craven District Council's case** was presented by Cllr Helen Firth who stated that protection of the reserved line is important for possible future bypass developments - revocation is premature whilst alternatives are being considered. The quality of life of residents is adversely affected by the lack of relief from the traffic which is increasing. The A65 is a specified as a Key Route in the "Draft Regional Spatial Strategy". The aim of the "Local Development Plan" is to conserve and enhance the built environment. Revocation of the protected line would prejudice this Local Plan. On cross-examination the barrister for the HA put it to the councillor that CDC, as planning authority, had it within their own planning powers to safeguard the line of the bypasses, if they so wished. It did not require the continued protection of the present bypass orders by the HA.

**Ian Evans, representing the Long Preston Parish Council and LoPRA**, put forward the argument that in the Public Inquiry of 1992 the Dept of Transport had stated that the bypasses were essential. The HA do not deny that the A65 is dangerous and that it has a major detrimental effect on the villages and that the current intention to detrunk the A65 is a matter of government policy. It may be outside the scope of this inquiry to consider this but it does need to be borne in mind that not only do governments change but also policies do as well. It would be wrong to take an action, ie revoking these bypass orders, which will have far longer effects than the foreseeable life of a government or a policy. There have been, since 1985, when the H&LP Bypass was first included in the National Roads Programme, one change in government and a number of policy changes, two of which relate to the H&LP bypass. To lose the route because it is not current policy means that there will most probably never again be an option for it to be built as a result of any future policy

change. The need has already been established and, to revoke the bypass orders now, would impose forever what is only a current policy. Ian Evans next raised the point that despite the A65 being considered a non-core trunk road many vehicles preferred to use this in preference to the HA's recommended route of the M62 / M6, even to the extent that a company transporting nuclear waste used the A65. The witness for the HA reluctantly agreed that the HA could not force transport companies to use the core trunk network and that A65 was probably a preferred choice due to shorter mileage and overall journey time.

**Gillian Jones' presentation** was based on the fact that the Revocation Orders stem from the HA's wish to detrunk the A65 as a result of its designation as a non-core Trunk Road. This designation is based on an evaluation by civil servants on the national and regional importance of the A65, their conclusion being that the A65 only serves local and regional needs. In practise the road is much used as a short cut, especially with the high fuel costs, from the eastern areas of the Midlands and South Yorkshire to north western areas of England as well as Scotland and N. Ireland.

There are stated to be five criteria for classification of core trunk roads and Gillian Jones proposed that the A65 meets 4 out of the 5 criteria.

- i. It connects the population centres of West Yorkshire and Lancashire with the recreational areas of the Yorkshire Dales National Park, the Lake District and other areas of attraction in north-western England.
- ii. It provides access to Leeds/Bradford Airport, Manchester Airport via Leeds Station and is a main route to the ports of Heysham and Stranraer.
- iii. The A65 provides the only strategic road route for the population of the peripheral area of the western Yorkshire Dales to access the main service centres of West Yorkshire.
- iv. A significant number of heavy goods vehicles use this route to travel between the industrial areas of West Yorkshire, Cumbria and the west of Scotland.

A resident of Gargrave stated that it also met the 5th criteria in that there were a significant number of European vehicles using the route and was therefore clearly of international importance as well.

Mrs Jones made a formal complaint to the presiding Inspector that she had been unable to obtain from the HA the data on which the designation of the A65 had been based.

**Many objectors** reported on the dangers faced by pedestrians using the footways along the A65, this being particularly a problem in Long Preston at Kayley Hill, as graphically related by the Rev. Rachel Wilson. Through all of the objectors' cases, whether a County Council or a resident of a village, there was the recurrent theme that the A65 is not just a local or regional road as the HA might wish it to be designated.

The Inspector is expected to make his report to the Secretary of State within a few weeks, it will then be several further months before a decision is published.

**See [www.lopra.org.uk](http://www.lopra.org.uk) for a fuller report.**

## TV Coverage of A65 Inquiry

The importance of LoPRA's involvement and the fact that local communities have pulled together regarding the A65 Public Inquiry has been well publicised on the regional BBC television news, in the Craven Herald, in

the Yorkshire Post, on daelnet (www.daelnet.co.uk) and on our own website (www.lopra.org.uk). We are very pleased that there has been such interest and feel that this shows the issue is of significant im-

portance whether regarding the needs of local communities or Government Policy. We thank all the news teams/individuals who covered the Inquiry, let us hope that our voices are heard.

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## CPRE – Campaign to Protect Rural England

At the beginning of last year our committee met with the Chair and Secretary of CPRE's Craven Branch. Finding that many of our aspirations, visions and values overlapped one of our committee members, already a member of CPRE, joined their committee. Since then they have shown us support on a number of issues, particularly empathising with our cause to preserve and enhance the character of our rural village and the surrounding environment in a way which is sustainable rather than detrimental to its future. In return we have been able to update them on local issues thereby keeping them in the picture regarding what is happening to rural communities such as ours.

CPRE is a large organisation with some 60,000 members and supporters throughout every county in England and is one that we should be proud to have as an ally. Their patron is Her Majesty the Queen and they have been campaigning for some 80 years; successes include leading the major campaigns that created our National Parks, Areas of Outstanding Natural Beauty and Green Belts. Their recent work focuses on the sustainability of our landscape, planning and development, farming and food.

However, our countryside continues to be under threat particularly with the new Planning Policy on Housing (PPS3) showing a distinct lack of commitment to using brownfield sites, recycling derelict land and buildings and regenerating urban areas BEFORE using green field sites. We must not forget that one of the reasons LoPRA came into being was due to fears that our green field sites were soon to be plundered on a large scale. Despite the YDNPA's initiative to ensure local occupancy and affordable housing only for the majority of new builds within the Park the PPS3 poses a very real threat to the future of our green field sites and lacks reference to environmental capacity, green construction or promotion of urban renewal. It is an issue that needs to be watched closely.

If you would like to find out more about CPRE or become a member information may be found on their website [www.cpre.org.uk](http://www.cpre.org.uk) or email [info@cpre.org.uk](mailto:info@cpre.org.uk) or Tel. 020 7981 2800. For information on joining your local Craven Branch committee please telephone the Chair: Hilary Fenten on 01729 860313.



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## The Ribble Area Moving Picture Show

So far LoPRA has been very taken up with serious matters of concern to residents of Long Preston, your committee feels that maybe it is time for a little light relief!

So we are planning to organise some film shows in the village hall using the equipment that is available for hire from TRAMPS. All major films are available a few months after release onto the general film circuit.

This can be done two ways:

- We invite TRAMPS to put on the shows, in which case they do all the organising and take any profits ( after paying the considerable film licence fees ) to re-invest in replacing their equipment. Tickets are usually £4.
- LoPRA could organise it ourselves, paying TRAMPS for the use of the equipment and license for the film. Any profit we would donate to the Village Hall Fund, however we would have to meet any loss from our accumulated LoPRA funds. The break-even point is an audience of 37 at £4 per ticket.

Your committee is split on the best way to proceed, so any feedback from our members would be welcome.

*TRAMPS is a not-for-profit voluntary group that provides a high quality, low cost mobile cinema service to run film events at community venues.*

### Please tell us your views on a TRAMPS film show.

#### Name:

Please complete and hand, or post, to a member of the committee, or send an email to [film@lopra.org.uk](mailto:film@lopra.org.uk)

**My family would not be interested in attending.**

**My family is interested.** Number likely to come to:

**Wild life and nature films** . . . [     ]

*e.g. March of the Penguins*

**Classical films** . . . . . [     ]

*e.g. Pride and Prejudice*

**Childrens Films** . . . . . [     ]

*e.g. Chronicles of Narnia or any Harry Potter films*

**Animation, cartoons** . . . . . [     ]

*e.g. Wallace & Grommit films*

**Drama, Mystery, Suspense** . . [     ]

*e.g. The Constant Gardener or Exorcism of Mary Rose*

**Sci Fi, Fantasy, Action** . . . . [     ]

*e.g. Doom or Flight Plan*

**Musical, Comedy** . . . . . [     ]

*e.g. Hustle and Flow or Kinky Boots*

**Any Preference for Fri [     ] or Sat [     ] evenings.**

## The 'Settle Loop'

In August 2005, a further section of the Pennine Bridleway was opened. The 'Settle Loop' is a 10-mile circuit that has been created for horse riders, mountain bikers, and walkers. It has been mainly financed by the Countryside Agency and Sport England and will one day link up with the rest of the Pennine Bridleway, extending some 350 miles from Derbyshire through Lancashire, the Dales and Cumbria, to Northumberland.

For now, though, the Settle Loop makes a fantastic one-day walk, taking in the stunning views of Malham Tarn, the Three Peaks, and Attermire Scar. From Long Preston, the Loop may be accessed by taking the lane over the tops towards Settle, and taking a right down Lambert Lane. The route continues past Stockdale Farm, and Kirkby Fell, be-

fore returning via Gorbeck, and Langcliffe, into Settle. It's certainly a healthy walk, with some challenging gradients.

However, if you're feeling finished off by the time you get to Settle, you could always stop there for a refuel before walking home or, alternatively, hop on the train and get a single to Long Preston before enjoying a well earned night out at your local [trains back from Settle at 17:53, and 21:14 on a Saturday, no direct service on a Sunday]. If you've found yourself waylaid at the Golden Lion, there's always a taxi!

More detailed information can be obtained on the web at [http://www.yorkshiredales.org.uk/the\\_settle\\_loop](http://www.yorkshiredales.org.uk/the_settle_loop) and <http://www.northernrail.org>

[www.lopra.org.uk](http://www.lopra.org.uk)

The LoPRA website contains general information about LoPRA, and news items concerning LoPRA interests.

There is also a **Members Area**, where the minutes of the LoPRA committee meetings and official letters are archived. To access this area you will first need to contact the [register@lopra.org.uk](mailto:register@lopra.org.uk) by email.

We appreciate that all members do not have internet access, but anyone who belongs to the public library in Settle can use the computers there free of charge.

## !! The Chairmanship of LoPRA has changed !!

At the AGM on Thursday 22 September Heather Thomas-Smith stated that if after six months nobody had taken up the position of General Secretary in full she would be willing to take on the role whilst handing over her position as chairperson. In the meantime other committee members would fulfil the Minute's Secretary role on a rota basis and Keith Grimshaw offered to accept the chairperson's role after six months if this was the case.

Now, having acted as Chairperson and, by default, as General Secretary for the previous six months and with nobody having shown an interest in taking on the secretarial role Heather felt that due to her own heavy personal commitments and with the need for a General Secretary that it was time to hand on the Chairperson's role to Keith Grimshaw at the committee meeting on 9<sup>th</sup> March 2006. The rest of the committee will continue to

take minutes of meetings on a rota basis and in addition to assuming the role of General Secretary Heather will continue as editor of the newsletter (with Gavin heading the layout) and will still be the main contact for correspondence.

Heather would like to thank all of the committee; the A65 sub-committee and LoPRA members for their superb support and exceptionally hard work - particularly regarding the YDNP Assessment, traffic monitoring and A65 Public Inquiry - over the last six months and wishes Keith all the best with his new role. We hope that now we once more have a full compliment of officers - the first time that we have done so since Beverley Wrigley left the role of General Secretary a year ago - that the machinations that are key to LoPRA will run ever more smoothly!

## The Officers and Committee of Long Preston Residents Association

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