

APPENDIX I

This Parish Meeting objects to the development 6.83.57.R.FUL on planning grounds that fall under five headings:

1. **Traffic.**
 - a) There would be a considerable increase in commercial traffic.
 - b) There would be many additional vehicles due to employees travelling to and from the site.
 - c) All this traffic would further augment the expected additional traffic that will be generated as the Nidd Valley Business Park units come into use.
 - d) All the local roads that serve the site are too narrow and winding for vehicles, particularly commercial vehicles, to pass.
 - e) The junction of the roads from Scotton and Farnham that vehicles going to the site must negotiate is at the village school. This is already both a vehicular and pedestrian hazard, particularly for parents and children.

2. **Noise.**
 - a) The site is in close proximity to residential areas.
 - b) It is also close to an existing holiday camping and caravan site.

3. **Major industrial development is inappropriate to the rural location.**
 - a) The development cannot be classed as rural diversification: it is unlikely to create new jobs in the immediate area.
 - b) Access to the major road network is poor.

4. **Detriment to the existing local business and leisure activities.**
 - a) The adjacent holiday camping and caravan site would experience reduction in use because of the activities, particularly the noise, from the new industrial development. This would have an impact on both employment and income within a wider area.
 - b) The local livery stables would be likely to become less popular with riders who exercise their horses on the roads of the area.
 - c) The Knaresborough round crosses one of the access roads and encircles the proposed industrial area.
 - d) Scriven, through which one access road passes, is designated as a Conservation Area

5. **Pollution.**
 - a) There would be a distinct possibility of surface water run-off polluting the Farmire Trout Fishery at the side of the road to Farnham.
 - b) With time there could be pollution of the ground water at lower levels that would ultimately affect the fishing lakes.
 - c) Surface water run-off could pollute Farnham Mires SSSI (grid ref 338605) at the side of the road to Farnham.

The proposal also includes an objection to the planning renewal 6.83.57 Q.RENEW on the same planning grounds.

The meeting wish these objections to be brought to the attention of the Parish Council; Harrogate Borough Council, Technical Services Department; and the North Yorkshire County Council Highways Department.

SCOTTON PARISH COUNCIL
including LINGERFIELD
Ferndene House,
Scotton
HG5 9HU

Ref SPC.Corr.19.03
10 September 2003

Mr. T P Richards,
Head of Planning Services,
Department of Technical Services,
Knapping Mount,
Harrogate HG1 2AE



Dear Mr Richards,

At the monthly meeting of Scotton Parish Council on Monday 8 September, it was unanimously decided to bring the following to your attention concerning the proposed developments: 6.83.57.R.FUL and 6.83.57.Q.RENEW, on the site occupied by Interprint in Lingerfield. The PC had already made its views known to the planning officer concerned.

The Council now wish to add the following:

Scotton Parish Council fully endorse the objections raised by the Extraordinary Parish Meeting held on Thursday 28 August.

Additional reasons for objecting to this further industrial development in Lingerfield arise from the fact that the area has become, and is still developing as, a leisure area. There are already a Cricket Field, Golf Driving Range, Holiday Camping and Caravanning Site, and the Farmires Trout Fishing Lake. Furthermore, plans are progressing for the development of the long intended football field on the Lingerfield Landfill Site: a development being encouraged, and actively promoted by both the HBC Leisure & Amenities, and Estates Departments, the latter of which is actively engaged in discussions with the Football Foundation to secure additional funding whilst the former is arranging for the use of commuted sums for the project. In addition to these activities, the Parish Council have employed planning consultants to advise on the development of a Country Park for leisure and amenities on the site. The Knaresborough Round also passes nearby.

It is clear that the area is becoming more important for its leisure and amenity activities than for anything else and these are eminently more suitable for the rural setting. Any further industrial development in Market Flat Lane will be in total conflict with the change in direction. It could also be added that traffic generated by the change in direction of the activities here will consist of light vehicles, for which the narrow windings roads are more suitable, and not the heavy traffic generated by the proposed industries.

Industrial development in Lingerfield is also completely incongruous with the presence of the Primary School and Nursery.

The Parish Council hopes that its considered views will be taken into account in any further planning in Lingerfield.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'K Rothwell', written over a horizontal line.

Dr. K Rothwell
Clerk to Scotton/Lingerfield P.C.

APPENDIX 2

Lingerfield - traffic counts / growth Jan '01 to Nov / Dec '03

1. Low Moor Lane - west of Market Flat Lane

NE - bound flow has increased by 19% to 1210 vehicles [in 24 hours]
SW - bound traffic has increased by 17% to 1120 vehicles

2. Market Flat Lane

NW-bound flow has increased by 5% to 530
SE-bound flow has increased from 310 vehicles to 570 vehicles, but I think the 310 vehicles recorded in 2001 is not reliable [unless anyone can explain why it was so much lower than the NW-bound traffic].

3. Low Moor Lane - NE of Market Flat Lane

- W-bound traffic has increased by 10% to 840
- E-bound traffic has increased by 15% to 800

summary

traffic on Low Moor Lane has increased by 15%
traffic on Market Flat Lane has increased to 1100 vehicles [2-way, in 24 hours]

KM 31/02

Ken Martin - Re: Market Flat Lane, Scotton - planning application 6.83.57 Q RENEW

Page 1

From: Ken Martin
Subject: Re: Market Flat Lane, Scotton - planning application 6.83.57 Q RENEW

to HBC

comment from Transportation Planning at county hall:-

- Traffic growth in percentage terms for 3 years is very high but when you look at the actual numbers of vehicles (2300 2 way in 24 hours) the flows are relatively low."

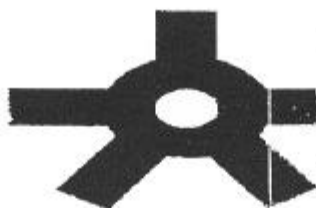
- any transportation consultant with local knowledge would argue that this small increase in numbers of vehicles could not cause / has not caused local problems.

traffic increase on Low Moor Lane (15% in ~3 years) is higher than national growth rates but I would not consider this a big enough traffic increase to constitute a material change in planning terms (NB nursery approved in Aug '03; new planning application received for extension to Kingfisher Caravan Park)

[NW-bound] traffic on Market Flat Lane has increased by only 5%

NB traffic generated by Nidd Vale Bus. Park has been surveyed as 140 vehicles / day

APPENDIX 3



COUNT ON US

TRANSPORTATION DATA COLLECTION

TRAFFIC SURVEY

NIDD VALE

KNARESBOROUGH

CLASSIFIED COUNTS

COUNT ON US LTD
DEARDEN HOUSE
DEARDEN STREET
OSSETT
WEST YORKSHIRE
WF5 8NR

Basingstoke Tel: 01256 471144
Warwick Tel: 01926 403355
London Tel: 020 7833 9202
Glasgow Tel: 0141 773 0011
Warrington Tel: 01925 810200

Fax: 01256 471155
Fax: 01926 402601
Fax: 020 7837 3378
Fax: 0141 773 0022
Fax: 01925 819805

Dearden House, Dearden Street
Ossett, West Yorkshire
WF5 8NR
Tel: 01924 263263 Fax: 01924 267997

COUNT ON US

NIDD VALE KNARESBOROUGH

NOVEMBER 2003

MANUAL CLASSIFIED COUNT

26296

INTRODUCTION

Count On Us were instructed by Abacus to undertake a Classified Traffic Survey at the Nidd Vale Business Park Knaresborough

SURVEYS

Manual Classified Counts were undertaken on Tuesday 25 November 2003. The survey period was 0700 to 1900 hours.

The requirement of this survey was to provide a classified turning count of the above site.

The resultant data has been classified as: Cars, LGV (Light Goods Vehicles), HGV (Heavy Goods Vehicles), Buses & Coaches, M/C (Motorcycles) and P/C (Pedal Cycles).

All data has been annotated in 15 minute intervals with hourly and period totals.

OBSERVATIONS

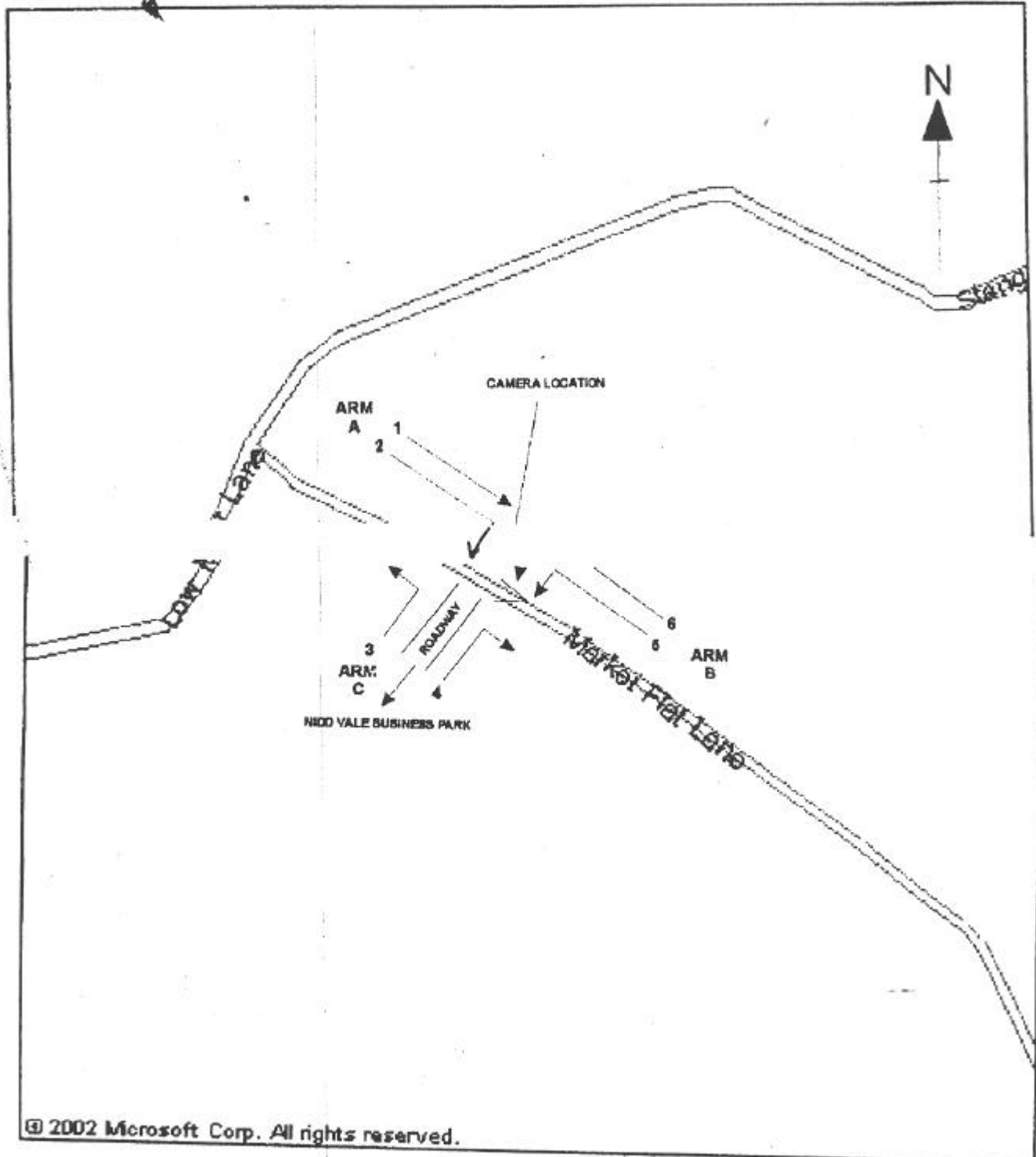
General: No problems or incidents were observed during the survey period that would impede traffic flows.

Weather: Cold, Grey Overcast Day

SUMMARY

This report provides details of the survey undertaken. The results have all now been provided to Abacus in electronic and hard copy formats. We consider that we have satisfactorily completed all elements of the survey in accordance with your specification.

DIAGRAM OF SURVEY SITE



COUNT ON US

SITE/LOCATION: NIDD VALE KNARESBOROUGH

SURVEY DATE: 25 NOVEMBER 2003

SURVEY TIMES: 0700 - 1900 HOURS

JOB NO: 26298 DRG NO: ONE

JOB TITLE: TRAFFIC SURVEY

DRG TITLE: NIDD VALE BUSINESS PARK

CLIENT: ABACUS

ISSUE DATE: 26 NOVEMBER 2003

DRAWN: DW APPROVED: KRS

COUNT ON US

**NIDD VALE KNARESBOROUGH
 MANUAL CLASSIFIED COUNT**

**NOVEMBER 2003
 26296**

SITE: NIDD VALE BUSINESS PARK

DATE: 25 November 2003

LOCATION: Market Flat Lane

DAY: Tuesday

TIME	MOVEMENT 1							TOT	MOVEMENT 2							TOT
	CAR	LGV	HGV	PSV	MCL	PCL	CAR		LGV	HGV	PSV	MCL	PCL			
13:00	9	2	0	0	0	0	11	0	1	0	0	0	0	1		
13:15	6	0	0	0	0	0	6	0	1	0	0	0	0	1		
13:30	1	1	2	0	0	0	4	2	0	0	0	0	0	2		
13:45	7	3	0	1	0	1	12	2	1	1	0	0	0	4		
H/TOT	23	6	2	1	0	1	33	4	3	1	0	0	0	9		
14:00	3	0	1	0	0	0	4	2	1	0	0	0	0	3		
14:15	4	0	0	0	0	0	4	1	4	2	0	0	0	7		
14:30	6	2	0	0	0	0	8	1	1	0	0	0	0	2		
14:45	2	1	1	0	0	0	4	0	1	1	0	0	0	2		
H/TOT	15	3	2	0	0	0	20	4	7	3	0	0	0	14		
15:00	8	0	0	0	0	0	8	1	0	0	0	0	0	1		
15:15	6	1	0	0	0	0	7	0	1	0	0	0	0	1		
15:30	10	0	1	0	0	0	11	0	2	0	0	0	0	2		
15:45	4	1	0	0	0	0	5	0	2	0	0	0	0	2		
H/TOT	28	2	1	0	0	0	31	1	5	0	0	0	0	6		
16:00	12	2	0	0	0	0	14	0	0	0	0	0	0	0		
16:15	11	5	0	0	0	0	16	1	2	0	0	0	0	3		
16:30	8	2	0	1	1	0	10	0	0	0	0	0	0	0		
16:45	11	4	0	0	0	0	15	0	0	0	0	0	0	0		
H/TOT	40	13	0	1	1	0	55	1	2	0	0	0	0	3		
17:00	18	6	0	0	0	1	25	1	0	0	0	0	0	1		
17:15	13	0	0	0	0	0	13	0	0	0	0	0	0	0		
17:30	14	0	0	0	0	0	14	0	0	0	0	0	0	0		
17:45	5	1	0	0	0	0	6	0	0	0	0	0	0	0		
H/TOT	50	7	0	0	0	1	58	1	0	0	0	0	0	1		
18:00	6	0	0	0	0	0	6	0	0	0	0	0	0	0		
18:15	5	0	0	0	0	0	5	0	0	0	0	0	0	0		
18:30	6	0	0	0	0	0	6	0	0	0	0	0	0	0		
18:45	6	0	0	0	0	0	6	0	0	0	0	0	0	0		
H/TOT	23	0	0	0	0	0	23	0	0	0	0	0	0	0		
P/TOT	332	66	10	5	1	4	418	23	38	4	0	0	0	65		

21 2003 16:30 FAX 01924267997

COUNT ON US

009.011

**NIDD VALE KNARESBOROUGH
 MANUAL CLASSIFIED COUNT**

**NOVEMBER 2003
 26296**

SITE: NIDD VALE BUSINESS PARK

DATE: 25 November 2003

LOCATION: Market Flat Lane

DAY: Tuesday

TIME	MOVEMENT 3						TOT	MOVEMENT 4						TOT
	CAR	LGV	HGV	PSV	MCL	PCL		CAR	LGV	HGV	PSV	MCL	PCL	
13:00	0	1	0	0	0	0	1	2	1	0	0	0	0	3
13:15	1	1	0	0	0	0	2	0	0	0	0	0	0	0
13:30	0	1	1	0	0	0	2	1	0	0	0	0	0	1
13:45	0	1	0	0	0	0	1	2	1	0	0	0	0	3
H/TOT	1	4	1	0	0	0	6	5	2	0	0	0	0	7
14:00	0	0	0	0	0	0	0	0	1	0	0	0	0	1
14:15	1	1	0	0	0	0	0	0	3	0	0	0	0	3
14:30	0	0	2	0	0	0	2	0	0	1	0	0	0	1
14:45	0	0	0	0	0	0	0	1	3	0	0	0	0	4
H/TOT	1	1	2	0	0	0	4	1	7	1	0	0	0	9
15:00	0	2	0	0	0	0	2	1	1	1	0	0	0	3
15:15	0	0	0	0	0	0	0	1	0	0	0	0	0	1
15:30	0	0	0	0	0	0	0	1	3	0	0	0	0	4
15:45	1	0	0	0	0	0	1	0	2	0	0	0	0	2
H/TOT	1	2	0	0	0	0	3	3	6	1	0	0	0	10
16:00	1	1	0	0	0	0	2	3	2	1	0	0	0	6
16:15	0	0	0	0	0	0	0	0	1	0	0	0	0	1
16:30	6	1	0	0	0	0	7	1	0	0	0	0	0	1
16:45	4	3	0	0	0	0	7	3	0	0	0	0	0	3
H/TOT	11	5	0	0	0	0	15	7	3	1	0	0	0	11
17:00	3	0	0	0	0	0	3	0	1	0	0	0	0	1
17:15	1	1	0	0	0	0	2	0	1	0	0	0	0	1
17:30	1	0	0	0	0	0	1	0	1	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	5	1	0	0	0	0	6	0	3	0	0	0	0	3
18:00	0	0	0	0	0	0	0	0	2	0	0	0	0	2
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	1	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	3	0	0	0	0	3
P/TOT	24	38	5	0	0	0	67	23	42	6	0	0	0	71

COUNT ON US

**NIDD VALE KNARESBOROUGH
 MANUAL CLASSIFIED COUNT**

**NOVEMBER 2003
 26296**

SITE: NIDD VALE BUSINESS PARK

DATE: 25 November 2003

LOCATION: Market Flat Lane

DAY: Tuesday

TIME	MOVEMENT 5						TOT	MOVEMENT 6						TOT
	CAR	LGV	HGV	PSV	MCL	PCL		CAR	LGV	HGV	PSV	MCL	PCL	
07:00	0	0	1	0	0	0	1	0	1	0	0	0	0	1
07:15	1	6	0	0	0	0	7	1	1	0	0	0	0	2
07:30	4	6	0	0	0	0	10	7	3	0	0	0	0	10
07:45	2	1	0	0	0	0	3	9	0	0	0	0	0	9
H/TOT	7	13	1	0	0	0	21	17	5	0	0	0	0	22
08:00	1	4	1	0	0	0	6	12	0	1	0	0	0	13
08:15	2	1	0	0	0	1	0	12	0	0	0	0	0	12
08:30	1	0	0	0	0	0	1	5	3	1	0	0	0	9
08:45	0	1	0	0	0	0	1	17	0	0	0	0	0	17
H/TOT	4	6	1	0	0	1	12	46	3	2	0	0	0	51
09:00	0	2	0	0	0	0	2	10	2	0	0	0	0	12
09:15	2	0	0	0	0	0	2	6	0	0	0	0	0	6
09:30	0	1	0	0	0	0	1	3	1	1	0	0	0	5
09:45	0	1	0	0	0	0	1	6	1	0	0	0	0	7
H/TOT	2	4	0	0	0	0	6	25	4	1	0	0	0	30
10:00	0	2	1	0	0	0	3	2	2	0	0	0	0	4
10:15	0	0	0	0	0	0	0	0	6	0	0	0	0	6
10:30	0	0	1	0	0	0	1	3	0	0	0	0	0	3
10:45	0	2	1	0	0	0	3	3	2	0	0	0	0	5
H/TOT	0	4	3	0	0	0	7	8	10	0	0	0	0	18
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	1	1	0	0	0	2	6	3	0	0	0	0	9
11:30	0	0	0	0	0	0	0	4	4	0	0	0	0	8
11:45	0	0	0	0	0	0	0	6	0	1	0	0	1	8
H/TOT	0	1	1	0	0	0	2	16	7	1	0	0	1	25
12:00	0	0	1	0	0	0	1	4	2	0	0	0	0	6
12:15	2	1	0	0	0	0	3	5	0	2	0	0	0	7
12:30	0	0	0	0	0	0	0	5	3	0	0	0	0	8
12:45	2	1	0	0	0	0	3	8	3	1	0	0	1	13
H/TOT	4	2	1	0	0	0	7	22	8	3	0	0	1	34

095 19747 FAX 01924267997

COUNT ON US

001

COUNT ON US

**NIDD VALE KNARESBOROUGH
 MANUAL CLASSIFIED COUNT**

**NOVEMBER 2003
 26296**

SITE: NIDD VALE BUSINESS PARK

DATE: 25 November 2003

LOCATION: Market Flat Lane

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TIME	MOVEMENT 5							TOT	MOVEMENT 6							TOT
	CAR	LGV	HGV	PSV	MCL	PCL	CAR		LGV	HGV	PSV	MCL	PCL			
13:00	0	2	0	0	0	0	2	8	1	0	0	0	0	7		
13:15	1	1	0	0	0	0	2	4	0	0	0	0	0	4		
13:30	0	2	1	0	0	0	3	4	2	2	0	0	0	8		
13:45	1	0	0	0	0	0	1	10	1	1	0	0	0	12		
H/TOT	2	5	1	0	0	0	8	24	4	3	0	0	0	31		
14:00	1	0	0	0	0	0	1	11	3	0	0	0	2	16		
14:15	1	0	0	0	0	0	1	4	0	0	0	0	0	4		
14:30	1	0	0	0	0	0	1	3	3	1	0	0	0	7		
14:45	1	1	0	0	0	0	2	4	3	0	0	0	0	7		
H/TOT	4	1	0	0	0	0	5	22	9	1	0	0	2	34		
15:00	0	1	0	0	0	0	1	9	0	0	0	0	0	9		
15:15	1	0	0	0	0	0	1	7	0	0	1	0	0	8		
15:30	1	0	0	0	0	0	1	8	0	0	1	0	1	10		
15:45	0	3	0	0	0	0	3	11	1	0	0	0	0	12		
H/TOT	2	4	0	0	0	0	6	35	1	0	2	0	1	39		
16:00	0	0	0	0	0	0	0	5	2	1	0	0	0	8		
16:15	0	1	0	0	0	0	1	9	0	0	0	0	0	9		
16:30	1	1	0	0	0	0	2	12	0	0	0	0	0	12		
16:45	0	0	0	0	0	0	0	10	4	0	0	0	0	14		
H/TOT	1	2	0	0	0	0	3	36	6	1	0	0	0	43		
17:00	0	0	0	0	0	0	0	9	0	0	0	1	0	10		
17:15	0	0	0	0	0	0	0	11	0	0	0	0	0	11		
17:30	0	0	0	0	0	0	0	8	0	1	0	0	0	9		
17:45	0	1	0	0	0	0	1	10	0	0	0	0	0	10		
H/TOT	0	1	0	0	0	0	1	38	0	1	0	1	0	40		
18:00	0	0	0	0	0	0	0	3	0	0	0	1	0	4		
18:15	0	0	0	0	0	0	0	5	1	0	0	0	0	6		
18:30	0	0	0	0	0	0	0	6	0	0	0	0	0	6		
18:45	0	0	0	0	0	0	0	4	0	0	0	0	0	4		
H/TOT	0	0	0	0	0	0	0	18	1	0	0	1	0	20		
P/TOT	28	43	8	0	0	1	78	307	58	13	2	2	5	387		