

Q7 HOUSING

Have you been unable to find suitable housing within the Neighbourhood Area in the past? Please explain the reasons.

We asked if there were other reasons than those listed.

Only a small number of responses were made which can be summarised as follows:

1. High property prices.
2. Some properties used for holiday lets or second homes which limited supply.
3. Seeking building plots or properties to renovate – supply of these also limited.

Q8 HOUSING

Which of the following property types should be prioritised within new developments?

We asked if there were any other types than those listed on the questionnaire

Five principal suggestions were made:

1. Affordable/low-cost homes including shared ownership.
2. Homes for young people and families.
3. Houses which are well designed and ecologically sound
4. Houses other than large 'executive' houses.
5. Mix of types

There is some overlap with these answers and those obtained in Q9 and Q13

Q13 HOUSING

Should the Neighbourhood Plan include specific design criteria for new housing such as the following?

In addition to the tick box answers we also asked respondents to suggest other design criteria.

The responses fell into five broad categories:

1. That design should be in keeping with existing. Stone to be used to external walls rather than brick or render, with some support for timber frame construction rather than traditional cavity construction.
2. That some new build properties should incorporate non-residential elements such as studios or workshops to enable more 'work from home' use.
3. That new housing should generally be eco-friendly with renewable energy sources used. Light pollution should be limited. Electric car charging points to all new build.
4. Specific infrastructure improvements were suggested to Kirkby Malzeard village, to which developers would be expected to contribute financially. These included additional pavements, improvements to the sewerage system and improved street lighting.
5. Parking was seen as an issue both in relation to individual properties (off road parking for all new build) and in more general terms such as the need for a public car parking area in Kirkby Malzeard.

Q 14 ENVIRONMENT/LANDSCAPE

The subject was the local environment and landscape and how our community can reduce carbon emissions in order to help tackle the climate crisis.

Do you feel that additional controls should be included in the Neighbourhood Plan and, if so, which are the priorities?

The comments fell into five broad categories: newer kinds of power sources, new housing, car charging, road use and trees/vegetation.

1. Many people shared ideas about more environmentally friendly power sources, in particular the use of wind turbines, hydro schemes, solar power, ground source and air source heat pumps and biomass generators. Some comments listed green power ideas whilst others suggested how such power sources could be encouraged either by reducing the cost or adjusting current regulations to either persuade or simplify the transfer to an alternative power source. Water collection ideas were also raised. One person shared their opinion that, as there is currently no alternative to burning carbon fuels, it

should be permitted and another noted that ground source heat pumps are expensive. Generally, though, most respondents were very keen to look for green alternatives in future. One response suggested Kirkby Malzeard should be a model of how a village can maintain itself using green energy. The need to insulate older properties and encouragement of triple glazing was raised.

2. There were many suggestions on how new housing should incorporate and include provision for climate friendly materials, heating and water collection. Some suggested that legislation should enforce environmentally friendly heat sources for new builds and that housing developments should look to be as carbon neutral as possible. Some comments raised concerns about drainage provision for new developments and suggested that new houses should always include water butts or water recycling technology.

3. Car charging ideas were fairly consistent. Several responses suggested that new housing developments should have electric charging points. Concern was expressed that many houses do not have off street parking and that there should be multiple strategies for car charging: road side vehicle charging points or dedicated areas for charging. One comment suggested a holistic approach, pointing out that electric cars also have an environmental cost. The suggestion was that we should keep looking for solutions which include strategies that help people who want to reduce car use.

4. Improved public transport was a common theme in order to reduce car use and improving broadband was included as a measure that could encourage a reduction in travel, presumably by working from home. Measures to reduce pollution included discouraging car idling when stationary and preventing vehicles such as 4x4 or trial bikes from using green lanes and bridleways.

5. Many responses contributed ideas to protect wildlife and native plants. There were several requests to plant more trees. Comments included prioritising native species, replacing pine and larch forests with hardwood and providing bat and bird boxes. There was a request to ensure environmental protection does not interfere with good agricultural practice, ensuring farmers can retain a competitive edge whilst remaining stewards of the countryside. Other local suggestions were to maintain open fields for drainage and to stop burning off heather in order to reduce carbon emissions and to retain water for local supplies.

Q 15 ENVIRONMENT/LANDSCAPE

Are there any existing community areas which you feel should be given more protection by designating them 'Local Green Spaces'?

1. We received a wide range of suggestions under this category, but the most popular community area which was seen as requiring additional protection was Highside Playing Fields in Kirkby Malzeard receiving over 50 nominations. Other areas with multiple nominations included the School Playing Fields (suggested by 10 people), the Jubilee Gardens, The Green, Lamberts Quarry, the agricultural land behind the Back Lanes, West End Green and the Queen's Head beer garden. Four respondents felt that no areas should be designated.

2. Several other suggestions included water such as the banks of the River Laver, Kex Beck, North Gill Beck and the Old Mill ponds at the bottom of Longswales Lane. Other specific locations which were referred to were the woodland by Gillgate Road/Laverton Road near Laverton village, and Kirkby Malzeard cemetery and the areas around that. The agricultural land around Greygarth Monument at Dallowgill was mentioned, as was the field on Back Lane North leading to the brook.

3. As well as specific locations, more general types of areas were put forward, such as ancient woodlands, hedgerows, meadow fields, wild life strips, fields with rights of ways across them, existing wooded areas, verges and green areas and even all agricultural land and all green spaces. Within future consultation we shall ask for specific examples of these from people, so that they can be considered.

4. Some areas suggested already have protection such as the Mowbray Castle Scheduled Monument whereas others were more suitable for protection under categories such as Local Character Buildings. Neighbourhood Plans normally seek to designate Local Green Spaces which are within built up areas, particularly where Plan Areas are situated within an Area of Outstanding Natural Beauty, as there is seen to be inherent protection as a result of this.

5. The concept of Green Spaces was clearly regarded as very important, not only in its own right to preserve the feeling of openness and nature, but also to prevent development.

Q17 ENVIRONMENT AND LANDSCAPE

RURAL BUSINESS SECTION (to be completed by farmers and those who operate a rural business or work in the countryside).

What would you like to change in Planning terms to improve your business?

Responses were largely about the relaxation, speeding up and improvement of the existing Planning system, traffic related issues, and matters concerning the countryside.

1. Issues with the existing Planning system included a request that the rules around wind turbines and other forms of renewable energy be relaxed, that there should be an understanding by Planners of the need for larger modern agricultural buildings, that it should be easier to create business accommodation and diversify, and that the whole planning process be quicker and more accessible.

A number of respondents felt there should be more consents granted for the conversion of traditional barns into housing and for new build housing in rural areas with fewer conditions applied, although conversely others felt that farm land should be further protected against development.

2. Traffic related issues included the need for widening roads or the provision of passing places, greater traffic controls in and around Kirkby Malzeard, together with improvements to the condition of roads including more regular repairs to surfaces (see also Traffic, Transport and Infrastructure section).

3. It was suggested that there should be Policies to encourage tree planting schemes and to enable a 'lighter touch' for natural flood management and biodiversity feature creation, as well as better controls to protect farm animals from the effects of people using the countryside for recreation.

Q18 ENVIRONMENT AND LANDSCAPE

RURAL BUSINESS SECTION (to be completed by farmers and those who operate a rural business or work in the countryside).

Are there any other issues you wish to bring to our attention specifically related to your occupation?

Some of the points raised overlapped with those referred to in Q17 with four main groupings:

1. General agricultural related matters. These included better housing provision for younger farmers and for those retiring, bio-security measures to protect the countryside and relaxation of felling licences for hedgerows where hedge planting schemes have been improved.

2 Recreational usages of the countryside. Measures were called for to control litter, ensure that dogs are under control, that walkers stick to footpaths, and dog waste is picked up. It was however, also suggested that measures be taken to increase the number of footpaths and bridleways to encourage off-road use.

3. Issues around development. It was felt that measures to limit holiday lets would make it easier for locals to live in the area and that there should be fewer controls on redeveloping existing buildings in rural areas particularly for business use.

4. Infrastructure. The need for improvements to sewers and street lighting were mentioned with a number of respondents asking that rural broadband be improved in order to help their businesses. It was noted that parked cars made the movement of farm vehicles through villages difficult and that improved subsidies for renewable energy would be welcomed.

Q22-28 BUSINESS AND EMPLOYMENT

This section was to be answered by those who are self-employed or run a local business. Questions 22-27 requested data about existing business and their future needs and aspirations, which will be used when determining policies relating to business use.

Question 28 was a general question: Would you like to suggest anything that the Neighbourhood Plan could realistically deliver that would help local businesses and employers?

The suggestions from respondents fell into seven broad categories; commercial premises, housing, communication/internet, public transport, parking, tourism, and 'dark skies'. Obviously, these categories are not mutually exclusive nor are they completely separate from question 36 which was about transport.

1. Planning needs to consider applications for business use on the merits of each scheme, rather than by general rules. Commercial premises should be

encouraged to remain commercial, rather than lose the businesses in the village so that it becomes solely residential. Small offices within new developments are an interesting concept, as was the suggestion that a small to medium size shop and post office is needed as well as more shops and cafes generally. Relocating the doctor's surgery to the Henry Jenkins site was also mentioned.

A small well designed light trading estate/business park similar to the one at Fountains Road Harrogate could be developed. Should a site such as the Creamery ever become vacant it would be an opportunity to convert it into a business park although food production is very important. Local businesses should have preference to rent any available business sites. Improved access to grants was suggested including grants for start-up businesses. Easy access short term leases would be useful although the Neighbourhood Plan is not aimed at producing an income.

2. It was felt that housing needs to be affordable to those who need it and that incorporating living and working units would help reduce commuting. A comment was made that 'there needs to be a creative approach to what self-employment entails and how people work from home' and that the planning department be more open-minded about this.

3. There were many suggestions and comments on the need to improve the broadband/internet capacity in the village at least up to the standard of urban areas. Power and telephone are also important. Free links to tourist web-sites was suggested which also ties in with tourism below.

4. It was felt that improvements are needed to the local bus service and increase public transport. (This suggestion was made before the introduction of the dial-up YorBus service by NYCC. It will be interesting to see if funding for this continues in the future).

5. Parking in Kirkby Malzeard was raised as an issue. There is a need for public parking in the village, however suggestions are needed as to where it could be.

6. Tourism could be encouraged more, particularly as we are in an Area of Outstanding Natural Beauty. Walking, cycling and horse-riding routes could be published. There is no public toilet in the village which may need addressing.

7. We are in a Dark Sky area which should be promoted more. Such areas need protecting by careful planning and reduction in light pollution. There is an observatory in Grewelthorpe.

Q29 HERITAGE

Are there any individual buildings (which are not already Listed) or local areas (such as groups of buildings, streets or sections of streets) which you feel could benefit from being designated under the Neighbourhood Plan to give them additional status or protection?

1. Individual buildings (for consideration as Local Character Buildings)

The most popular suggestions for buildings/structures were:

a) The former Henry Jenkins Inn/Old Joiners Shop, Main Street, Kirkby Malzeard (including all options such as solely the façade or the buildings/site as a whole, whether redeveloped for housing or re-opened as a public house) – 28 responses included this property.

b) The Queens Head, Main Street, Kirkby Malzeard - 14

c) The Mechanics Institute Village Hall, Main Street, Kirkby Malzeard - 9

d) Laverton Bridge/Pinfold, (possibly to also include the Old Chapel and Pump) - 7.

e) Methodist Chapel, Main Street, Kirkby Malzeard - 6

f) The Bus Shelter, Main Street, Kirkby Malzeard - 2

There were individual suggestions for Mowbray Lodge, The Old Mill, The Mill, The Grange, Wensleydale Dairy buildings, Dallowgill Methodist Chapel, Greygarth Monument and the remains of the Iron Age stone circle at Cast Hills, near Dallow.

15 people felt that none warranted being designated. Some more general suggestions were made such as 'old farmhouses and barns', 'linear stone houses on Main Street, 'dry stone walls', 'all buildings over 80 years old' and 'historic bridges'.

2. Areas (for consideration as Special Character Areas)

Various suggestions were made with the most popular being Church Street/ Church Bank in Kirkby Malzeard. Others were Main Street, Back Lane North,

Back Lane South, Long Swales Lane, Galphay Road (all in Kirkby Malzeard) and Laverton village.

3. Some other suggestions were made which were inapplicable, for example buildings which are already Listed or items which come under the heading of Community Facilities or Local Green Spaces and those have been taken into account under those headings.

Q32 TRAFFIC, TRANSPORT AND INFRASTRUCTURE

What is your view on the quality of our roads, pavements and footpaths for safe use by the following (different types of road users) and what should be done to improve them?

We received over 80 responses about what action was needed which came under the following headings:

1. The need for roads and pavements to be properly maintained by NYCC Highways. This was by far and away the most common comment made.
2. Improvements to the layout of roads and pavements e.g. widening of narrow roads or the provision of passing places, provision of additional pavements and dropped kerbs in existing pavements, and the widening and improvements to pavements to enable better usage by the disabled.
3. Improved signage to roads and other safety improvements including the employment of a 'lolly-pop lady' near the School in Kirkby Malzeard.
4. Further speed restrictions in built up areas. Reduce pavement parking. Consider one-way systems and large vehicle restrictions in Kirkby Malzeard.
5. Improvements to street lighting both within and on the outskirts of villages
6. Maintenance work to public footpaths across fields including stiles. Prevent motorised vehicles using bridleways and green lanes. Improve signage to encourage use. Create a linked network of paths to reduce the need for pedestrians to walk along roads. All gates should be horse-friendly on bridleways
7. Provision of off-road cycle tracks (see Q35)
8. Farmers should clean up mud from roads and drive more safely.
9. Horse riders should not use pavements.

Q36 TRAFFIC, TRANSPORT AND INFRASTRUCTURE

Have you any other comments about traffic and transport?

Over 130 comments were received which fell into nine broad categories; farm/heavy vehicles, parking, electric vehicles, narrow roads, public transport, inadequate maintenance of roads, snow, recreational use and speeding. The categories were not mutually exclusive and some comments encompassed more than one.

1. The size and speed of farm vehicles and agricultural traffic through the village was mentioned by many. This was compounded by the vehicles parked on Main Street which made it difficult for larger vehicles, indeed all vehicles to navigate. The closure of Church Bank contributes to traffic problems, albeit temporarily. Traffic peaks at school times when there are also large busses in the village. HGVs deliver goods to the village businesses. There are supermarket delivery vans and general delivery vans from on-line shopping which have increased possibly due to the pandemic.
2. Parking in the village as a whole is acknowledged as a problem. Many houses on Main Street do not have access to off street parking. Some houses do, but do not use it. Parking on the pavements was an issue. This is a cause of obstruction for pedestrians and users of wheelchairs and mobility vehicles. Provision of public parking within the village has been talked about for a while. The practicality of finding a site remains the issue.
3. Charging electric vehicles, when there is no off-street parking, is an issue that is already raising concerns.
4. The size of the all the local roads, including the one to Ripon, were regarded as too narrow. Kirkby Malzeard also has two back lanes, one of which has a width restriction which is not always noted by drivers. For some reason SatNav directions send drivers down the back lanes. The number of vehicles on the road seems to have increased over time. Features such as the historic bridge in Laverton have been damaged by large vehicles. Similarly, verges have also suffered as a result of wide loads on the road.
5. Public transport to the village and major centres is very limited which forces more car use. There were some who felt they would use the bus if it was more frequent (see also Q34).

6. Together with the narrowness of the roads, the lack of repair and inadequate maintenance was raised as a major concern by many people.

7. Some of the comments were seasonal, calling for more attention, such as improved gritting, when there is snow.

8. There are many visitors to the area and the locals also make the most of all there is to offer. Tourism and leisure are in demand in the area. There are many horse-riders and an abundance of bridleways. Walkers, cyclists and horse-riders have to use the roads to reach the off-road trails. In the wake of the Tour de France Grand depart in Yorkshire and more recently, the Tour de Yorkshire, cycling is popular. Yorkshire has always been attractive for walkers. There is no footpath from a camping ground to the main village. Similarly, there is no footpath to the cemetery on Galphay Road.

9. Concerns were raised about speeding vehicles not only within villages but also generally on our rural roads. Traffic calming measures and further speed restrictions were called for by a number of people.

Responses suggested to improve matters were an appointment system at the Doctors surgery to reduce parking in the vicinity, encouraging those with off road parking to use it, a one-way system, allowing parking on one side of Main Street only, double-yellow lines in narrow areas, and banning or restricting tractors on some roads.

OTHER COMMENTS INCLUDED ON QUESTIONNAIRES.

A number of the completed questionnaires also included general comments or comments made to enhance the tick box answers. The topics covered by these include:

General:

That the content of the questionnaire seemed to be predominantly 'Kirkby centric'

Housing:

- a) Why wasn't the Wensleydale Dairy site retained for business use within the Local Plan rather than being allocated for housing?
- b) Not clear why the Village Development Limits for Kirkby Malzeard did not include all areas where there were already some houses.
- c) Priority usage of land types (Q12) – A number of people specifically indicated that 'Priority should be given to brownfield (*over agricultural land*) but not to garden land' by which it is taken to mean that garden land should be treated in the same way as agricultural land.

Environment/Landscape:

- a) Provision of renewable energy sources (Q16) – A number of people qualified their answers by adding that it 'depends on location' and 'in the right place'

Business and Employment:

- a) Provision of additional units (Q19) – Some people sought to qualify their views by adding 'Only if need could be demonstrated' 'change of use to existing buildings/no new build' and 'small offices only'.
- b) Location of business units (Q20) – A number of respondents wished to clarify that they felt that new retail units should be in the centre of villages whilst new office and workshops should be on the edge of villages or in rural locations.
- c) Protection of commercial buildings against Change of Use to residential (Q21) – It was suggested that these should be reviewed on a case-by-case basis or given individual consideration and that the sustainability of the premises should be taken into account.
- d) Q28 (to be answered by those who ran a business or were self-employed). Some comments were also received from those who did not have businesses and these concerned the lessening of light pollution as much as practical and the retention of the Wensleydale Dairy site for business use.

5. Traffic, Transport and Infrastructure

- a) Importance of specific issues (Q30) - Additional comments ranging from complaints that tractors are driving too fast to the 'If you don't like tractors don't live in the country' argument.

b) Measures to overcome traffic problems (Q31 item 4) - Traffic calming measures such as chicanes and speed bumps seen by some as impractical due to the high number of parked cars on Main Street and also because of the noise which tractors and trailers would make going over speed bumps. Several comments were received solely in support of chicanes rather than speed bumps.

c) Introduction of cycle routes or lanes (Q35) – several people felt that local roads are too narrow for cycle lanes to be considered.

d)) Sewerage System (Q37) – Noted that the drains outside one house have to be cleared regularly to avoid flooding.