

housing development will be expected to achieve a density of 30 dwellings per hectare in line with HDLP Policy HS1 (Housing Mix and Density).



Bar Lane from Boroughbridge



Holmeside Farm lane and more recent development

There has been some development with smaller plots, and there are some boundaries with over- dominant stone walls. Careful consideration of this transition in any future development is vital if Roeclyffe is to retain its distinctive character and rural setting.

The built environment gains much of its character from its rural setting and the many rural vistas.



To the west of The Green

Mature trees are central to the character of the whole built up area, with many dwellings set in the landscape rather than dominating it.



Entrance to Roeclyffe from Bishop Monkton



The Common and Pond

Significant groups of trees are to be found at the entrance to the village from Bishop Monkton, and on both sides of the river. Important 'specimen' trees occupy the Green from West to East providing an open, rural setting.



Orchard Cottages – Entering Roeclyffe from Boroughbridge

POLICY A1: DESIGN AND DEVELOPMENT

New development proposals should demonstrate that they protect or enhance Roecliffe Conservation Area and reinforce local distinctiveness and sense of place by:

- Respecting the form and character of Roecliffe village.
- Ensuring that developments outside the Conservation Area do not adversely affect the setting and character of the Conservation Area.
- Respecting and not impacting on the space between buildings, in keeping with the historic and present style of the village.
- Ensuring that new structures, pitched roofs, dormers and windows do not dominate the village streetscape.
- Incorporating landscaping to mitigate the impact of development. Planting programmes for new development should incorporate native arboreal species local to the area.
- Prohibiting the removal of any trees that have a significant amenity value, without the support of a report by a qualified arboriculturalist.
- Using materials which match or complement local traditional materials in new buildings and boundary walls.
- Incorporating architectural detailing which represent the local vernacular.

Exceptionally, innovative designs which provide high levels of sustainability, or help raise the standard of design will be permitted, provided they fit in with the overall form and layout of their surroundings.

COMMUNITY ACTIONS

- Create an overall tree management/planting strategy;
- Assess requirement for additional Tree Preservation Orders/registration of hedgerows;
- Plant screening in those areas which have a negative impact on the rural character of Roecliffe & Westwick;
- Improve verges and paths using sympathetic materials;
- Tidy and maintain road signs and other furniture consistent with the local character;
- Additional bulb planting;
- Monitor noise pollution in the Parish.

8.2 Design of Extensions

Justification and Evidence

Much development in Roecliffe & Westwick is likely to be by extension and modernisation of existing properties. These developments

have the potential to change the character of the built environment, and as indicated in the Survey, residents have a wish to minimise the negative impact of this type of development.



Unsuitable roofing material in Roecliffe Village



Flat roof extension in Roecliffe Village

POLICY A2: DESIGN OF EXTENSIONS TO RESIDENTIAL PROPERTIES

In addition to the requirements of Policy A1 the following shall apply to the design of extensions where planning permission is required:

- Extensions, including garages, should not cause the property to dominate its neighbourhood and street scene.
- Space will be retained between the buildings and the street similar to the space between neighbouring properties.
- Extensions will be in materials which match or complement the existing or neighbouring houses.
- Designs should complement the style and character features of the original building including door architraves, window styles and frames.

8.3 Non Designated Local Heritage Assets

Justification and evidence

There are a number of listed and scheduled buildings and assets in the Neighbourhood Area which are afforded a high level of protection through national planning policy and specific listed building legislation. Historic England have listed the following assets which are identified on Map 2:

- Roecliffe School and the Schoolhouse – Grade II listed
- Vicarage farmhouse – Grade II listed

- Manor farmhouse – Grade II listed
- Church of St Mary - Grade II* listed
- Site of Roman fort and settlement 400m north of Brickyard Farm - scheduled

However, there are other non designated assets, which contribute to the character of the parish. It is important that these assets are recognised and taken account of, especially when new development takes place.

The Neighbourhood Plan steering group has assessed the local area using guidance provided by Historic England and identified a number of assets they consider important to protect. These are marked on map 5 and the assessment of each is provided in Appendix 3.

POLICY A3: NON DESIGNATED LOCAL HERITAGE ASSETS

Non designated local heritage assets will be conserved and enhanced, wherever possible, in a manner that reflects their historic significance and/or their importance to local distinctiveness, character and sense of place.

Proposals for development that affect such assets will be considered in relation to the significance of the asset as well as the scale and impact of any harm or loss, benefit or enhancement, to the community.

The following non designated local heritage assets have been identified and are delineated on the Policies Map:

- The Roecliffe “Best Kept Village” sign
- Victorian “VR” Letter Box
- The Old Vicarage, Roecliffe
- Ivy Farm
- The Old Methodist Chapel
- Telephone Kiosk
- Two war graves
- Manor House

The sympathetic enhancement of assets will be supported and encouraged.

8.4 Community Involvement

Justification and Evidence

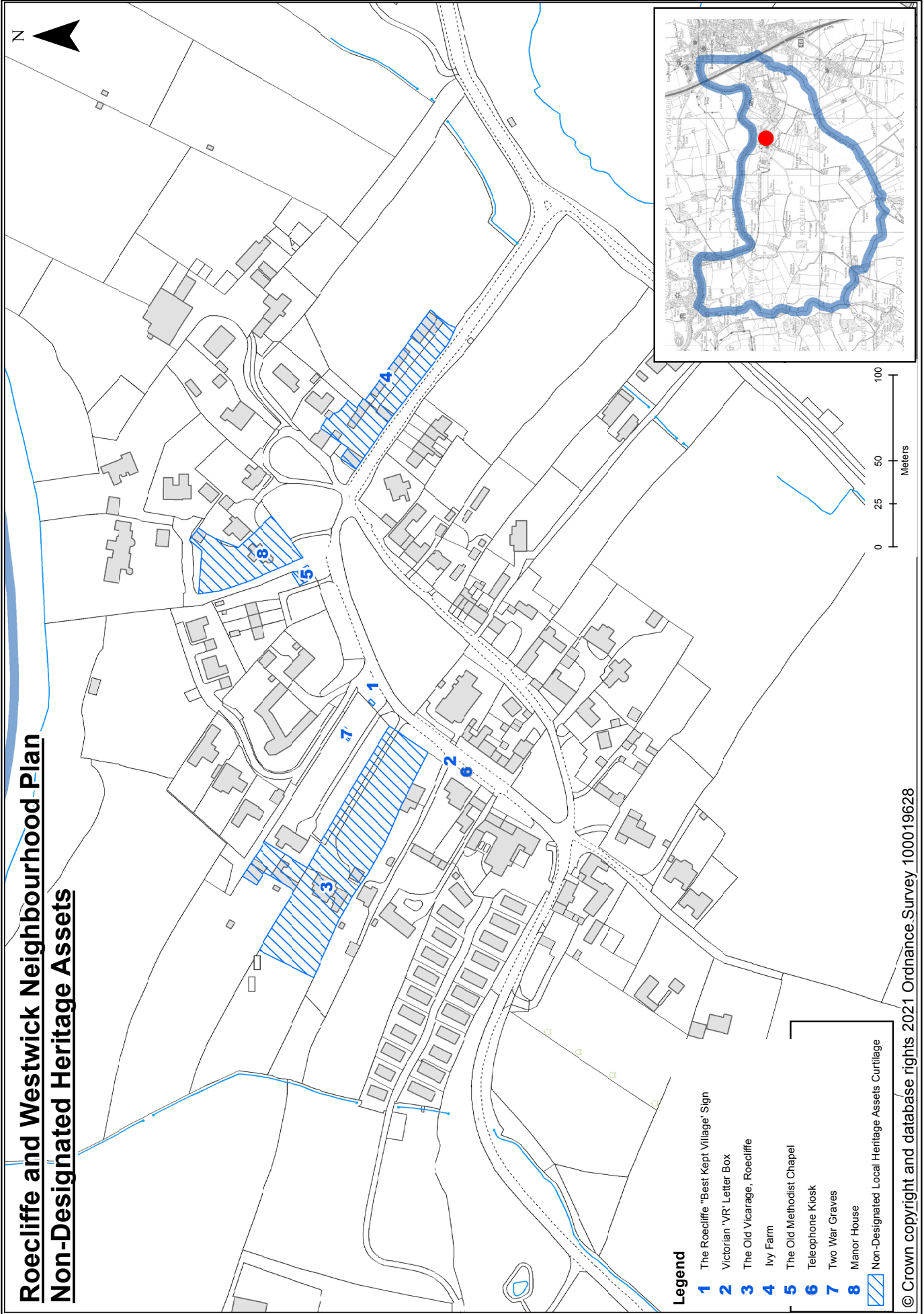
Throughout the preparation of the Roecliffe & Westwick Neighbourhood Plan, the Plan Committee has consulted on every aspect of the Plan preparation. This has encouraged a stronger community spirit


and it is vitally important that in the future residents continue to be involved in ensuring the Plan delivery. Over the Plan period, planning applications will come forward and the community should therefore be consulted on an on-going basis.

POLICY A4: COMMUNITY INVOLVEMENT

Developers are encouraged to engage with the local community during the preparation of and prior to the submission of planning applications.

Roecliffe and Westwick Neighbourhood Plan Non-Designated Heritage Assets



- Legend**
- 1** The Roecliffe "Best Kept Village" Sign
 - 2** Victorian 'VR' Letter Box
 - 3** The Old Vicarage, Roecliffe
 - 4** Ivy Farm
 - 5** The Old Methodist Chapel
 - 6** Telephone Kiosk
 - 7** Two War Graves
 - 8** Manor House
 -  Non-Designated Local Heritage Assets Curtilage

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Map 5: Non-Designated Heritage Assets

8.5 Key Views

Justification and Evidence

Due to the mainly flat, open landscape of the Neighbourhood Area, the community of Roecliffe and Westwick benefit from a number of key views in and out of the parish. The significance of retaining key views is confirmed by Harrogate Borough Council's CACA (2008), which noted the importance of retaining views both in and out of the Conservation Area and Harrogate District Local Plan Policy NE4: Landscape Character which states that visually sensitive skylines, hills and valley sides and visual amenity are to be protected and/or enhanced.

The key views in and out of Roecliffe & Westwick are fully assessed in Appendix 5. They are:

Key View 1 Of Roecliffe village when entering along Bar Lane from the east, with the backs of houses visible across small fields and paddocks.



Key View 1 Of Roecliffe village when entering along Bar Lane from the east, with the backs of houses visible across small fields and paddocks



Key View 2 From the footpath to the north-west across the fields from which views of Roecliffe village, church and Old Vicarage can be obtained.

Key View 3 From Bar Lane and Thorns Lane where a distant view of the houses and gardens can be seen beyond the small hedged tofts stretching to Thorns Lane.

Key View 4 The approach to the village is contained to the east by woodland. This contained entrance via narrow lanes between walls, hedges and woodland give way to the unexpected open vista of The Green.

Key View 5 The approach to the village is contained to the west by woodland at The Common and the water-filled clay pits at the former brick works. This contained entrance via a narrow lane between walls, hedges and woodland give way to the unexpected open vista of The Green, beyond the Crown Inn.



Key View 2 From the footpath to the north-west across the fields from which views of Roecliffe village, church and Old Vicarage can be obtained.

Key View 3 From Bar Lane and Thorns Lane where a distant view of the houses and gardens can be seen beyond the small hedged tofts stretching to Thorns Lane.



Key View 4 *The approach to the village is contained to the east by woodland. This contained entrance via narrow lanes between walls, hedges and woodland give way to the unexpected open vista of The Green.*



Key View 5 *The approach to the village is contained to the west by woodland at The Common and the water-filled clay pits at the former brick works. This contained entrance via a narrow lane between walls, hedges and woodland give way to the unexpected open vista of The Green, beyond the Crown Inn.*

POLICY A5: KEY VIEWS

Development should consider the visual impact of proposals and ensure careful design to protect the following key views, as also identified on the policies map, in order to maintain the character and appearance of the parish of Roecliffe and Westwick.

- **Key View 1** Of Roecliffe village when entering along Bar Lane from the east, with the backs of houses visible across small fields and paddocks.
- **Key View 2** From the footpath to the north-west across the fields from which views of Roecliffe village, church and Old Vicarage can be obtained.
- **Key View 3** From Bar Lane and Thorns Lane where a distant view of the houses and gardens can be seen beyond the small hedged tofts stretching to Thorns Lane.
- **Key View 4** The approach to the village is contained to the east by woodland. This contained entrance via narrow lanes between walls, hedges and woodland give way to the unexpected open vista of The Green.
- **Key View 5** The approach to the village is contained to the west by woodland at The Common and the water-filled clay pits at the former brick works. This contained entrance via a narrow lane between walls, hedges and woodland give way to the unexpected open vista of The Green, beyond the Crown Inn.



Map 6: Key views

Objectives:

- i To ensure sensitive development that protects and enriches the landscape and built setting throughout the Neighbourhood Area.
- ii To ensure that any housing development is tailored to meeting identified housing needs, including the needs of existing and future Roecliffe & Westwick residents.
- iii To protect the landscape generally including agricultural land, woodland, wildlife habitats, the historic sites and particularly the key views into and out of the Conservation Area.
- viii To seek on-going improvements to highways and develop a safer route for pedestrians passing through Roecliffe.

8.6 Future Housing Development

Justification and Evidence

Roecliffe is identified as one of 41 service villages in the Harrogate District Local Plan. Service villages offer a range of basic services and community facilities, as indicated below, and represent sustainable locations for development:

- a key public service (such as a primary school and/or a GP surgery);
- community facilities (recreational facilities, and either a village hall or at least one place of worship);
- most of the villages also contain: a shop (a general store catering for day-to-day needs) or a pub or a café.

The Housing and Economic Development Needs Assessment report which was commissioned by Harrogate Borough Council, identifies Roecliffe as part of the Ripon and Boroughbridge sub area of Harrogate district. The report stated that “Ripon and Boroughbridge is the sub area with the second highest number of sales. The sub area shows the highest number of sales in detached houses, followed by terraced and then semi-detached. Flat sales levels are lowest and when compared to Harrogate sales, the difference is considerable. In Ripon and Boroughbridge sub-area, there is mostly demand for family houses, 2-3 bedroom and sometimes bungalows in the price range of £100,000-£200,000 up to £250,000. There is a significant gap in supply in terms of single person occupation such as 1-2 bedroom properties and bungalows for elderly couples. There is demand for downsizing from family homes to single person accommodation homes, typically this is from 3-4 bedroom houses to 1-2 bedroom ground floor flats or houses. There are many elderly couples who look for small flats, however there is a definite lack of supply of these.” This information is based on 2016 data and represents the whole of the Ripon and Boroughbridge area, not specifically Roecliffe and Westwick.

The report recommended that “in the Ripon and Boroughbridge sub-area the focus of delivery should still be 2 and 3 bedroom properties. The council may seek to deliver a slightly increased number of 1 bedroom flatted properties to address the identified gap in the market and to encourage downsizing.”

Harrogate’s Strategic Housing Market Assessment (SHMA) highlights the importance of providing a good mix of housing to accommodate older people and the changing requirements of our ageing population, throughout the district. The SHMA

recommends the focus of new developments is for 2 and 3 bedroom properties.

There are currently 78 dwellings in Roecliffe & Westwick. The vast majority are within the main village.

The Neighbourhood Plan does not attempt to identify future housing needs or allocate land for development as decisions over the scale and distribution of new housing have been taken in the Harrogate District Local Plan. Although no land is allocated for future housing development it is anticipated that proposals for new housing will continue to come forward in Roecliffe in the form of windfalls, including conversions and infilling.

The development limit boundary designated in the Harrogate District Local Plan (Policy GS3) is shown on Map 3 and the Policies Map. This limits further building tightly to the core of the village and is well inside the present conservation area.

Feedback from the Community

However despite the above, residents of Roecliffe & Westwick are not essentially anti-development, as indicated in the Survey. They are aware that development could also bring some benefits to the community through the delivery of the improvements described in the Projects for Roecliffe & Westwick section.

Of the 176 returned surveys, over 70% of the respondents stated they were over 60 and 45% of those, stated they were 70 or over. These results indicate that Roecliffe and Westwick currently has an ageing population which might in the future lead to a supply of larger or family houses being available if there are smaller properties in the vicinity that older people could downsize to.

The survey question relating to future domestic housing development in Roecliffe and Westwick resulted in near 50:50 preferences. Those wishing no development registered 52% of total respondents; those in favour of some

further qualified development registered 48%. Of those who wished to see further housing, a large proportion were in favour of affordable or communal housing.

POLICY B1: HOUSING DEVELOPMENT

Proposals for new housing within defined development limit boundaries as defined on the Policies Map will be supported provided no significant adverse impact arises to residential amenity, highway safety, or the character of the area and subject to compliance with relevant policies elsewhere in the Neighbourhood Plan and other relevant development plan policies.

Land outside the defined settlement boundaries will be treated as countryside where development will be supported which is compatible with national and local strategic planning policy and subject to compliance with relevant policies elsewhere in the Neighbourhood Plan provided it does not result in ribbon development or coalescence with Bar Lane Employment Zone.

8.7 Development Criteria: Highways

Justification and Evidence

The road from Boroughbridge to Roecliffe is Bar Lane. At the village the road diverges around the main area of the village green, forming Back Lane, and the main road, which, having no official name, will be referred to as Main Street. These re-join at the end of the Green, whence commences the road to Westwick, and on to Bishop Monkton. Sheaflands Lane proceeds to the right off this road at the edge of the village across the Common, and is a cul-de-sac serving farms. There is an informal track off Sheaflands serving as an access route to the market garden, whose proprietors have an agreement with the Parish Council giving access permissions across the Common, for the purpose of running their business.



Back Lane

The Roecliffe & Westwick highway network is shown on Map 1. The principal access road runs East/West through the village centre connecting the A168 (Knaresborough/Ripon road) just west of Boroughbridge Centre with the A61 at Bishop Monkton. This road can be busy at times, of car-borne visitors to the Crown Inn and of parents dropping off/collecting children from the school. The principal access road into the Village is Bar Lane, and through the Village is Main Street and Back Lane.



Main Street Car parking/congestion by The Green



Damage to The Green opposite The Crown Inn



Additional on street parking facilities were created some years ago by means of the installation of approximately 100m of Grasscrete, at the expense of Village Green. Proposals for further similar encroachments have been rejected by the Parish Council.

A problem exists within the Parish of overnight HGV parking on the various small roads serving the industrial areas of Roecliffe. These occurrences result in a residue of waste of all kinds being left behind when the vehicle continues its journey. There is the further nuisance of noise from these parked vehicles, some of which need to run their engines overnight in order to maintain refrigerator temperatures.

At the time of writing a project has been promised by NYCC whereby restrictions and signage will be put into force such that all HGV's other than those with legitimate business in the area will be denied access to the area. The usefulness of these initiatives depends entirely on the policing of infringements. Meetings have been held with relevant interested local bodies, including the police, allowing the importance of this issue to be stressed. An undertaking was given to consider reports of such infringements as high priority, and for suitable action to be taken.

From the Village Survey October 2016, it became very clear that Car Parking in the village of Roecliffe together with highway issues and safety were of very high importance to the villagers. Comments from the survey also covered such items as speeding traffic both through the village and on Bar Lane between the A1M round-a bout and the village, poor footpaths, constant damage to grass verges and parking of cars referred to.

The main location that those responding to the surveys expressed concern were:

- Main Street – although wide enough for two cars to pass when no vehicle are parked, the main road through Roecliffe village is generally narrow with a blind bend to the west by the Crown Inn. This causes particular problems with through traffic for all Roecliffe & Westwick residents, buses which often need to reverse, and village residents seeking access to their property.



Vehicles on the narrow main road through Roecliffe

- To the east alongside of The Green, cars are regularly solidly parked round the bend as far as Ivy Farm both at school start/finish times and when there are visitors to the Crown Inn. The road is reduced to a single carriageway, preventing emergency vehicles and buses getting through.
- When school is in session, vehicles are regularly observed travelling too fast in the vicinity of very young children playing on The Green by the school.
- The reserved designated car parking area (shown blue on the maps) is only sufficient for visitors to local properties and for school staff.
- Back Lane is only one-car width and is suitable only for access, although the bus uses this route to turn round at this route terminus.

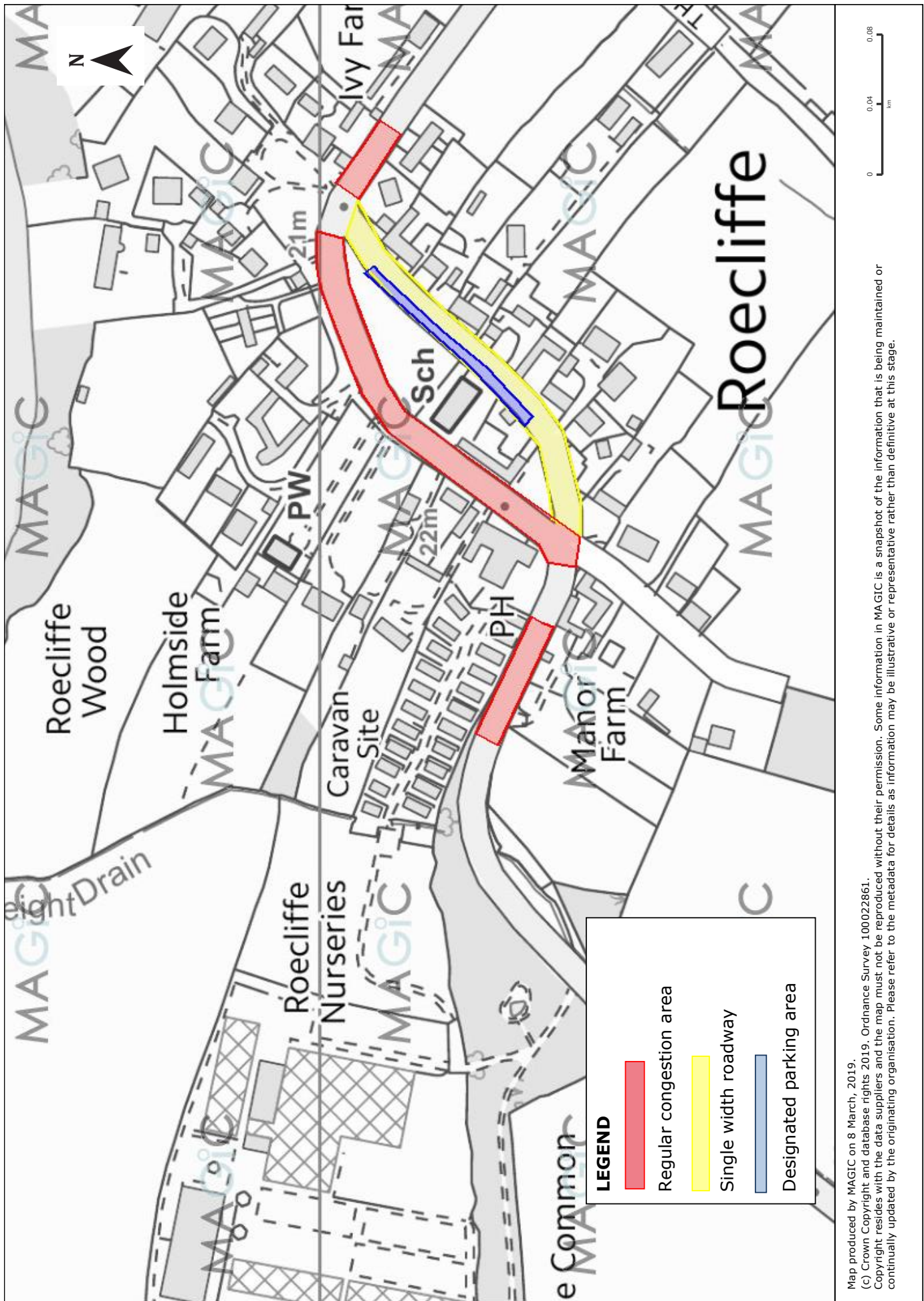


Congestion on the main road through village

- Difficulties are created for turning manoeuvres for large vehicles (buses) and also has poor sight lines.



Narrow entrance to Back Lane



- Vehicles are regularly observed parking to the North-west of The Crown Inn. The bend immediately to the west creates a potential danger to all road users. The 30 mph restriction is not observed and there is no lighting. The sight lines from both the west and east round The Crown Inn is a particularly dangerous place to be parked.
- There is significant support for a 20mph speed limit zone through the village centre.

In recognition of the importance of these issues, meetings were held with stakeholders, in order that a greater understanding of them could be gained.

Reed Boardall

Volumes of traffic serving their premises are anticipated to remain at current levels in the short to medium term. Vehicles have become larger, with higher refrigerator vehicles now being available, and twenty four hour working now means a more even spread of traffic flow across a full day. Business conditions and demands are changing, and the “Monday morning Friday afternoon” spikes are expected to disappear. There may be limited congestion at shift changeover times of 0600, 1400, and 2200 each day, but it is hoped that these times are generally outside other traffic flow peaks.

Reed Boardall have a policy of continually reminding their driving staff of the need for courtesy to the local community.

It is acknowledged that local parking is a problem and advice is issued to incoming drivers, by means of a leaflet which is available in a range of languages.

Litter picking local to the entrance of the premises is undertaken on a regular basis, as well as grass verge and roundabout maintenance.

Waste is left by visiting drivers who have parked up overnight. This is offensive, and is a health hazard. HBC Environment Department are usually quick to respond to any report of

this, removing the offending material quickly and safely.

Reed Boardall acknowledge their involvement in the overnight parking issues and are able to influence the behaviour of drivers who are visiting their premises. Any drivers waiting to load at Reed Boardall are advised to park elsewhere in future. They are unable to influence other drivers.

Paynes Dairies

The volumes of traffic visiting Paynes Dairies is not expected to increase in the short to medium term. In recognition of the local concerns regarding speeding down Bar Lane, Paynes have a commitment to driving within the highway speed limits. Mr. Payne noted that despite the volume of traffic his vehicles create, none of his drivers were caught in the police exercise to monitor speeding.

Methods of enforcing speed limits include “sleeping policemen” and “rumble strips”. The use of either of these would significantly increase the noise of the traffic, as well as increase the wear and tear on the vehicles. Land has been acquired by Paynes at the top of Brickyard Road, and a wagon park has been created. The use of this will remove the need for any Paynes vehicles to be parked on the highway. It will increase the traffic significantly up Brickyard Road, which will highlight the problems caused by visiting drivers overnighing.

Payne’s has a programme of litter picking outside their premises.

NYCC Highways Department

A meeting was held to establish what plans and budgets NYCC might have which could impact on issues from the Neighbourhood Plan survey responses, and the Bar Lane traffic survey of 2015.

NYCC reported that, given the scale of the county they have to prioritise the use of its resources towards maintenance of the existing network. Safety schemes are

prioritised and are based on a set criteria, most critically the number of collisions involving injury.

There is no existing budget to address the capacity of the highway network, however external funding could be sought by the county council where appropriate. Schemes would be based on robust modelling of the network and how it is used by the travelling public, to ensure resource is targeted at those locations where it is most required. This would generally be in locations where significant disruption is experienced.

Traffic modelling is also requested and audited as a result of any major planning application, to assess the impact of the development on the highway network, models would generally include a coefficient for background growth, and so give a very clear indication of where capacity issues exist on the network.

According to NYCC criteria, the footpath serving the local highways, including Bar Lane, and the village of Roecliffe itself would not qualify for improvement.

As a consequence of the robust prioritisation afforded across the council, there are no plans to upgrade Bar Lane.

Development proposals are, where appropriate aligned to local planning with the Borough Council. Each individual application is robustly viewed by the local highway authority as statutory consultee to the local planning authority, and must satisfy that any detrimental impact arising from the development upon the highway network is ameliorated.

An undertaking to install road signage to address the overnight parking problems was given by NYCC in Spring 2017, following which traffic regulation orders to restrict HGVs were made in 2018.

School

Several meetings and discussions have been held with Mrs. Dalton, the head teacher. It is clear that a large part of the parking problem in the village is due to parents leaving and collecting children from the school. This issue only exists for an hour in the morning and again in the afternoon. It is caused by the temporary influx of parents parking to collect or drop off the children.

Various alternatives for addressing the problem have been examined. These include the creation of a dedicated school bus service whereby a large number of children could be moved in or out in a single vehicle, from some local collection point, perhaps Boroughbridge car park. This has been dismissed as too expensive, and because it is not possible to make its use compulsory. It is felt that parents would probably not voluntarily use such a service.

The creation of a new, local car park has been examined, but no suitable land could be found available. Again, its use could not be made compulsory.

A suggestion to stagger the start/finish time of the school was made. Whilst the extra cost of the necessary supervision was prohibitive, a proposal is being considered to significantly increase the availability of pre-school and after school functions, which will have the effect of creating a stagger. It was felt that these functions would be in great demand, and be self-financing.

An informal one way system is in operation among the majority of parents which does help considerably with traffic flows at school time.

There is a lay by and an area of "Grasscreted" Village Green which helps to accommodate parking. Other potential similar areas are being sought.

The Crown Inn

Consultation has been held with the former proprietor.

The car park has been marked out with permanent markers with the most efficient parking layout. This works well, and ensures the car park is used to its capacity, whilst at the same time preserving adequate access to Rocliffe Park, where there are 22 properties whose owners require access, as well as the need to leave access available for any emergency vehicles which may need to enter.

On busy function days, the overspill vehicles need to park in the village adding to the parking problem.

Feedback from the Community

In the Village Survey, 97% of responses indicated that they were concerned about the impact of traffic on the village.

Traffic calming measures have been looked into and will continue to be pursued. The school is considering arrangements that would reduce congestion particularly in the morning.

The village is served by one bus route (into Boroughbridge and onward) and also has a number of school buses at appropriate times.

Conclusions. Parking is likely to remain a problem especially in relation to activities and functions at The Crown Inn.

POLICY B2: DEVELOPMENT CRITERIA HIGHWAYS

Where appropriate, measures which enhance traffic management and the operation of the highways will be encouraged where such can be shown to have a positive impact upon highway safety in and around Rocliffe village. Any measure should be of a design appropriate to the character of the village.

COMMUNITY ACTIONS

- Continue to monitor speeding incidents;
- Support 20mph zone in Main Street;
- Install 30mph flashing signs on Bar Lane travelling west/east;
- Create gateway features to the west of the village by The Common;
- Control HGV access through Rocliffe & Westwick;
- Lobby for improvements to highway drainage;
- Continue with consultation/education/co-operation with the school in highlighting and minimizing the impact of parking.

Objective:

- vi To ensure that village services and facilities are protected and local heritage assets are conserved and enhanced.

8.8 Village facilities and services

Justification and Evidence

Roecliffe & Westwick is seen as very attractive place to live, but with few services. Many residents take advantage of the services available in Boroughbridge, including Secondary School, Post Office, doctors, dentists, a pharmacy and various small retail shops, major supermarket with petrol filling station.

In addition, an even wider number of services are available in Knaresborough and Ripon, which are classed as main settlements in the settlement hierarchy. Examples of services available in Knaresborough include, banking, supermarkets, estate agents and there are significant employment opportunities.

Many children of Roecliffe & Westwick of primary age attend the local school which is in walking distance from the heart of the village. That school is often over-subscribed for new entrants.

Many of the children of Roecliffe & Westwick of secondary age attend Boroughbridge High School.

Although the village setting and the built environment are instrumental in preserving the rural character of Roecliffe & Westwick, it is the valuable community facilities that help to make Roecliffe & Westwick a pleasant place to live.

The school was built over 100 years ago and the building has recently had some renovation and modernisation. It is the main facility in the village and to ensure it has a sustainable future and attracts community use, the School Governors and Head teacher must be involved in the preparation and delivery of the Roecliffe & Westwick Neighbourhood Plan. The Parish Council supports the school and may need to look to raising additional funds to support community use.

Key village facilities are identified on Map 8. These comprise:

- Roecliffe C of E Primary School
- St Mary's Church and churchyard
- Notice Boards
- Benches around the village
- Defibrillator
- The Crown Inn

An assessment of the condition and use of individual facilities is presented in Appendix 1. Roecliffe School, St Mary's Church and the Crown Inn are intended to be protected through Policy C1 which reflects the approach to protecting local facilities in the Harrogate District Local plan (Policy HP8). The remaining key facilities are not included in the list of facilities protected through Policy C1 as it is not appropriate to include moveable structures and pieces of street furniture which may be removed/discontinued without planning consent.

Feedback from the Community

Action taken by the Plan Group

Meeting Place. The survey of residents showed that 71% of them would like to see a Village Meeting Place built. Presently there is no land to build such a place, and meetings with land owners within Roecliffe & Westwick



Public Footpaths



Claypit Ponds

Facilities and Services

Buildings

Crown Inn

Village School

St. Mary's Church and graveyard

Natural Environment

The Village Green

The Common and Pond

Designated Footpaths & Bridleways

River side

Claypit Ponds

Community Facilities

Women's Institute

The Village Fund Committee

clarified that none of them were prepared to, or be thinking of releasing any land for sale. Until this situation is resolved, there are three options for meetings and get-togethers;

- Roelcliffe C of E Primary School
- Crown Inn
- Church of St. Mary in Roelcliffe

Meetings have taken place with each of the stakeholders involved with the following results.

Roelcliffe C of E Primary School: The headmistress has told us that she is very open

to the school being used for Parish activities outside of teaching hours- it is just a question of planning and scheduling. It is already used for Parish Council meetings and the Women's Institute. There is also a class room set up with lap tops which villages could use for evening computer training.

Church of St. Mary, Roelcliffe: The church is owned by the Churches Conservation Trust so any changes to the fabric of the building would have to be approved by them. At present the church is not set up as a meeting place but as a place of worship. There is only limited heating, no running water and

so no kitchen or toilet facilities. In order to accommodate people comfortably the pews would have to be removed and chairs purchased.

A meeting with The Churches Conservation Trust determined that they would have no objection to changes being made to the fabric of the church, but the money would have to be raised within the community. This is estimated to be £140,000. Heating is a major problem since the church has a barrel roof making it a major issue to heat the church economically to acceptable temperatures, especially in the winter months. In order to incorporate a kitchenette and toilet in the vestry of the church, running water would have to be brought to the church, and an extension put onto the vestry. If money was raised in stages, this would enable work to be planned and scheduled accordingly.

The Crown Inn: The landlord is most accommodating with villagers when they have events which require food and drink, and helps out as and when he can so long as it doesn't affect his business. By planning ahead we have used The Coach house situated behind the restaurant for major village events, but for smaller events like Quiz Nights it is more cosy in the main restaurant of the Crown Inn.

In the Village Survey of 2016, the following Facilities and Services were strongly supported by the villagers.

Buildings

The Crown Inn is a thriving Gastro pub which is a visual attraction to the village and attracts visitors from a wide area. The facilities are also enjoyed by residents of the village and its function room is sometimes available for village functions. From the Village survey a number of residents commented that they would like it to be available for more community functions.

The village primary school is a major asset to the village and occupies a prominent position on the Village Green. The school is often oversubscribed with children travelling in from the surrounding areas. The sound and sight of children playing on the village green contributes to the vitality of the village and is appreciated especially by older house bound residents.

St Marys Church is now in the care of The Churches Conversation Trust who maintains the building while the churchyard is cared for by Roecliffe Church Committee. The church community contribute to the upkeep of the church financially and volunteers ensure that the church is cleaned and cared for thereby offering a welcome to visitors. The church is used by the school and also hosts concerts from time to time.

Natural Environment

The Village Green is a valuable asset to the village and has a major impact to on the attractiveness of the village. It is a major asset to the school being used as a playing and sports area. Village children use the green regularly for ball games. It is used by residents for large village functions (weather permitting) such as The Big Lunch and celebrations for the Queen jubilee and the Royal wedding. The Parish Council encourages and supports such functions. From the survey residents would appreciate greater use of the green.

The Common and pond. The upkeep of the Common and pond is supported by volunteers on an ad hoc basis and is likely to remain the case. The Parish Council appreciates resident's contributions.

The Riverside, Footpaths and Bridle Ways. These are enjoyed by residents but their upkeep is the responsibility of landowners. The Parish Council supports effects made to keep these rights of way in order.



The Crown Inn



The Big Lunch Queen's Jubilee celebration



St. Mary's Church



The Village School

Claypit Ponds. The flooded clay pit ponds are in private ownership. They are proposed as a Site of Interest for Nature Conservation (SINC). This area provides a valuable buffer between the industrial development and the village. The Parish Council should protect this area and resist any development that would impact on its special status.

Community Facilities

The Women's Institute (WI). The WI has been established in the village for over 80 years and continues to be the most active group in the village. Many initiatives have originated from the WI. The Village now has a Book Exchange instead of a 'telephone exchange' so keeping an iconic feature in the village. A book Club and a craft group meet regularly.

The Village Fund Committee has developed from simply a group looking after trees to a group that raises money to care for other features in the village such as seats and planting around the village signs. The Committee also organises village events, usually using the village green as a venue.

Findings from the survey

From the survey people value the attractiveness and its sense of community as important assets both of which they would like to see preserved and in some ways improved. Highest on the list of facilities that people would like to have is a Village Meeting Place.

By far the greatest challenge to the village is that of traffic and parking caused by the success of both the Village School and The Crown Inn.

Conclusions

If Roecliffe Village is going to continue to thrive it is important that its structural and natural assets are protected from intrusive development. Support needs to be given to voluntary groups that seek to enhance and expand Community Assets in the village.

POLICY C1: MAINTAINING KEY VILLAGE FACILITIES AND SERVICES

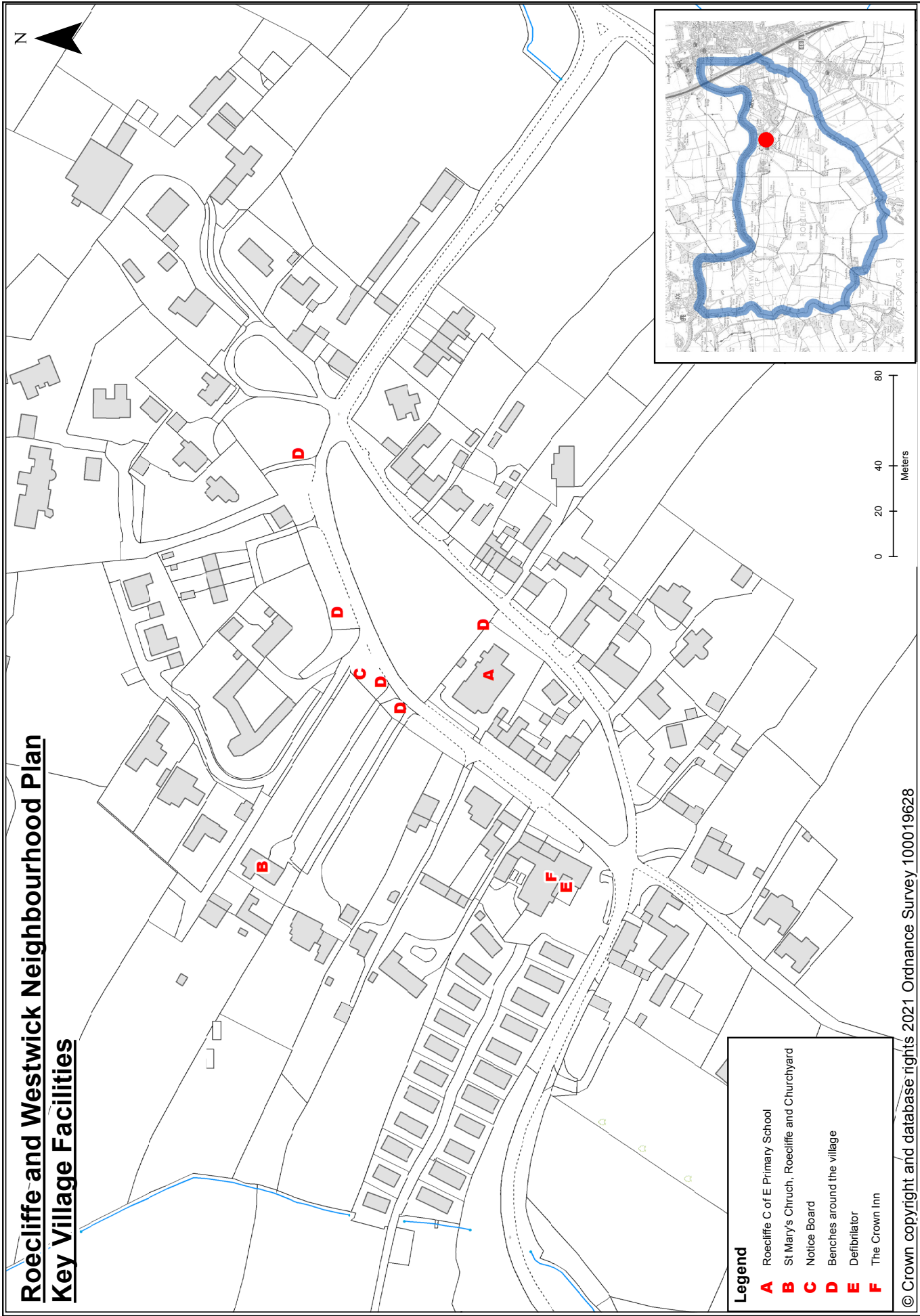
The following facilities have been identified as key village facilities:

- Roecliffe Church of England Primary School
- St. Mary's Church, Roecliffe, and the churchyard
- Crown Inn

Development proposals that would result in the loss of these key facilities as identified on the Policies Map will only be permitted where:

- a) A replacement facility which meets the community's ongoing needs in a suitable location is provided before any development commences; or
- b) The facility can be demonstrated to have no reasonable prospect of ongoing community use on a viable basis and where all options for continuance have been explored; and
- c) There is no significant adverse impact upon residential amenity.

Roecliffe and Westwick Neighbourhood Plan Key Village Facilities



- Legend**
- A** Roecliffe C of E Primary School
 - B** St Mary's Church, Roecliffe and Churchyard
 - C** Notice Board
 - D** Benches around the village
 - E** Defibrillator
 - F** The Crown Inn

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Map 8: Roecliffe and Westwick Key Village Facilities Map

D FOOTPATHS, CYCLEWAYS AND BRIDLEWAYS

Objectives

v To improve the existing footpath network by creating new footpaths and cycle ways to extend connectivity and improve access to the surrounding rural countryside.

viii To seek on-going improvements to highways and develop a safer route for pedestrians passing through Roecliffe.

8.9 Footpaths, cycleways and bridleways

Justification and Evidence

The village has many narrow lanes and footpaths that are critical to maintaining the rural nature of the village. Up-keep of these Public rights-of-way is vital and many residents commented on this aspect in the Survey.



One of many Bridleway/Public Footpaths

For most people living in Roecliffe & Westwick the car has become the principal mode of transport, even for some of the shortest journeys. It is very important that

better footpaths and public rights of ways connecting to Boroughbridge are regularly maintained to encourage less use of cars and promote better health and well-being.

The principal footpath problems are as follows:

- The footpath along Bar Lane varies in width, creating difficulties for larger mobility scooters and baby strollers to pass. The grass verge to the path often over-grows onto the path, reducing usable width. There is a need to cross the road at Brickyard Road.
- The footpath through Cherry Island Wood on the riverside, is very poorly maintained and difficult to pass. This is part of the 'Roecliffe Ramble' signed route and much used by visitors and residents alike.
- The footpath to Staveley is poorly maintained in parts and needs additional signage.
- The footpath along Sheaflands Lane is very good as far as the gate into the wooded part. From there to the Boroughbridge/Bishop Monkton road is in poor condition and requires maintenance



The footpath/bridleway between Boroughbridge/Bishop Monkton road and Roecliffe Grange.

- The footpath on The Common is in very poor condition, to the point that walkers use the road round the bend rather than the footpath. Reconstruction is required.



The footpath on The Common

The footpath from Roecliffe to Minskip is in part, in very poor condition and poorly signed since part was re-routed some years ago.



Poorly maintained footpath between Roecliffe and Minskip

To enable a greater appreciation of the landscape features and interaction with the wildlife, access to the countryside is achieved via a network of public footpaths, however, small additional short footpaths would enable circular routes without necessitating a return via local roads.

Public Rights of Way and Key Routes are shown on Map 9. The key routes are as follows:

- 1) Roecliffe Ramble – along the river Ure bank to the lock

- 2) As route 1 and returning to Roecliffe on route 2.
- 3) Leaving Roecliffe towards Whingates Farm, returning to village.
- 4) Using route 3 to Whingate Farm, continue to Newfields Farm, continue route past Wheatlands Farm and return to village.

In addition various routes lead to and from Staveley Wildlife Park.

Feedback from the Community

The Village Survey revealed the extent of support for green space and public rights of way. Concern was expressed about the state and maintenance of particular areas e.g. Thorns Lane where there is indiscriminate use of the surrounding land for unsightly commercial activity (although it must be noted that Thorns Lane is not a bridleway and only a public right of way for a short section).

