
NORTH YORKSHIRE LOCAL ACCESS FORUM

AGENDA

Meeting: Local Access Forum

Venue: Brierley Meeting Room,
County Hall, Northallerton DL7 8AD
(see attached location plan)

Date: Thursday 4 February 2016 at 10.00 am

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Business

1. Apologies for absence
2. Minutes of the meeting held on 4 December 2015 (Pages 1 to 4)
3. Matters Arising from the minutes
4. Public Questions or Statements

Members of the public may ask questions or make statements at this meeting if they have given notice to Kate Arscott of Democratic Services (*contact details above*) by midday on Monday 1 February 2016, three working days before the day of the meeting. Each speaker should limit themselves to 3 minutes on any item. Members of the public who have given notice will be invited to speak:-

- at this point in the meeting if their questions/statements relate to matters which are not otherwise on the Agenda (subject to an overall time limit of 30 minutes);
- when the relevant Agenda item is being considered if they wish to speak on a matter which is on the Agenda for this meeting.

For enquiries relating to this agenda please contact Kate Arscott Tel: 01609 532834

Fax: 01609 780447 or e-mail kate.arscott@northyorks.gov.uk

Website: www.northyorks.gov.uk

5. **a) Countryside Access Service Review** – Report of the Assistant Director – Waste and Countryside Services **(Pages 5 to 14)**
- b) North Yorkshire Local Access Forum – 11 February 2015** – Report of sub group on Achievement of Minimum Statutory Standard **(Pages 15 to 18)**
6. **Rail Crossings** – Report of the Chair **(Pages 19 to 21)**
7. **Hambleton District Council Local Plan Issues and Options Consultation** – Report of the Secretary **(Pages 22 to 51)**
8. **Schools and Education Project** – Report of the Secretary **(Pages 52 to 54)**
9. **Secretary’s Update Report** — Report of the Secretary **(Pages 55 to 58)**
10. **Forward Plan** – Report of the Secretary **(Pages 59 to 61)**
11. **Date of Next Meeting – Wednesday 6 July 2016**
12. **Other business which the Chairman agrees should be considered as a matter of special urgency because of special circumstances**

Kate Arscott
Secretary to North Yorkshire Local Access Forum

County Hall
Northallerton

27 January 2016

NOTES

(a) **Interests**

The Local Access Forums (England) Regulations 2007 state:-

- (7) "A member of a Local Access Forum who is directly or indirectly interested in any matter brought up for consideration at a meeting of the Forum shall disclose the nature of his interest to the meeting".

Those members of the Local Access Forum who are County Councillors are also bound by the North Yorkshire County Council Members' Code of Conduct, as they serve on the Forum as County Councillors. County Councillors must, therefore, declare any interest they may have in any matter considered at a meeting and, if that interest is financial, must declare it and leave the meeting during consideration of that item.

(b) **Emergency Procedures for Meetings**

Fire

The fire evacuation alarm is a continuous Klaxon. On hearing this you should leave the building by the nearest safe fire exit. From the **Grand Meeting Room** this is the main entrance stairway. If the main stairway is unsafe use either of the staircases at the end of the corridor. Once outside the building please proceed to the fire assembly point outside the main entrance

Persons should not re-enter the building until authorised to do so by the Fire and Rescue Service or the Emergency Co-ordinator.

An intermittent alarm indicates an emergency in nearby building. It is not necessary to evacuate the building but you should be ready for instructions from the Fire Warden.

If you discover a fire, you should sound the alarm and then dial 9-999 asking the Fire Brigade to come to the main County Hall Building, Northallerton. You should then ring County Hall Reception on 6100 to inform them where the fire is.

There are alarm points at each end of the Meeting Room corridor and at the main stairway.

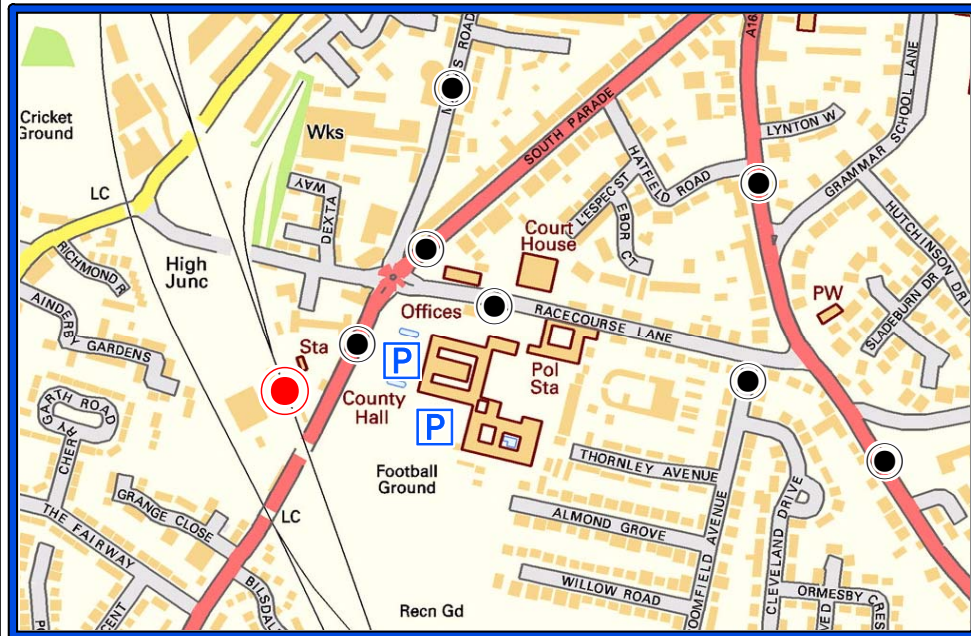
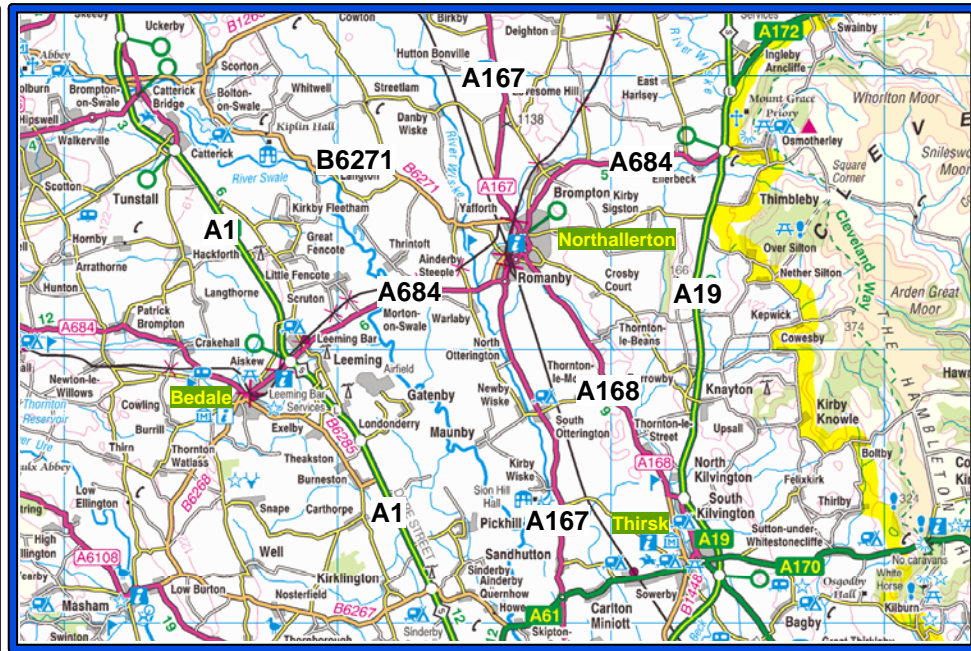
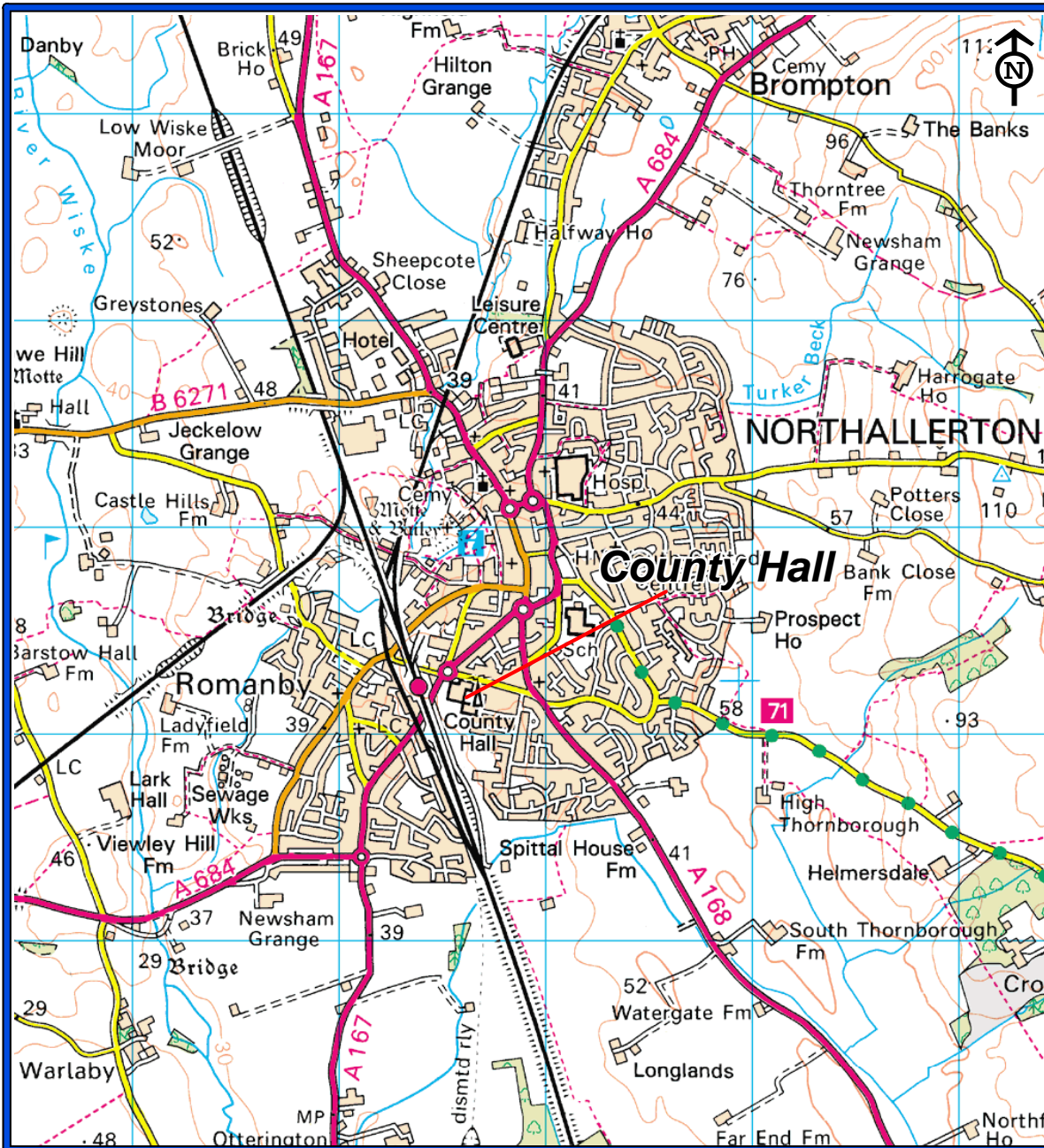
Accident or Illness

First Aid treatment can be obtained by telephoning Extension 7575.

NORTH YORKSHIRE LOCAL ACCESS FORUM

Membership

1	AINSWORTH, John
2	BARRACLOUGH, David
3	BARTHOLOMEW, Michael
4	BATEMAN, George
5	CARTWRIGHT, Doug
6	CONNOLLY, Rachel (Chair)
7	DENNISON, Edward
8	FORT, John BEM (County Councillor)
9	GIBSON, David
10	HAIGH, Roma (Vice-Chair)
11	HALSTEAD, Tom
12	HESELTINE, Robert (County Councillor)
13	JEFFELS, David (County Councillor)
14	MOUNTY, Barrie
15	RAPER, Sue
16	SHERWOOD, Paul
17	SMITH, Richard
18	TAYLOR, John



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County Hall

Northallerton
North Yorkshire
DL7 8AD

Tel : 0845 8 72 73 74



North Yorkshire County Council

North Yorkshire Local Access Forum

Minutes of the meeting held in The Grand Meeting Room, County Hall, Northallerton on 4 December 2015, commencing at 11 am

Present

John Ainsworth, David Barraclough, Michael Bartholomew, George Bateman, Doug Cartwright, Rachel Connolly, Edward Dennison, John Fort BEM, David Gibson, Roma Haigh, Tom Halstead, County Councillor Robert Heseltine, Paul Sherwood, Richard Smith and John Taylor

Officers: Andrew Bainbridge, Ian Fielding, Ian Kelly, Allan McVeigh, Brian Mullins, Rachel Pillar (Business and Environmental Services) and Kate Arscott (Legal and Democratic Services, Secretary to the Local Access Forum)

98 Appointment of Members

The Secretary reported the appointment of the following members to fill vacancies on the Forum:

John Ainsworth, Michael Bartholomew, David Gibson, Barrie Mounty, Sue Raper and Richard Smith

99 Election of Chair

Resolved - That Rachel Connolly be elected Chair of the North Yorkshire Local Access Forum for one year.

Rachel Connolly took the Chair

100 Apologies for absence

Apologies for absence were received from County Councillor David Jeffels, Barrie Mounty and Sue Raper.

101 Election of Vice-Chair

Resolved - That Roma Haigh be elected as Vice-Chair of the North Yorkshire Local Access Forum for one year.

102 Minutes

Resolved – (a) That the minutes of the meeting held on 11 February 2015 be agreed as a correct record and be signed by the Chair.

(b) That future agendas include an item for matters arising from the minutes that are not covered elsewhere on the agenda.

(c) that action boxes be used in the minutes.

103 Public Questions or Statements

There were no questions or statements from members of the public.

104 Local Transport Plan 4 Consultation

The Forum considered a report of the Secretary advising Members of the current consultation on the North Yorkshire Local Transport Plan and inviting the Forum to consider whether it wished to respond to the consultation. It was noted that the public

consultation period had ended, but that it had been confirmed that a late response would be accepted due to the timing of the Forum meeting.

Andrew Bainbridge, Team Leader - Local Transport Plan, and Allan McVeigh, Network Strategy Manager, attended the meeting to provide background information on the consultation and answer Forum members' questions. In particular they outlined the change in emphasis of government guidance governing the production of the Plan, and the levels of capital and revenue funding that are expected to be available. It was also clarified that the section on Rights of Way was intended to demonstrate the links into transport policy, rather than being a statement of Council Rights of Way policy.

The main issues raised in discussion for inclusion in the formal response to the consultation were:

- That the draft Plan was generally welcomed, acknowledging the prominence given in Section 3i to Rights of Way
- The suggestion that the Plan could include a stronger emphasis on health, economic growth and tourism benefits associated with Rights of Way
- Strong encouragement for the authority to honour the commitment to equality of funding set out in Section 3i
- The Forum's concerns at the ongoing separation of local management arrangements between highways and countryside services and a desire to see specific reference to Green Lanes within the Plan
- Support for the commitment to strive to record all active rights of way on the definitive map by 2026
- The need for a more robust prioritisation of non-motorised users, especially in relation to new development, and the need for them to be given greater prominence in highway planning
- Concerns about road safety, particularly for non-motorised users
- The protection of safe walking routes between villages
- Passing places and damage to kerbs on narrow lanes

A number of other issues were also raised with officers:

- That the consultation would have been easier to navigate and respond to with page and paragraph numbering
- General concern about the quality of maintenance

• A perceived historical lack of interest in motorcyclists as a user group, and the potential for user groups to contribute funding to repairs. Doug Cartwright agreed to speak to Highways Officers further outside the meeting.

- Confirmation that the developer would need to produce a Travel Plan in relation to the North Northallerton development
- A commitment from Highways and Transportation to operate in future according to the consultation protocol previously agreed with the Local Access Forum

Resolved – (a) That the Secretary draft a summary of the Forum's views based on the discussion and circulate it by email for members' comments prior to submission on behalf of the Forum.

(b) That Richard Smith be asked to add any additional issues arising from the consultation documents, on behalf of the Forum, for inclusion in the Secretary's draft.

105 Scarborough Borough Local Plan Consultation

The Forum considered a report of the Secretary advising Members of the current consultation on the Proposed Submission Scarborough Borough Local Plan and inviting the Forum to consider whether it wished to respond to the consultation.

Resolved – That Roma Haigh draft a response on behalf of the Local Access Forum and circulate it by email for Forum members' comments, prior to submission by the Secretary on behalf of the Forum to meet the deadline of 18 December 2015.

106 Minerals and Waste Joint Plan - Preferred Options Consultation

Edward Dennison declared an interest in this item as a landowner in relation to sites covered in the consultation.

The Forum considered a report of the Secretary advising of the current consultation on the Minerals and Waste Joint Plan - Preferred Options and inviting the Forum to consider whether it wished to respond to the consultation.

Rachel Pillar, Senior Planning Policy Officer, attended the meeting to provide background information on the consultation and answer Forum members' questions. She highlighted that there would be a further round of consultation in 2016 before the draft Plan was submitted for external examination. She particularly encouraged the Forum to comment on the selection of sites, including the identification of sites as preferred but also those discounted. The main issues raised in discussion were:

- That the consultation website is helpfully presented
- Concern that the proposed Development Management Policy D02 on local amenity and cumulative impacts is not as strong in relation to Rights of Way as the previous policies that it would replace
- That the Forum would like to see more specific reference in Policy D02 to access issues, for example a recognition of the contribution of access to the economy
- That the previous Plan identified key issues that a developer needed to consider in bringing forward specific site proposals, prior to submitting an application, and that it would be helpful for this still to be the case
- That if the Forum wishes to re-submit its previous comments, particularly in relation to individual sites, it would be helpful if these were reviewed to reflect details as published in this consultation document
- That the Forum may wish to support the discounting of specific sites which are felt to raise access issues
- That some members would like to be notified regularly of any new planning applications received by North Yorkshire County Council

Resolved – (a) That Rachel Connolly draft a response on behalf of the Local Access Forum, incorporating the Forum's views raised in discussion, and circulate it by email for Forum members' comments, prior to submission by the Secretary on behalf of the Forum to meet the deadline of 15 January 2016.

(b) That the Secretary investigate a mechanism for providing regular notification of County Council planning applications to interested LAF members.

107 Countryside Access Service Review

The Forum considered a report of the Corporate Director - Business and Environmental Services informing them of the current review of NYCC's Countryside Access Service, and suggesting how Local Access Forum members might provide practical advice and support within that review.

Ian Kelly, Countryside Access Manager, explained that the restructured service had been launched in October and was now undertaking a comprehensive service review. He invited members of the LAF to work with officers on consultation proposals for the future, particularly in relation to prioritising the Public Rights of Way network and prioritisation of maintenance and improvement works.

As members had provided the service with suggestions from a sub-group previously, it was agreed that Ian Kelly should report back at the next meeting on how the department had received the Forum's comments, as there was no point in reinventing the wheel with endless revisiting of this subject.

In response to a question from a Forum member, Ian Kelly also confirmed that it was still planned to progress the North York Moors pilot in relation to Unsurfaced Uncategorised Roads, but that this had unfortunately been delayed.

Resolved – (a) That the service review proposals be included as a major item of business on the February agenda.

(b) That a copy of the new team structure be circulated to Forum members.

108 Forward Plan

The Forum considered a report of the Secretary inviting members to identify items of business for future meetings.

The following items were identified for the Forward Plan

- Countryside Access Service Review (February 2016)
- Schools and Education project
- Rail Crossings

David Barraclough reported on the current position regarding the Scotch Corner retail plan.

Resolved – (a) That the suggestions made during the meeting and recorded in the minutes be incorporated into the Forum's Forward Plan.

(b) That the Chair discuss the Schools and Education project further with Ian Kelly outside the meeting.

109 Date of Next Meeting

Resolved - That the next meeting of the Local Access Forum be held on Thursday 4 February 2015 at 10 am.

The meeting concluded at 1.05pm.

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North Yorkshire Local Access Forum

4 February 2016

Countryside Access Service Review

Report of the Assistant Director – Waste and Countryside Services

1.0 Purpose of Report

- 1.1 To ask the NYLAF to comment and advise on a draft proposed policy statement. To ask the NYLAF to comment and advise on proposals relating to route prioritisation. To ask the NYLAF to comment and advise on our proposed approach to issue prioritisation.

2.0 Background

- 2.1 The Countryside Access Service is undertaking a full service review to ensure that it is able to deliver an appropriate and sustainable service that meets the county's statutory duties in respect of the Public Rights of Way network.
- 2.2 At the NY Local Access Forum meeting on 4th December 2015, Forum members heard that the service is undertaking a comprehensive review of its policies and activities. The meeting asked the service to reflect on the outcome of previous discussions around prioritisation for DMMO and maintenance work. Following the December meeting officers have looked again at the report produced by the NYLAF sub-group in February 2015. The sub group report is certainly helpful in guiding at a principle level, but contains little detail. In general, the proposals that have been worked up in draft are very much in line with the principle set out by the NYLAF sub-group report.
- 2.3 In taking the review forward, we need to move past principle and get into more detail. As part of that effort, this paper provides more information about three interrelated pieces of work. The service would welcome the views of the NYLAF on these three issues, as part of a process leading to finalising proposals to County Council Executive Members, and then onto implementation.

3.0 Future Approach to the Countryside Access Service.

- 3.1 The intention is that the service will put in place a three-tier framework setting out its policy, processes and procedures to govern its work and to communicate to customers and stakeholders.

Table 1: Three tiered approach to policy and procedures:

Tier 1	Policy statement	<ul style="list-style-type: none"> • Short statement agreed formally by County Council. • Published.
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Tier 2	Public guidance notes	<ul style="list-style-type: none"> • A set of publicly available guidance notes that set out how NYCC will approach issues. Available via the NYCC website. • They put more detail to relevant parts of the policy framework. • The aim is to provide a short readable document that makes it clear to all stakeholders about how NYCC will deal with a range of issues – either proactively, or when network defects are reported to us.
Tier 3	Procedure manual	<ul style="list-style-type: none"> • Detailed procedure notes. • Available internally to service staff. • Aim is to ensure that staff working in different areas and different contexts deal consistently with similar issues.

3.2 One of the largest pieces of work within the service review is to develop tiers 2 and 3 of this hierarchy through reviewing all of our procedures. This work is expected to take place over the next year. In order to provide a basis for this work, the initial focus has been on developing a policy statement (tier 1 in the table above) and new network prioritisation models. These are presented in sections 4-6 below.

4.0 Policy Framework.

4.1 The following statement is the initial proposed draft policy statement.

<p style="text-align: center;">Asserting and protecting public rights of way on behalf of the public</p> <p>The County Council has a duty to protect and enhance the Public Rights Of Way network. This duty includes an obligation to ensure the network is safe to use and free from obstruction. In order to fulfil this duty the County Council will ensure:</p> <ol style="list-style-type: none"> i. Surfaces and items of infrastructure (e.g. stiles, gates and bridges) on the PROW network are appropriate and safe to use. ii. Maintenance works on the PROW network are carried out so as to ensure provision at least equivalent to historic levels, with improvements made where resources allow, having regard to expected use, community value and significance of individual routes. iii. Maintenance and improvement works are carried out within available resources and according to a published method of prioritisation. iv. Access to the network from metalled roads is clearly signed. v. Provision of other signs including waymarks along the length of public

- rights of way is adequate and fit for purpose in order to inform and protect users and safeguard adjacent property and land.
- vi. Landowners understand their responsibilities in relation to the PROW network, including those relating to maintenance of infrastructure and furniture, control of vegetation, control of cattle, reinstatement of surfaces and removal of obstructions.
 - vii. Appropriate enforcement action is taken where it is in the public interest to do so, to remove unlawful obstructions and reinstate lost or blocked routes.
 - viii. It is always open, honest and fair in its dealings with users, land owners and other stakeholders in relation to Public Rights of Way.
 - ix. It collaborates and works closely with stakeholders, Parish Councils, user groups, volunteers and other interested bodies and individuals to share skills and resources and maximise the potential to maintain and improve the Public Rights of Way network.
 - x. It supports an effective Local Access Forum and appropriate Liaison Groups in order to facilitate strategic advice and good working relationships between users and the Council.
 - xi. It processes applications to record, divert or modify rights of way (through DMMOs or PPOs) in a timely way and will regularly communicate with applicants to keep them informed of progress.
- The above policies will be carried out in in accordance with legislative requirements; the Council's published guidance and resources available.*

4.2 This framework is in line with the comments made by the NYLAF working group in February 2015. For example, it signals a method of prioritisation. It confirms our approach to waymarking and signing. It confirms our approach to working with landowners and stakeholders including Parish Councils and the NYLAF and other liaison groups.

4.3 NYLAF members are invited to comment on the draft policy statement. We expect that the statement will be formally signed off in Spring 2016.

5.0 Route prioritisation

5.1 In response to the reduced funding level available, the service needs to revise its prioritisation models to ensure that it focuses resource and effort onto priority routes and issues.

5.2 The first prioritisation model being revised is the route prioritisation model. The main points of the proposed approach are to:

- a. Prioritise every section of path on the network, and then make that prioritisation available via the public network GIS layer.

- b. Explicitly link network prioritisation to the value placed in the path by the community.
- c. Thereby provide more clarity for staff, customers and stakeholders, allowing a transparent approach to providing service to customers and stakeholders.
- d. Allow clearer tasking within the service team.
- e. Provide a basis for directing volunteer and community effort on the network.
- f. Ensure that the prioritisation level of each path is factored into the detailed work procedures for both proactive and reactive maintenance activity. Therefore on an issue by issue basis we would provide a different level of service depending on the priority of the path.

5.3 After considering a range of potential approaches, the proposed model that we are considering has the following key elements:

- a. We will continue to manage the network based on 'Links' – sections of paths.
- b. Each link will have a priority assigned.
- c. A priority banding will be assigned based on a total priority score which will be the sum of the ratings of two elements.
- d. Each link will be assigned a characteristic score – a points score between 2 and 10 based on the key characteristic of the link.
- e. Each link will be assigned a community value score – a points rating between 1 and 5 based on an assessment of the comparative value placed on the link by the local community.
- f. Each link will therefore attract a score between 3 and 15 points.
- g. We will assign a high/medium/low priority banding to each link. This will be mapped and published on the website.
- h. The priority banding would be assigned based on the distribution of scores once all links have been scored, and on the capacity level within the service.
- i. The priority score or banding will then form part of the issue prioritisation model.

5.4 Figure 1 illustrates how the scoring would work for each section of path.

Figure 1: Route prioritisation illustration:

Route characteristic score 4 points	Route community value score 4 points
Total route priority score 8 points	
Route priority level Low	
High priority	13 - 15 points
Medium priority	9 - 12 points
Low priority	3 - 8 points

This approach is proposed because we think:

- (a) that it is a transparent approach to prioritising the entire network;
- (b) that including community value explicitly within the model is an improvement in principle;
- (c) that the inclusion of community value in the prioritisation will focus attention and resource onto parts of the network that will provide greatest benefit and value per pound spent.

Route Characteristic Element

- 5.5 The proposed model will assign a route priority score and level based on two criteria: the key characteristic of the route and the community value of the route. Table 3 shows the initially proposed path characteristics for each section and path. It shows the type of characteristic that we consider important, how that characteristic is to be defined, and the score to be linked to each defining characteristic.
- 5.6 Many paths and sections of route are multi-faceted in nature and could fall into more than one of the defining characteristics. It would be possible to give a multi-faceted section or path points for each of its characteristics. However this would result in a very large points differential between paths, and would make the model much more complex. Therefore we think it better to use a 'key characteristic' model that will assign one score to each path based on its highest scoring characteristic.

Table 3: Path characteristic scores

Path characteristic	Defined by / as	Score
National Trail/National Cycle Network	Natural England/Sustrans	10
Safe routes to schools	Usually surfaced routes providing alternative direct pedestrian/cycle route from population centres to schools avoiding busy roads or roads without a footway.	
Routes within urban areas	Routes mostly within development limit of service centres/large villages	
NYCC promoted routes	PRoW / Development & Outreach teams.	8
Routes within 1km of urban fringe	Routes mostly within 1km of the development limit of service centres/large villages.	
Routes to and within 1km of places of interest in the countryside	Places of interest defined as: viewpoints, prominent peaks, historic buildings and grounds, ruins and archaeological sites, waterfalls, nature reserves, fishing ponds, pubs, cafes, country parks.	
Multi-user trails	Largely barrier free, surfaced strategic routes for walkers, cyclists and horse riders either linking communities or over 5km in length.	6
Routes within 1km of village centres.	Development limit.	
Routes within 1km of tourism centres.	Tourism centres defined as: campsites, holiday parks, hotels and other holiday accommodation centres.	
Routes within National parks and AONBs	Natural England	
Routes along main rivers and canals	Environment Agency	
Routes avoiding A and B class roads	NYCC	
Routes onto access land	Natural England	
Other routes	All routes that don't have another characteristic	4
Obsolete routes	Cul-de-sac routes with no terminal point of interest. Routes that do not connect with other highways or PRoW. Routes that only connect to A and B class roads without a suitable verge or footway.	2

5.7 The characteristics have been chosen to be factually objective in order to be mappable on currently available datasets, although some of those datasets will need a degree of work to finalise definitions.

- 5.8 The implication of only including factually objective characteristics is that this element of the model could be implemented relatively quickly. We could initially implement the model based solely on the path characteristics above, giving time to develop and then add in scores over time for the more difficult to measure community value element. An initial partial implementation based on the characteristics of paths alone would still bring an improved level of rigour compared to the current position.
- 5.9 Issues and questions that the NYLAF may want to consider are:
- Do you agree with the characteristics set out above?
 - Are there other characteristics that should be considered?
 - Are there characteristics that should be removed?
 - Do you agree with the scores assigned to the characteristics in table 3?

Community Value Element

- 5.10 We consider that it is beneficial to include an assessment of how the community values their right of way network as part of the route prioritisation model. We believe that in principle it is a positive move to prioritise effort and resource onto routes that add the most value to the local community.
- 5.11 However there are four difficulties with this element of the proposed route prioritisation model:
- a) It is difficult to define community
 - b) It is difficult to define community value.
 - c) We have no data of any kind relating to how the community (however defined) value the different elements of their right of way network.
 - d) We have no method of measuring community value.
- 5.12 The proposal is therefore to recognise a primary and secondary idea of community. We want to define the primary community as those people living within the parish. We expect to deal with the Parish Council as the representative of the primary community.
- 5.13 Other users benefit from and have an interest in the PRow network, and will take a view on how NYCC prioritise and maintains the network. We currently define other user groups and communities of interest as:
Auto Cycle Union Ltd, The British Horse Society, Ramblers, Byways and Bridleways Trust, Open Spaces Society, The British Driving Society, Cyclists Touring Club, All Wheel Drive Club, Trail Riders Fellowship, Range Rover Register, LARA, Green Lane Association, North East Laners.
- 5.14 Table 4 sets out our proposed definition of community value. In each case we propose to define the level of value by reference to a subjective assessment by the primary community (Parish Council), and by whether there is any evidence of interest in the route from one or more of the user groups making up the list of secondary communities of interest.

Table 4: Proposed definition of Community Value

Community Value	Defined as	Score
Very High	Route provides significant amenity and economic benefit to local community users (defined as people living within the parish). & Evidence that the route is strongly valued by other user groups and communities of interest.	5
High	Route provides significant amenity and economic benefit to local community users (defined as people living within the parish). & No evidence that the route is strongly valued by other user groups and communities of interest.	4
Medium	Route provides some amenity and economic benefit to local community users (defined as people living within the parish) & Evidence that the route is strongly valued by other user groups and communities of interest.	3
Low	EITHER: Route provides some amenity and economic benefit to local community users (defined as people living within the parish) & No evidence that the route is strongly valued by other user groups and communities of interest. OR: Route provides at best limited amenity or economic benefit to local community users (defined as people living within the parish). & Evidence that the route is strongly valued by other user groups and communities of interest.	2
Very Low	Route provides at best limited amenity or economic benefit to local community users (defined as people living within the parish). & No evidence that the route is strongly valued by other user groups and communities of interest.	1

- 5.15 In order to implement this element of the approach the service would need to gather and then update and improve the quality of this data over time. If we decided to take this approach, then starting in 2016/17 we would:
- Undertake a simple survey of parishes in North Yorkshire to ascertain how each parish values the paths within its boundaries.
 - Discuss and plan the most appropriate way for each of the user groups to contribute to their element of the model. This might be by asking each of them to rate their level of interest in the entire network for us.
- 5.16 As we don't have any data, initial implementation would have to be based on the objective characteristic data only. As we develop community value data that could then be phased into the model.
- 5.17 A significant concern is that user groups or parishes may rate all of the relevant sections of the network as providing high value, in an attempt to move their paths up the priority list. Hopefully by explaining the model then this would not happen, but if it did then we would have to take a view on whether it was legitimate to use the survey data or whether to fall back onto the characteristic score alone. Clearly there are some issues around implementing the community value rating within the proposed approach.
- 5.18 Issues and questions that the NYLAF may want to consider are:
- Do you agree that an assessment of community value levels should be included in the model?
 - Do you agree with the proposed definitions of community value?
 - What do you think of the suggested approaches to measuring community value?
 - Are there other practical ways to collect community value data?

6.0 Issue prioritisation

- 6.1 The second prioritisation model being reviewed is the issue prioritisation model. The service prioritises each network defect reported to it. The issue prioritisation model governs how reported defects are prioritised in a consistent manner. This drives work programming in the team. It also helps ensure that resource is focused onto the most important issues.
- 6.2 In principle we don't see the need to change this approach. It remains important to prioritise network defects reported to the team. We don't consider it appropriate to ask NYLAF to consider detailed options of scoring models that prioritise between different reported issues.
- 6.3 However we would welcome advice from the NYLAF over the relative importance to be placed on the three elements used in the model. We consider that these three elements remain appropriate and we don't propose to change them. They are:
- a. Route priority

This is measured as 1 point for a defect on a low priority route, 3 points for a medium route and 5 points for a high priority route.

- b. Risk to the safety of network users of the defect on the route.
This is measured on a 1-25 points risk matrix (likelihood and severity).
- c. Effect of the defect on the ability of users to continue using the route.
This is measured as 2 points for no impact, 4 points for inconvenient, 6 points for route unusable.

6.4 Currently we add the three scores together to give an issue score of between 4 and 36 points for each defect. Risk therefore has a high weighting within the model. Defects scoring over 16 points for risk (high likelihood and high potential severity) are treated as high priority even for a defect on a low priority route that doesn't have a high effect score. Apart from that, defects with a higher issue score are seen as higher priority for action.

- 6.5 Issues and questions that the NYLAF may want to consider are:
- Do you agree with the intention to continue using the current elements?
 - Are there other elements that you think could be used?
 - Do you agree with the current approach to combining the three elements?

7.0 Legal Implications

7.1 Consideration has been given to the potential for any legal implications arising from the recommendations included in this report. It is the view of officers that there are no legal implications.

8.0 Financial Implications

8.1 Consideration has been given to the potential for any financial implications arising from the recommendations included in this report. It is the view of officers that there are no financial implications upon the County Council.

9.0 Equalities Implications

9.1 There are no equality implications as this is an advisory report only. A robust equality impact assessment is being undertaken as part of the service review.

10.0 Recommendation(s)

- 10.1 It is recommended that:
- i) LAF members comment on the content of the report.

IAN FIELDING
Assistant Director – Waste and Countryside Services

Author of Report: Ian Kelly

Background Documents: None

North Yorkshire Local Access Forum

11 February 2015

REPORT OF SUB GROUP ON ACHIEVEMENT OF MINIMUM STATUTORY STANDARD

1.0 PURPOSE OF THE REPORT

1.1 To consider the recommendations of a sub group which was asked, at the LAF meeting on 19 November 2014, to give advice on achieving minimum standards and yet achieve statutory duties

2.0 BACKGROUND

2.1 The sub group met on 6th January and considered the issues for both DMMO and maintenance work. This report details our recommendations, which, subject to any changes agreed at this meeting, are LAF recommendations to NYCC. We do recognise that NYCC staff have much more knowledge on these matters but, as “informed consultees” we think we can be of assistance to NYCC in achieving a very challenging target.

2.2 Each recommendation is detailed below in italics with, where necessary, some background information.

3.0 MAINTENANCE WORK

3.1 Priorities

NYLAF should focus on offering practical advice and encouragement to overcome any currently perceived negative attitudes and to support, where possible, council officers.

NYLAF recognised that some paths are more used than others and therefore had a greater claim for maintenance; however, this did not mean that other, less frequently used paths should be ignored

NYLAF supports the approach in the current NYCC RoWIP to concentrate on the more strategic routes that provide for current and future needs.

It was acknowledged that rights of way (ROW) were not perceived by the public & NYCC as a top priority compared with, for example, social services and that the main risk for NYCC in not fulfilling all/some of its statutory duties would be reputational damage. It was also acknowledged that services undertaken by NYCC had increased significantly over the years whilst the council, along with all other councils, was now facing severe cuts.

Prioritisation is an important issue to address in considering how to achieve maximum results with reduced resources. However the sub group had divided views on endorsing the further prioritisation of the route network.

3.2 Waymarking

The statutory duty of waymarking where a route leaves a publically maintained road, should be given priority, as well as waymarking along the route but this latter job could be given to trained volunteers, once agreement from the landowner had been established by the NYCC ranger or delegated person.

Waymarking along the route was deemed to be a priority job as losing the trail was often cited as a major problem by users

3.3 Landowner

NYCC should make more efforts to ensure that all landowners undertook their responsibilities at their own cost

Furthermore, landowners should be encouraged to go beyond their statutory duties and take over responsibility for cutting ROW surfaces where they border fields as they already have the duty to cut back hedges etc

A more informative and more upbeat information leaflet should be produced on the responsibilities of landowners which could be sent to all landowners. This leaflet should be endorsed by landowner friendly bodies such as the CLA and NFU. This leaflet should be backed up by publicity including articles/stories in the press so that the public would become aware of landowner responsibilities with examples of good and bad practice.

Volunteers might be used to act as a liaison point with landowners, particularly where they have local knowledge and contacts.

NYLAF considered that NYCC had appeared to be generous with landowners and had frequently incurred costs that were not really part of the NYCC budget. It was appreciated that this was often the simplest and most practical option with non-cooperative landowners to ensure that stiles and gates etc were properly maintained to an acceptable standard but it was felt that this was no longer appropriate in times of reduced budgets.

Landowners are much the best placed to cut field edge surfaces as well as hedges; both jobs can be done when most convenient to the landowner as and when they tend adjoining fields. The landowners' information leaflet produced by Durham County Council was put forward as a useful example that might be followed by NYCC.

3.4 Increase the use of Volunteers

Volunteers can be used effectively to help with a number of tasks including the following whilst acknowledging that (where appropriate) NYCC products, specifications and standards should be followed:-

- waymarking ROWs***
- liaising with landowners and tenants***
- surveying ROWs, including taking photographs, to identify where work is needed; this work could include an initial survey and assessment of problems reported by the public***
- Preliminary admin and liaison work needed before an actual maintenance/improvement job can be done***
- Maintenance/improvement jobs such as repairing or installing stiles, gates, bridges etc***
- General path clearance***
- Admin work tracking maintenance/ improvements required and action(s) completed (see maintenance backlog below)***

NYCC have accepted the use of volunteers with regard to libraries where NYCC staff have been cut and many libraries rely on voluntary staff to stay open. A similar attitude should be applied to ROWs.

Training in first aid, health & safety, strimming etc should continue to be undertaken where necessary but if volunteers are organised into effective groups, not everyone in every group would require training in everything.

NYLAF suggest that NYCC consider appointing recognised bodies (such as Ramblers, British Horse Society, Bridleways etc.) as contractors as these groups frequently have their own groups of trained, organised and expert volunteers together with appropriate insurance and administration.

It was acknowledged that the successful use of volunteers needs good management on the part of NYCC particularly recruitment of the right person(s) for the right job, effective training where appropriate, clear instructions on the job to be done & rules to be followed, good supervision, and regular feedback from officer to volunteers & vice versa.

3.5 Better Use of Parishes

NYLAF consider many parishes have a great deal of local knowledge of ROWs combined with great enthusiasm to see their local ROWs maintained and improved. NYLAF therefore suggest that NYCC re-explore their relationship with parishes, perhaps by resurrecting the Parish Paths Partnership, and see which parishes would be happy to take a role in ROW maintenance/improvement.

NYCC could and should make much more use of all available PR to promote support and improve co-operation with parish councils.

NYLAF acknowledged that North Yorkshire had both a large number and a huge variety of parishes. Some parishes would not be coerced by NYCC into encouraging access locally, whilst others might be amenable to taking a role in maintenance. Many parishes had a great deal of local knowledge combined with an enthusiasm to see their local row's maintained and improved.

PR should be used to promote good practice of cooperating parishes.

3.6 Improved System for Users

Users need a customer friendly system for reporting problems and tracking follow up.

The new computer system should provide a clear checklist for the user to complete (similar to street lighting problem reporting) which includes a grid reference and/or path name together with a reference number for easy tracking.

NYLAF are aware that an extension of the highways system "Symology" is being developed for footpaths. NYLAF regret that software specifically developed for ROWs is not being adopted but reserve judgement on Symology until the system is fully up and running.

3.7 Check Maintenance Backlog Records

NYLAF suggest that volunteers be recruited to go through the backlog list and remove any duplication. Volunteers should be given lists of older issue in their local area in order to check if the problem still exists and record the actual current situation including the use of photographs.

NYLAF considered that there may be duplication in the problems reported and listed on the back log.

3.8 Opportunities to Share or Sub Contractor Services

NYCC should explore sharing services such as joint purchasing, joint computer systems, Prow management etc

NYCC might wish to consider sub-contracting some/all of its maintenance services to one or both of the National Parks who might be able to undertake this work more efficiently and cheaper than NYCC.

NYLAF point out that North Yorkshire has three public bodies responsible for ROWs across the county – NYCC, the Yorkshire Dales National Park and the North York Moors National Park. Each body has its own team of officers and accompanying overheads.

4.0 DMMO WORK

4.1 Ensure all ROWs are included on the Definitive Map (or appropriate list) by the 2026 Deadline

NYLAF consider that this work is absolutely top priority and NYCC should implement a robust strategy to ensure all ROW's are recorded in such a way that they are protected from being lost for future generations

There is a role for volunteer office staff on this task and NYLAF recommend that NYCC look into this urgently

The definitive map is, as it says, the definitive map of all ROWs. NYLAF is very concerned about the 2026 deadline.

NYLAF appreciates that the forthcoming Deregulation bill has led to uncertainty and that the situation will not be clarified or be helpful for some years.

NYLAF further appreciates that the original Definitive Map may not have been as complete as it might have been and that there are a number of issues regarding the List of Streets, RT routes and particularly where the status may be uncertain. Nevertheless, the work needs to be completed by the deadline especially given the risks for non-unsurfaced unclassified roads.

4.2 Better Alert for ROW Issues in Planning Applications

NYLAF urge NYCC to recognise that statutory consultees (eg Ramblers, BHS) and Parishes have a role in alerting the Planning Authority if there are any ROW issues involved

NYLAF understand that NYCC are consulted in planning applications where appropriate for highway issues and that the Highways Department may not automatically investigate if there are any ROW issues.

5.0 CONCLUSIONS

5.1 NYLAF are asked to consider and endorse the recommendations set out in this report to NYCC as NYCC develops a strategy for achieving minimum standards with reduced budgets.

5.2 NYLAF wish to be consulted as NYCC develops its strategy to meet this challenge.

Rachel Connolly & George Bateman

Joint Chairs of the Sub Group

North Yorkshire Local Access Forum

4 February 2016

Rail Crossings

Report of the Chair

1.0 Purpose of the Report

- 1.1 To invite members of the Local Access Forum to consider whether to undertake any work in relation to rail crossings.

2.0 Background

- 2.1 The Chairman has been in touch with James Perkins, the person responsible for overseeing changes to the railway network in the North East. Every grade-crossing has been assessed with a safety rating, and Network Rail is very aware of the need to consult with all the statutory bodies (including the LAFs) when changes are proposed.
- 2.2 Do we as a LAF wish to raise safety concerns on particular crossings, or is this rather a hit and miss approach as many will not be familiar to us? The alternative is to wait until Network Rail approach us to close/change a crossing and then respond with our advice.
- 2.3 The attached letter dated 19 January 2015 from Defra to Network Rail provides background information.

3.0 Recommendation

- 3.1 That the Local Access Forum considers whether to undertake any work in relation to rail crossings.

Rachel Connolly, Chair



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Our ref: DW711

19 January 2015

From Dan Rogerson

Parliamentary Under Secretary of State for Water, Forestry, Rural Affairs and Resource Management

Dear Mr Gisby,

Thank you for your letter of 11 August 2014 to Patrick McLoughlin about level crossing closure and using the Secretary of State's powers under section 120 (3) and (3A) of the Highways Act 1980 ("the 1980 Act"). Your letter was forwarded to Defra as the Department responsible for the policy on railway crossings which are on a public right of way. I apologise for the delay in replying; I wanted to give your letter a considered response.

Firstly, I think that Network Rail needs to improve its existing approach to applications for rail crossing orders. Whilst I understand that safety is Network Rail's top priority, this must be balanced with local authorities' responsibility to assert the public's right to use a right of way. Where a crossing needs to be closed on safety grounds, there is a duty to consider alternative options. These alternatives must be considered with regards to the needs of the users of the routes and within the requirements of the Equality Act 2010. Network Rail needs to work closely with local authorities and their respective Local Access Forums for each proposed level crossing closure. This should enable Network Rail to understand the local sensitivities of the public rights of way network, and best meet local access needs, thus making it more likely that closure and diversion orders are made and confirmed.

I note that you are finding that local authorities are on multiple occasions rejecting applications for rail crossing orders due to disagreement about Networks Rail's safety statements. Any safety statement presented to a local authority needs to satisfy them that associated issues have been fully explored and that the crossing could not reasonably practicably be made safe, as required by sections 118A (4)(a) and 119A (4)(a) of the 1980 Act. It is perfectly proper for authorities not to accept safety reports at face value, and to test them. Should Defra exercise the Secretary of State's powers, Defra would need to be similarly satisfied.

You report that disagreement over on-going maintenance and responsibilities for crossings after closure is causing local authorities to reject rail crossing orders. The arrangements for responsibility for signage and on-going maintenance are required by sections 118A



(4)(b) and 119A (4)(b) of the 1980 Act, and as such local authorities are right to request agreement before an order is confirmed. This would also be a requirement if the Secretary of State's powers were exercised. I note that the railway operator seeking the order may be required to agree to meet all or part of the cost of erecting and maintaining any such barriers and signs. In order to consider the use of the Secretary of State's powers I would need assurance that these issues will be resolved in advance.

I understand that Network Rail has recently met with the ADEPT Rights of Way Managers Group to discuss these issues. It is important that you continue this engagement in order to come to an agreed consistent procedure and standard of safety statement for rail crossing closures. I would expect this to be achieved before asking the Secretary of State to consider using her powers.

Secondly, regarding the information which is required to consider using the Secretary of State's powers to determine rail crossing orders. Determination by the Secretary of State would require significant resource and I would need convincing that I should override our policy that decisions of this type should normally be made locally. I would need to see evidence which demonstrates the need for Secretary of State intervention.

It may be appropriate for the Secretary of State to determine exceptional cases, although I would expect such circumstances to be rare. I would welcome your advice on what such exceptional cases might be, and I should like to understand the quantity of orders of this type which Network Rail anticipates might be submitted.

You also ask how the process for rail crossing order determination by the Secretary of State might operate. Should it be deemed appropriate to use this power, it would necessitate the process described by Schedule 6 to the 1980 Act. The regulations prescribing the form of the order to be made are contained in Schedule 6, paragraph 1 (2) of the 1980 Act, and the Rail Crossing Extinguishment and Diversion Orders Regulations 1993 (S.I. 1993/9). I attach a flow chart to illustrate how this process might work. The tests to be met for an order to be considered are the same, regardless of whether it is the local authority or the Secretary of State who considers it.

As I hope you will appreciate, it would not be right for me to comment at this stage on the merits of specific cases such as Grange-over-Sands which you mention in your letter, so as not to prejudice any consideration by another Government Minister or the Planning Inspectorate on behalf of Defra should it subsequently come before them.

I expect that your upcoming position paper will be relevant to both Defra and the Department for Transport, and I encourage you in the paper to address the issues which I've raised. As the Minister responsible for this policy I invite you to share the paper with Defra when it is ready.

I am copying this letter to Patrick McLoughlin, Secretary of State for Transport

Thank you again for writing.

DAN ROGERSON MP



North Yorkshire**Local Access Forum****4 February 2016****Hambleton District Council Local Plan Issues and Options Consultation****Report of the Secretary****1.0 Purpose of the Report**

- 1.1 To advise members of the current consultation on the Hambleton District Council Local Plan Issues and Options and to invite the Forum to consider whether it wishes to respond to the consultation.

2.0 Background

- 2.1 Hambleton District Council is starting work on a new Local Plan for the District, which will set out the policies by which planning applications for new development will be considered. It will also identify developable land suitable for housing, employment, mixed use and recreation up to 2035.
- 2.2 At this stage, the Council is particularly keen to hear views on how it approaches strategic decisions about where new development should go, and to make sure that the new Local Plan starts by looking at the right local and strategic issues. This will help to assess the future needs and opportunities of the area.
- 2.3 Last summer the Council held a number of workshops with a number of organisations who have interests in Hambleton including local businesses, utility providers, healthcare organisations, housing providers and local interest groups and this helped to compile a list of key issues, challenges and opportunities facing the District. This has informed the preparation of an Issues and Options document. Comments on this document are invited during a 6 week public consultation period running from Monday 11th January 2016 and closing at 5pm on Friday 19th February 2016.
- 2.3 A copy of the consultation document is attached.

3.0 Responding to the consultation

- 3.1 The closing date for the consultation is Friday 19 February 2016.

4.0 Recommendation

- 4.1 That the Local Access Forum considers the content of any response it wishes to submit to the Hambleton District Council Local Plan Issues and Options consultation.

BARRY KHAN
Assistant Chief Executive (Legal and Democratic Services)
County Hall
NORTHALLERTON

Report author: Kate Arscott, Secretary to North Yorkshire Local Access Forum

Background Documents: None

New Local Plan for Hambleton

Issues and Options Consultation



Hambleton...a place to grow, be healthy, be prosperous



Forward

This Local Plan Issues and Options Consultation is an important first step in planning Hambleton's future up to 2035, as a place to grow, be healthy and be prosperous.

The council has produced its Council Plan (2015-19) establishing four key priorities over the next four years: Driving Economic Vitality, Enhancing Health and Wellbeing, Caring for the Environment, Providing a Special Place to Live. The development of a new Local Plan will be pivotal to the delivery of these priorities.

The new Local Plan will set out how much land should be provided to accommodate new homes and jobs that are needed within Hambleton up to 2035 and where this should be located. It will consider the need for new homes and jobs alongside the need for associated infrastructure such as shops, community facilities, transport, open space, sport and recreation, health and education within the context of protecting what is special about Hambleton. The Plan will also look to protect and enhance our countryside, historic buildings and the unique character of our market towns and villages.

Having a plan in place will help to ensure that new development takes place in a planned and coordinated way so we get the right kind of development in the right place. Its policies will be the key tool for determining planning applications. The Plan will make clear where development is acceptable and provide certainty for local communities, developers and businesses wishing to expand or locate within the district.

Once adopted, the new plan will replace the current plan, the Local Development Framework which runs to 2026, with a single document containing district wide policies and land allocations.

This Issues and Options document seeks to identify the long term vision and objectives of the new plan and the strategic policies that are required to form its basis.

I urge communities, developers, businesses and other stakeholders to participate in this early stage of our plan making process. Your input is valued and will help shape and influence the planning policies that we develop. It is important that we choose the right approach for Hambleton, reflecting the needs of our communities and businesses and we need your help to do that.



Councillor Brian Phillips
Portfolio Holder for Environmental and Planning Services

Contents

Section 1 - Introduction	1
What is a Local Plan?	1
Why are we Preparing a New Local Plan?.....	1
Have Your Say	1
Section 2 - Issues and Opportunities facing Hambleton	2
Changing Context	3
Your Views on Issues, Challenges and Opportunities	3
Supporting Economic Growth	4
Supporting Housing Growth	5
Managing Our Environment	6
Improving Transport	7
Creating Better Places	8
Cross Boundary Issues	9
Section 3 - Vision for Hambleton's Growth	10
Your Views on the Vision and Objectives for the Local Plan.....	11
Section 4 - Number of Jobs and Homes	13
Our Existing Housing Evidence.....	13
Why do we Need More Homes?.....	13
What Type of Housing do we Need?	13
How Many New Homes could we Need?	14
Potential Scale of Housing Need	14
Section 5 - Where Should New Development Go	15
The Current Planning Approach	15
Your Views on Future Development Options for Hambleton.....	16
Option 1: Principal Towns - Northallerton and Thirsk	17
Option 2: Central Transport Corridors	18
Option 3: Five Towns	19
Option 4: Five Towns and Villages	20
Option 5: New Settlements	21
Section 6 - Next Steps	22
What Happens Next?	22
What is the Timetable for Preparing the New Local Plan?	22
Where do Neighbourhood Plans fit in?	22
Appendix 1: Settlement Hierarchy 2014	23

SECTION 1

Introduction

What is a Local Plan?

The Government requires all local councils to develop a long-term plan which sets out how and where land can be developed over the next 15 years, in order to meet the growing needs of local people and businesses. The plan sets out what (and where) development is acceptable, and once agreed and adopted, will govern how planning applications are assessed. The plan can also reflect local features and circumstances which give places their very distinct identity.

The National Planning Policy Framework (NPPF) is the government policy on planning and this places Local Plans at the heart of the system, so it is essential that they are in place and kept up to date. An up to date Local Plan enables the council to pro-actively guide where, when and how new housing, employment and other development takes place.

Why are we Preparing a New Local Plan?

We have an existing plan for Hambleton but it needs updating. This was prepared in the context of the recently abolished Regional Spatial Strategy. That strategy set the levels for new housing and employment development for the district and these have recently been challenged through a number of planning appeals and are considered out of date.

The new Local Plan will continue to set out policies and proposals to guide future development and will be used to determine planning applications. Importantly it will take a fresh look at the development needs of Hambleton up to 2035.

Have Your Say

We want to hear your thoughts about how we can ensure Hambleton makes the most of its attractive rural location and distinctive places, so our economy grows and our people are healthy and prosperous.

At this stage we are particularly keen to hear your views on how we approach strategic decisions about where new development should go.

Please provide your views and comments on this Issues and Options document by completing the online questionnaire at

hambleton.gov.uk/localplan

This allows you to submit answers to the questions set out in this document.

The questionnaire will be accessible until 5pm on 19 February 2016 at which time the consultation will close.

Please note, hard copies of the questionnaire and the Issues and Options document will be available to view at the libraries and Hambleton District Council offices in Northallerton, Easingwold and Stokesley during the consultation period.

SECTION 2

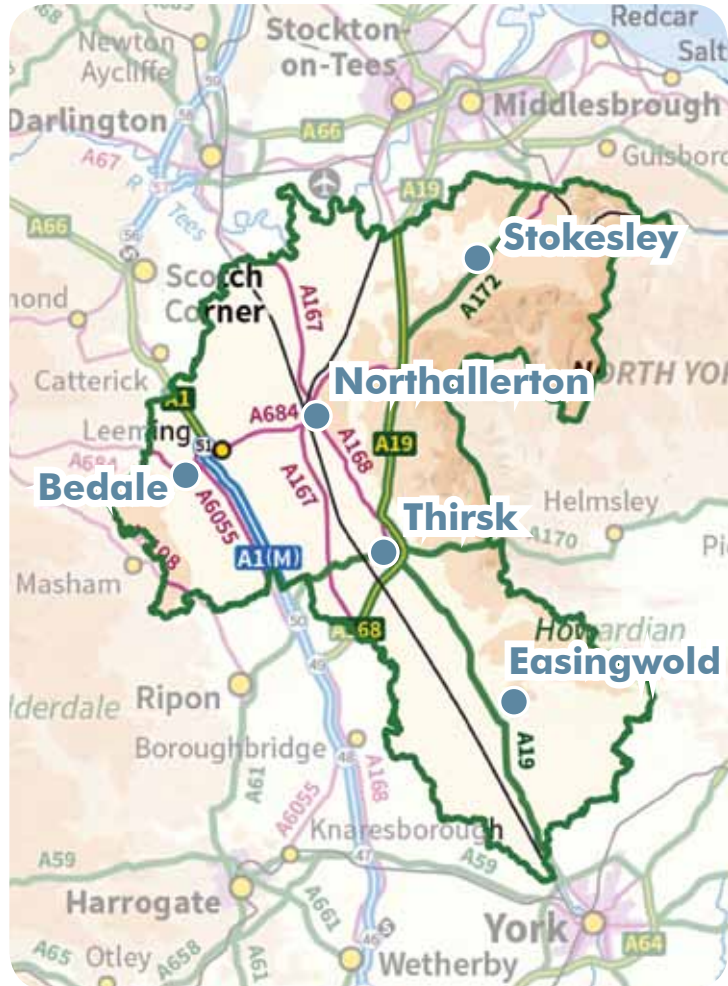
Issues and Opportunities facing Hambleton

Hambleton District lies in the Vale of York between the Yorkshire Dales and the North York Moors.

It is one of the largest districts in England, situated between the urban area of the Tees Valley conurbation and Darlington to the north, and York and Harrogate, to the south-east and south-west respectively. Excellent north-south transport links are provided by the A1/A1M, East Coast Main Line, A19 and A168.

As a diverse and predominantly rural district Hambleton includes market towns and many villages, hamlets and farms with a district population of 89,600. Population levels are rising in Hambleton (+6.5% over the last 10 years) and people are healthier and live longer than the national average, resulting in an ageing population.

The main market towns are Northallerton and Thirsk where most development has occurred. Bedale, Easingwold and Stokesley play a key role in servicing the rural villages which surround them.



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To the east is the North York Moors National Park, which is not covered by the Local Plan; however it is important that we consider cross boundary issues so policies complement each other, particularly in terms of landscape impact. The Howardian Hills Area of Outstanding Natural Beauty falls partly within Hambleton. To the south, part of the York Greenbelt falls within the District. Flood risk areas relate to the main rivers and watercourses in the area.

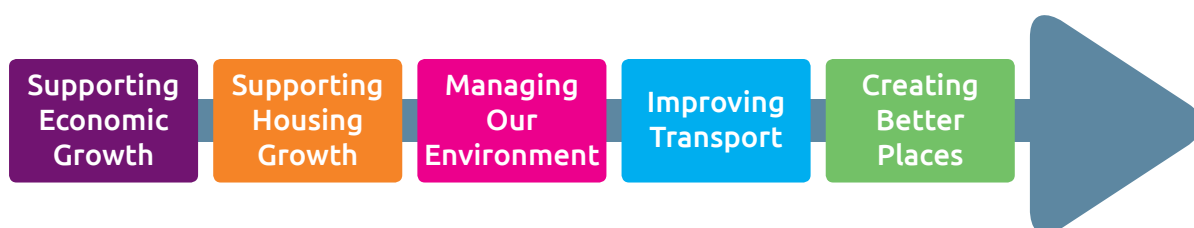


Changing Context

Much has changed since the current plan was adopted in 2007, the National Planning Policy Framework (NPPF) was introduced, the Regional Spatial Strategy (RSS) was abolished, the economy went into recession, there was a downturn in the housing market and the population is increasingly ageing. This presents significant challenges to the new Plan.

Your Views on Issues, Challenges and Opportunities

We want your help to make sure that the new Local Plan starts by looking at the right local and strategic issues. This will help us to assess the future needs and opportunities of the area. Following early engagement with stakeholders at workshops held in the summer we identified a number of key issues, challenges and opportunities under the headings shown in the diagram below. However should you have other suggestions we would be keen to hear them at hambleton.gov.uk/localplan



Supporting Economic Growth

Key economic strengths in Hambleton lie in agriculture, food manufacture, professional services, manufacturing, distribution and retail. Future opportunities for the Hambleton economy include the following high value growth sectors: accommodation and food services linked to the tourism sector, health, media activities and other private services. There are a broad range of businesses, many are small and medium sized enterprises with a strong loyalty to the area. Companies have local supply chains and also an international presence.



National policy sets out an economic role for the planning system to contribute to a strong and competitive economy, particularly by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation. Barriers to investment should be addressed and priority areas identified for economic regeneration, infrastructure provision and environmental enhancement.

Key economic strategies, policies and initiatives that will influence the development of the new Local Plan include:

- the Government's emphasis on higher productivity to drive growth and raise living standards ('Fixing the foundations: Creating a more prosperous nation')
- the Chancellor's intention to harness the enormous economic potential of England's rural areas (10 point plan for boosting productivity in rural areas)
- the Northern Powerhouse initiative to establish and connect the North of England as a global economic region
- the Strategic Economic Plan (SEP) for York, North Yorkshire and East Riding (YNYER) which aims to create 20,000 jobs and deliver £3billion growth
- SEP priorities which include supporting profitable small businesses and being a global leader in food manufacturing, agritech and bio renewables
- the Council Plan places a key emphasis on driving economic vitality
- the Council's Economic Strategy seeks sustained growth of Hambleton's economy.

The initial engagement exercise raised the following economic issues, challenges and opportunities for the new Local Plan including:

- making the most of the area's strengths including its diverse business base, vibrant market towns, transport connections and Leeming Bar Industrial Park
- tackling a shortage of sites and premises for businesses, particularly to enable businesses to expand
- addressing infrastructure constraints, particularly broadband and mobile coverage across the district and traffic in towns
- making the most of the areas location and the associated opportunities for encouraging growth of the Tourism economy, including hotels and food services
- supporting the future growth and diversification of agriculture and tourism
- providing a local workforce in the context of young people moving out, high house prices and an ageing population.

Q1 Are there any other issues regarding economic growth which you think should be included



Supporting Housing Growth

The demand for **housing in Hambleton** is very strong. The appeal of the area results in high prices, a limited range of tenures and supply falling behind demand. A balanced housing market in Hambleton is essential to support sustainable and inclusive communities and maintain a local labour supply for the economy.



National policy aims to boost the supply of housing and Local Plans should ensure that a wide choice of high quality homes are provided and that the needs of people in Hambleton should influence the type of housing being delivered.

Key housing strategies, policies and initiatives that will influence the development of the new Local Plan include:

- the Government's overall housing policy priorities which include accelerating house building, delivering more homes and increasing home ownership, particularly for first time buyers
- the York, North Yorkshire and East Riding Housing Strategy which aims to increase the supply of housing to meet the needs of local communities
- the intent of the Strategic Economic Plan (SEP) to double the rate of housebuilding and triple the delivery of affordable housing across the YNYER area
- Local Growth Deal Funds which are being used to deliver the SEP, including support for major housing growth sites and unlocking major infrastructure constraints
- the Council Plan priority of 'providing a special place to live', with an adequate amount of housing to meet the housing needs of all.

The initial engagement exercise raised the following housing issues, challenges and opportunities for the new Local Plan including:

- the lack of small (1-3 bedroom) houses and affordable homes
- the need to cater for young professionals, single people and an ageing population
- the benefits of smaller sites coming forward with more flexible development limits
- the significance of cross boundary relationships with places such as Middlesbrough, York, other towns and the National Park
- the critical links between housing and the economy, with companies experiencing issues of filling vacancies
- sustaining rural communities.

Q2

Are there any other issues regarding housing growth which you think should be included



Managing Our Environment

The environment of Hambleton is predominantly rural. Protecting and improving landscapes, wildlife, habitats, the natural beauty of the countryside and the character of our towns and villages are all key planning issues. Hambleton's environmental assets make a major contribution to local identity and the quality of life for local communities. The quality of our environment has a major bearing on local culture, heritage and our economy, including land based industries, tourism and recreation.



National policy aims to conserve and enhance the natural, built and historic environments. It also requires that full account should be taken of flood risk and water supply/demand. The environmental role of the planning system should also contribute to addressing climate change, reducing pollution, minimising waste, supporting the sustainable use of minerals and supporting a low carbon future.

Key environmental strategies, policies and initiatives that will influence the development of the new Local Plan include:

- the Local Nature Partnership aims to see the natural environment of North Yorkshire conserved, enhanced and connected for the benefit of wildlife, people and the economy
- the Management Plan for the North York Moors National Park aims to protect and enhance the Park's special landscape and environment, at the same time as meeting the wider needs of society
- a 'living landscape' is at the heart of the Management Plan for the Howardian Hills Area of Outstanding Natural Beauty (AONB)
- the Strategic Economic Plan (SEP) recognises the importance of successful and distinctive places in attracting and retaining businesses and employees
- the Council Plan has caring for the environment as one of its four priorities.

The initial engagement exercise raised the following environmental issues, challenges and opportunities for the new Local Plan:

- Hambleton has strong assets which include its heritage, attractive market towns, quality rivers and attractive landscapes.
- Space and tranquillity is a feature of the district.
- Further investment is needed in providing high quality streetscape.
- The setting of the National Park landscape needs to be protected.
- Cumulative changes to small features in our settlements have detracted from their character.



Q3

Are there any other issues regarding managing our environment which you think should be included



Improving Transport

Transport infrastructure in Hambleton includes excellent road and rail links, as well as the East Coast Main Line and the recently upgraded A1(M) and the A19. Thirsk and Northallerton rail stations provide excellent links to the north and south. Hambleton is a large rural area and many villages are remote, meaning that residents can find it difficult to access main centres for services, facilities and employment as a result of patchy and reduced bus services. Communications infrastructure is increasingly important to working practices and service delivery.



National policy highlights the key role of transport in making development sustainable and improving health. Patterns of growth should aim to make the fullest use of public transport, walking and cycling, recognising that solutions will vary from urban to rural areas.

Key transport strategies, policies and initiatives that will influence the development of the new Local Plan include:

- national transport priorities include high speed rail, rail network improvements, road safety, tackling congestion and sustainable local travel
- Highways England are modernising England's major roads through smart motorways and A road expressways, the A1 and A168 feature in future plans to 2030
- Network Rail priorities for delivering a better railway include lengthening platforms, improving tracks and building world class stations
- Transport for the North is aiming to better link up cities and towns across the North
- the Strategic Economic Plan has a clear focus on improving East-West transport connections in and beyond York, North Yorkshire and East Riding
- the North Yorkshire Local Transport Plan highlights the key influence of transport on the economy, safety, health, access to services and quality of life.

The initial engagement exercise raised the following transport issues, challenges and opportunities for the new Local Plan including:

- the area's rail links and stations present key opportunities as hubs, but station layouts and parking hinder access, including for those travelling from rural areas
- variable bus services - certain routes have good services but there is limited provision in more remote rural areas and outside peak times
- relief roads and bypasses for Northallerton and Bedale which will provide traffic relief
- addressing traffic congestion in towns, including the impacts of level crossings (eg Low Gates) and north-south movements in Northallerton
- more provision needed to support cycling, walking and community transport.



Q4

Are there any other issues regarding improving transport which you think should be included



Creating Better Places

Hambleton offers communities a high quality of life with attractive towns, villages and countryside contributing to a strong sense of place. However Hambleton has an ageing population and a shortage of affordable homes means many young people and workers are struggling to live in the area resulting in a declining workforce. These trends present key challenges for services and future development.



National policy seeks to ensure the vitality of town centres recognising their role at the heart of communities. Improving health, social and cultural well-being for all is set out as a key priority. National policy also places emphasis on delivering sufficient community and cultural facilities; supporting a wider education choice; promoting access to sport and recreation opportunities; and providing access to high quality open spaces.

Key place based strategies, policies and initiatives that will influence the development of the new Local Plan include:

- more health services being provided in the community
- multiple health services coming together under one roof in town centre hubs
- the key role of technology in providing health care services in rural areas
- the emphasis on providing care in people's own homes for as long as possible
- developing rural village services to help people remain in their own homes longer
- the Health and Wellbeing Strategy for North Yorkshire recognises the intrinsic links between health, the economy, living environments, housing conditions and sustainable communities
- the Council Plan priorities including enhancing health and well being.

The initial engagement exercise raised the following place based issues, challenges and opportunities for the new Local Plan:

- The environments of our towns are key assets.
- People's leisure needs are changing with an ageing population and greater demands for outdoors sports and recreational activities.
- More needs to be done to support an evening economy and to enable young people to access opportunities.
- Young people have to travel outside the area for further and higher education.
- Most secondary schools have surplus capacity issues whilst some primary schools and schools in more remoter rural areas face the biggest challenges.
- The viability of local services and facilities and their important role in supporting local communities.



Q5 Are there any other issues regarding creating better places which you think should be included

Q6 Do you agree with the main topics covered by questions 1 - 5



Q7 Are there any other topics you think should be included within the Local Plan

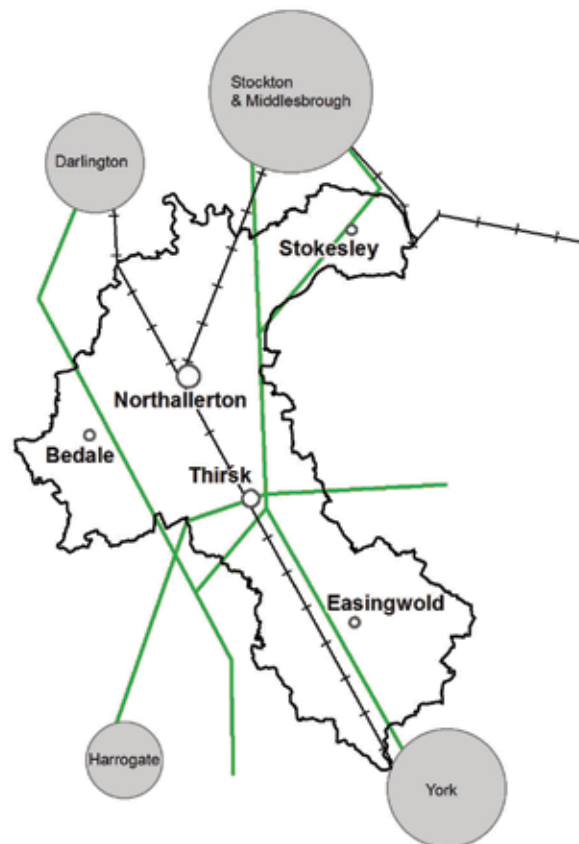


Cross Boundary Issues

An important aspect of preparing a new Local Plan is to look at issues that have cross boundary impacts. Under a legal 'duty to co-operate' local planning authorities are required to work collaboratively with other bodies and neighbouring councils. National policy seeks to ensure that strategic priorities across local boundaries are properly coordinated and clearly reflected in individual Local Plans.

Initial discussions have been held with neighbouring councils and other bodies and some of the key issues are highlighted below.

- At present adjoining authorities are indicating that they are able to meet their own housing needs.
- There are concerns over a change of approach in the current Area of Restraint to the North.
- This could undermine the regeneration of places such as Stockton and Middlesbrough.
- Links between towns in adjoining areas are important.
- Heritage implications of different development options should be assessed.
- Facilities in neighbouring areas play a key role for Hambleton residents - eg James Cook University Hospital in Middlesbrough.



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Q8 Are there any other issues regarding cross boundary matters which you think should be included



SECTION 3

Hambleton's Growth

The Council Plan 2015-2019 sets out that the "The council's vision is for Hambleton to grow, be healthy and be prosperous". The four priorities to achieve this vision are set out in the diagram below.



A key challenge for the Local Plan is to define and shape what growth in Hambleton means in terms of the vision and for the scale and location of new development. National Policy explains 'Development' means growth and 'Sustainable' means ensuring that better lives for ourselves do not mean worse lives for future generations.

Our new Local Plan is a key mechanism to help deliver all Council Plan priorities and the ambitions of the government and partners in York, North Yorkshire and East Riding as highlighted in this document.

Your Views on the Vision and Objectives for the Local Plan

The existing vision set out in the Local Development Framework (LDF) Core Strategy reflects both the Hambleton Community Strategy and the North Yorkshire Community Strategy. The existing vision runs to 2021.

Through the new Local Plan we now need to support the delivery of the Council Plan and the range of national, sub-regional and local policy priorities. The new Vision needs to run to 2035. We are keen to hear your thoughts and suggestions about the proposed vision and objectives for the new Local Plan set out in the following diagram.



Q9 Do you think the Local Plan vision for Hambleton is correct?



Q10 Is there anything else that you think should be included in the vision? For example what do you think is special about Hambleton as a place to live, work, visit and invest in?



Strategic objectives set out how a vision can be achieved by providing more specific direction to the planning strategy and policies. Objectives are also used as a basis for measuring the success of a Plan. There were 12 strategic objectives in the LDF Core Strategy. We need to assess how they fit with the key issues, challenges and opportunities facing Hambleton and how well they fit with national policy. Six new strategic objectives are proposed, one for the development strategy that will result from the spatial options set out on page 15 and one for each of the topics from page 5 to 8.

Q11 Do you agree with the objective to support sustainable patterns of development across and beyond hambleton ?

Q12 Do you agree with the objective to promote sustainable and resilient economic growth and infrastructure improvements ?

Q13 Do you agree with the objective to provide a scale and mix of housing to meet the diverse needs of the entire community and support the local economy ?

Q14 Do you agree with the objective to improve access between homes, jobs and facilities and support choice as to how people travel ?

Q15 Do you agree with the objective to protect and enhance the qualities and heritage of our settlements, countryside and wildlife habitats ?

Q16 Do you agree with the objective to sustain towns and villages as healthy, inclusive and vibrant hubs for local communities and a changing population ?

Q17 Are there any other objectives you think we should include ?

SECTION 4

Number of Jobs and Homes

An important starting point for Local Plans is to establish the need for homes and jobs. This has to be based on evidence, as required by national policy. The information to be considered includes official population and household projections, census data, economic statistics and local evidence about the housing market. As well as co-operating with neighbouring councils, the government requires consistency between the provision for new homes and the provision for new jobs.

A 'Strategic Housing Market Assessment' (SHMA) provides an evidence based study that helps the council to assess what the 'objectively assessed need' is for Hambleton. A new SHMA is being prepared jointly with Ryedale, North York Moors and York Planning Authorities, looking at the period to 2035. National policy expects a council's Local Plan to fully meet the objectively assessed need for market and affordable housing in the housing market area and suggests a number of tests to see whether any upward adjustment is appropriate.

Our Existing Housing Evidence

The new SHMA will provide an up-to-date starting point for looking at how many homes we need in the new Local Plan. In the meantime previous studies and assessments provide an indication of the scale and type of housing that we are likely to need. These studies include a 2011 'SHMA' produced by consultants GVA and 'Demographic Analysis and Forecasts' prepared by consultants Edge Analytics in 2014 and updated in 2015. The level of Hambleton's housing need has also been a key focus at recent planning appeals.

Why do we Need More Homes?

The Local Plan needs to provide sufficient homes in order to meet our local needs and to help support sustainable communities. The reasons why we need more homes include:

- Hambleton's population is growing.
- Greater numbers of people moving in to the District than move out.
- People are living much longer, with increasing life expectancy.
- Household sizes are falling.
- Helping to maintain a local labour supply and support economic growth.



What Type of Housing do we Need?

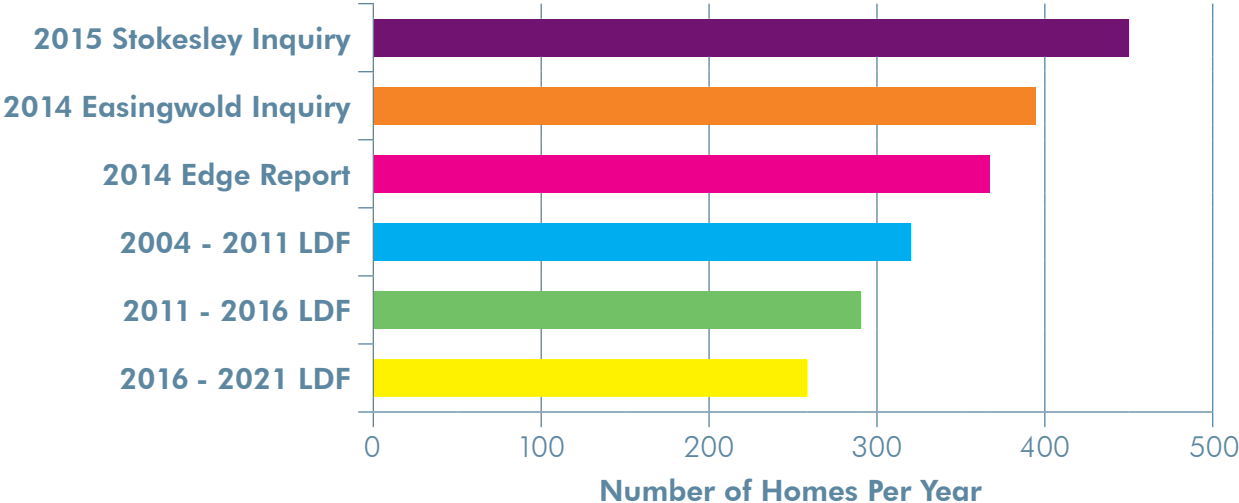
We need to meet the housing needs of existing and new residents in Hambleton. The work undertaken by Edge Analytics highlights the changing age-profile of the population as a significant issue for Hambleton. A growing elderly population will result in a reduced average household size and a smaller local labour force. Younger working residents are also moving out of the district due to the lack of affordable homes. Job growth is likely to require net in-migration to fill posts.

Proposals in the Housing Strategy (2015) for York, North Yorkshire and East Riding recognise a pressing need for more affordable housing. Improving the range of house types, tenures and sizes is also a key priority. This is important for enabling an ageing population to live more independently and is also necessary to improve the housing choice for working age households and first time buyers.


How Many New Homes Could we Need?

The housing assessments undertaken to date point to a potential significant increase in the number of new homes needed in Hambleton, compared to the figures in the current plan. The figures in the LDF Core Strategy resulted from the Regional Spatial Strategy (RSS) and part of the RSS approach was to reduce over time the level of development in Hambleton, whilst increasing the amount of development in the larger conurbations in the Yorkshire and Humber region.

Potential Scale of Housing Need



The LDF housing requirements reduced from 320 to 260 new homes being required every year in Hambleton. Much more recent research has been considered during planning appeals for development sites in Easingwold and Stokesley. This work indicates that between 350 to 450 new homes could be needed each year in order to meet the housing and employment needs of an expanding population. This level of housing growth is linked to a level of projected economic growth which would generate 180 new jobs per annum. The new SHMA is looking at the most recent population, household and economic data.

Q18a Do you think a range of 350-450 new homes per year is appropriate for Hambleton, through to 2035 

Q18b Do you think the Local Plan annual housing figure should be higher or lower and why 

SECTION 5

Where Should Development Go

The Local Plan will not only identify the amount of new development needed to 2035 but it will also identify where new development should be located. The options for locating new development must be realistic and deliverable and support the achievement of sustainable development.

A strategic approach needs to be taken to identify where new development can take place. The options must reflect that different places have different roles and different functions, acknowledging and working with their strengths and constraints. The options should provide for opportunities to enhance the natural, built and historic environment.

The Current Planning Approach

A helpful starting point for looking at future development options is to look at the current planning strategy for Hambleton. The approach of the existing Plan is underpinned by three principles:

Spatial Principle 1: An Area of Opportunity

This is an area in the centre of the district where most of the housing and employment development was directed through the existing Plan. It was defined on the basis of the scope for development based on the area's accessibility, location of key settlements, scale of existing facilities and relative lack of development constraints.

Spatial Principle 2: Areas of Restraint

There are two areas of restraint in the current plan, one to the north and one to the south of the District. The scale of housing was reduced in these areas, to resist further in-migration and reduce cross boundary commuting.

Spatial Principle 3: A Settlement Hierarchy

This established a sustainable hierarchy of settlements (see appendix 1), which provided the basis for focusing development and service provision across the district, giving the priority to market towns (Principal Service Centres and Service Centres) supported by a number of designated Service Villages and then Secondary Villages but significantly constrained development in most villages.





The LDF key diagram illustrates the current planning strategy.

Over the past ten years over 3,000 new homes have been built.

Almost 30% of new housing development has taken place in the Northallerton area and 25% in the Thirsk area.

The Easingwold area has accounted for 20% of new homes, the Bedale area 15% and the Stokesley area 10%.

While the government is keen on developing brownfield sites (previously developed land), the council would encourage the reuse of land for housing, but there is a limited supply of brownfield land.

Future economic changes and MOD reviews of military estate assets could provide potential development opportunities in the District although it is too early to say what impact this may have. We have asked landowners and developers to put forward possible development sites. There have been about 300 sites put forward through this 'Call for Sites' exercise. Before we assess the sites it's important to think about the future planning strategy.

Your Views on Future Development Options for Hambleton

Five options for the future approach to development are set out below. They are:

1. **Principal Towns** - Development focused on Northallerton and Thirsk
2. **Central Transport Corridors** - Development focused around the main road and rail links
3. **Five Towns** - Development focused on the five market towns of Northallerton, Thirsk, Bedale, Easingwold and Stokesley
4. **Five Towns and Villages** - Development dispersed across the five market towns and villages within the District, and
5. **A New Settlement** - the development of a new settlement or significant expansion of an existing settlement.

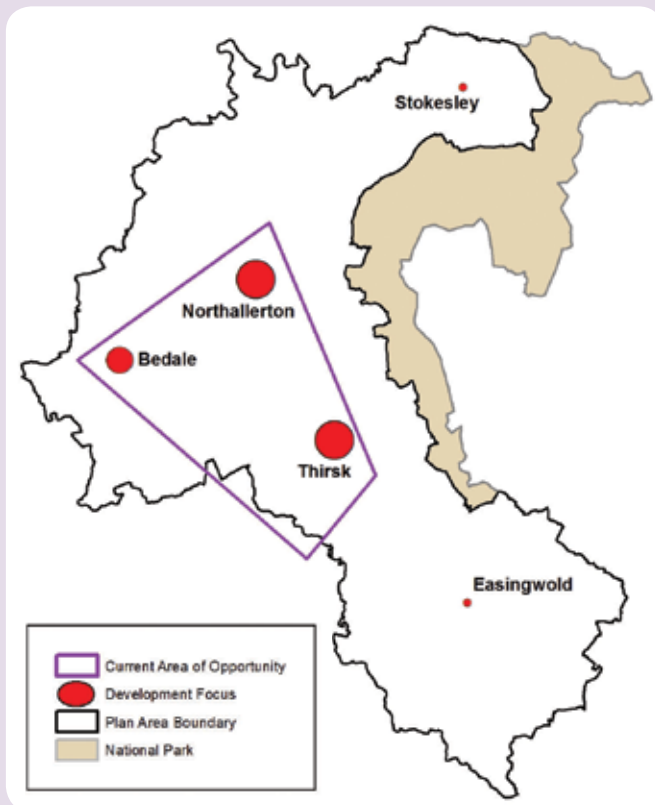
A combination of the options may well provide the way forward. However, at this stage the options are presented individually so that their implications can be identified and assessed. **We would like to hear your views and thoughts on the five options.**

Option 1: Principal Towns - Northallerton and Thirsk

This option would focus development on the largest towns within the existing area of opportunity. It would mean that Northallerton and Thirsk would be the main focus for future growth and development in Hambleton.

The market towns of Bedale, Easingwold and Stokesley would continue to fulfill a supporting role for growth. Limited development would be supported in villages.

This option represents a continuation of the current planning strategy for Hambleton as set out in the LDF Core Strategy, in effect rolling this forward from 2026 to 2035.



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Option 1 Strengths:

- focused on the largest settlements in the district
- these settlements are the main focus of services, facilities and employment
- this area of opportunity has the best transport connections.

Option 1 Weaknesses:

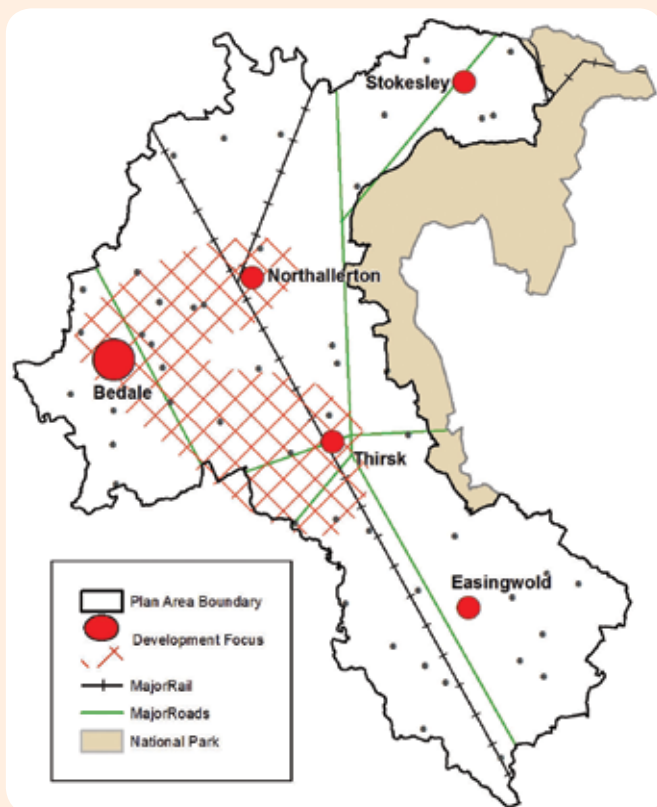
- a significant level of development is still to take place at Northallerton and Thirsk
- further pressure could impact on the character, facilities and infrastructure of these towns
- does not address the needs of other parts of the district at a more local level.

Option 2: Central Transport Corridors

This option would focus development on settlements that are linked to the main transport corridors and connections in Hambleton. This includes rail stations on the East Coast Main Line and the A1, A168, A684 and A19 corridors.

The main focus of development would be a range of settlements and locations within the existing area of opportunity. Within the area of opportunity there would be an emphasis on Northallerton, Thirsk and Bedale/Aiskew but also on other locations such as Dalton, Dalton Industrial Estate, Topcliffe and other villages.

This option retains much of the current planning strategy for Hambleton as set out in the LDF Core Strategy, but shifts and spreads the development emphasis.



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Option 2 Strengths:

- focused on places with better transport connections
- includes the largest settlements and the main employment centres and industrial estates
- potential to reduce the development pressure on Northallerton and Thirsk

Option 2 Weaknesses:

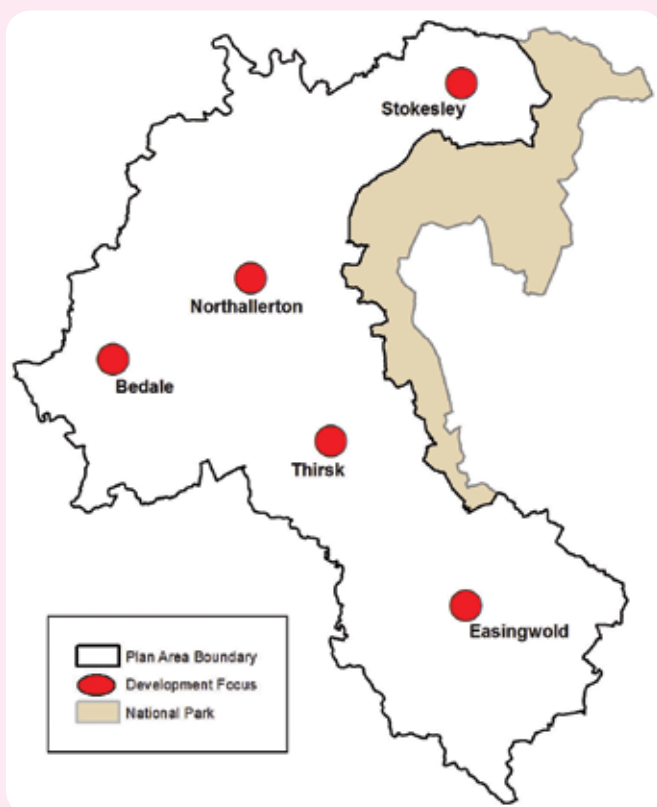
- transport focus could encourage more commuting in and out of Hambleton
- increases the need to travel to facilities in larger towns
- could involve the significant expansion of some villages
- does not address the needs of other parts of the district outside the area of opportunity at a more local level

Option 3: Five Towns

This option would mean that the five market towns of Bedale, Easingwold, Northallerton, Stokesley and Thirsk would be the main focus for future growth and development in Hambleton.

Compared to the current approach each of the five market towns would have an equal role in meeting the growth needs for the district, rather than the majority of development being focused in Northallerton and Thirsk. Limited development would be supported in villages.

This option represents a change from the current planning strategy for Hambleton as set out in the LDF Core Strategy. It has more of a district wide focus.



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Option 3 Strengths:

- more even spread of development across the district
- focuses on the main centres for services and facilities
- reduces the pressure on villages to grow

Option 3 Weaknesses:

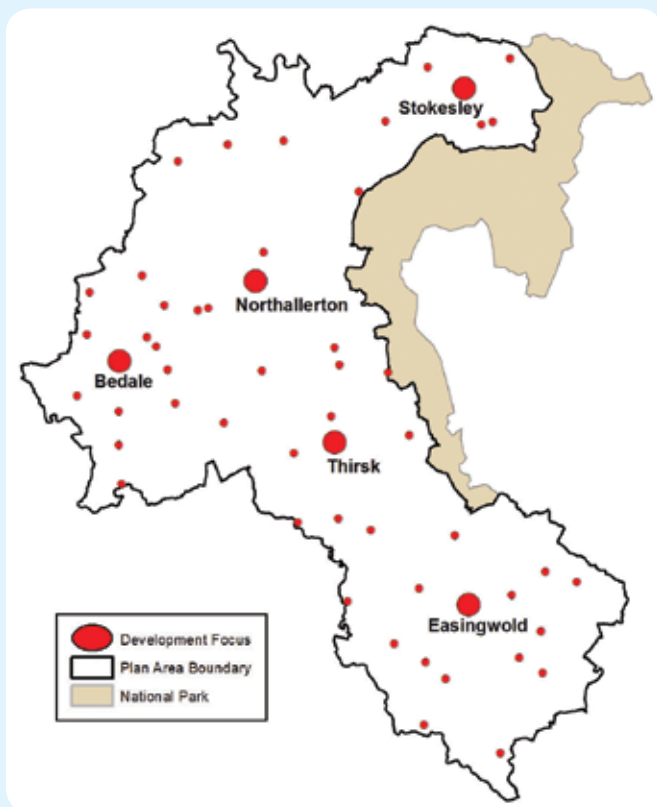
- could serve to meet the needs of adjoining York and Tees Valley areas
- increases pressure on the character, facilities and infrastructure of towns
- increases the need to travel to the facilities in the larger towns

Option 4: Five Towns and Villages

This option would mean that the five market towns of Bedale, Easingwold, Northallerton, Stokesley and Thirsk and a range of villages would be the main focus for future growth and development in Hambleton.

Compared to the current approach there would be a much greater emphasis on villages to accommodate growth. This would include the existing Service Villages, Secondary Villages and also other villages, with development being proportionate to their scale and character.

This option represents a distinct change from the current LDF planning strategy for Hambleton. It has a district wide focus beyond the existing area of opportunity and spreads development beyond the towns.



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Option 4 Strengths:

- places a greater emphasis on meeting local housing needs
- helps to support and sustain viable local services and facilities
- reduces the pressure on market towns to accommodate growth

Option 4 Weaknesses:

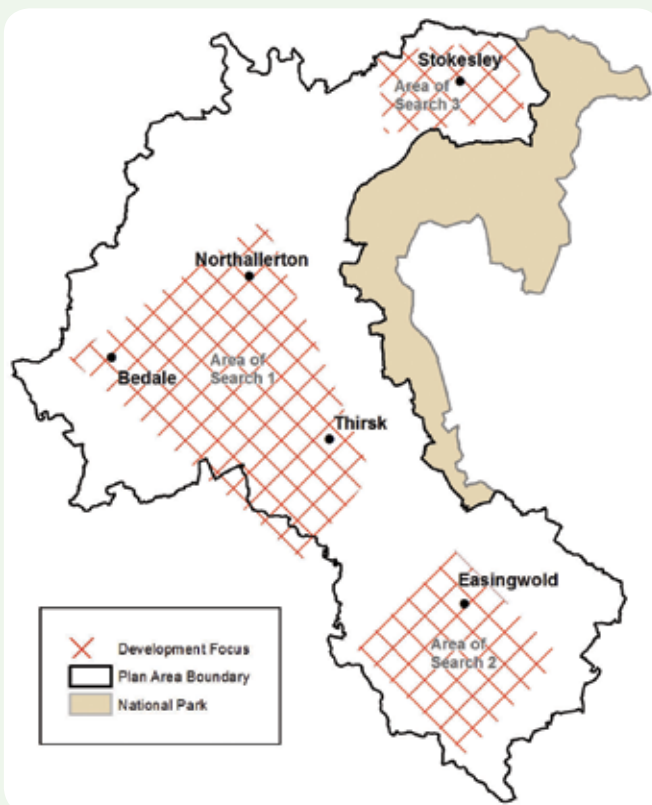
- could result in significant changes to the character of many villages
- increases the need for people to travel by car to access services, facilities and employment
- increases the amount of development taking place in more remoter rural areas

Option 5: New Settlements

This option would involve planning for a new settlement. A new settlement could take different forms. It could be completely 'new' or involve a very significant expansion of an existing village or hamlet.

This approach would need to be linked with another option as it would take time to develop a new community and would be unlikely to meet the needs of the whole district. Transport links and access to services, facilities and employment would be key considerations.

This option represents a complete change from the current planning strategy for Hambleton as set out in the LDF Core Strategy. Potential different areas of search are highlighted below. The location would have a key influence on how much demand there might be from people living in adjoining areas to live there.



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Option 5 Strengths:

- opportunity to plan a high quality living and working environment
- provides new infrastructure, services and facilities
- reduces development pressure on existing towns and villages

Option 5 Weaknesses:

- could draw away investment from existing places and infrastructure needs
- potentially significant impacts on the landscape and countryside
- long lead in and delivery timescales
- would still require development in other areas

Q19 Which spatial option(s) do you prefer and why?

Q20 Are there other approaches to allocating development you think we could consider?

SECTION 6

Next Steps

What Happens Next?

It is important that we get your views at this early stage in the preparation of a new Local Plan for Hambleton District. Importantly there will be further opportunities to have your say as the plan is developed.

Please provide your views and comments on this Issues and Options document by completing the online questionnaire at hambleton.gov.uk/localplan

This allows you to submit answers to the questions set out in this document.

The questionnaire will be accessible until 5pm on 19 February 2016 at which time the consultation will close.

If you have a site that you would like the council to consider for development you can submit sites using our online form available at hambleton.gov.uk

The council will use the comments it receives in response to this consultation to help develop the Preferred Options for the Local Plan.

Consultation on the Preferred Options will take place in Autumn 2016 and after this you will have the opportunity to give us feedback on a draft version of the plan.

If you want to be kept informed about the progress of the local plan and to be consulted on key stages of its preparation please contact us (see back page for contact details) with your name, address and email address and ask to be added to our consultation database.

What is the Timetable for Preparing the New Local Plan?

The Local Plan is a statutory document and there are a series of stages involved with its preparation. Further details can be found on our Local Development Scheme website - hambleton.gov.uk/localplan. The timetable is summarised below.



Where do Neighbourhood Plans fit in?

Neighbourhood Plans can be developed before or at the same time as a Local Plan is being produced. These plans also have a statutory status and when adopted Neighbourhood Plans, alongside the Local Plan, will be used in making decisions about planning applications. It is important that the ambition and proposals of a Neighbourhood Plan fits with the needs and priorities of the Local Plan and national planning policies.

Settlement Hierarchy 2014

Service Centres				
Northallerton (with Romanby)	Thirsk (with Sowerby)	Bedale (with Aiskew)	Easingwold	Stokesley
Service Villages				
Brompton East Cowton Morton on Swale	Carlton Miniott Topcliffe	Crakehall Kirkby Fleetham Snape West Tanfield	Brafferton/Helperby Huby Husthwaite Linton on Ouse Stillington	Great Ayton Great Broughton Hutton Rudby
Secondary Villages				
Appleton Wiske East Harlsey Great Smeaton West Rounton	Bagby Borrowby Dalton Knayton Pickhill Sandhutton Sessay South Kilvington South Otterington	Burneston Leeming Lemming Bar Scruton Thornton Watlass Well	Alne Crayke Raskelf Shipton Sutton on the Forest Tollerton	Crathorne Ingleby Arncliffe
Other Settlements				
Ainderby Steeple Danby Wiske Deighton East Rounton Ellerbeck Great Langton Hornby Kepwick* Low Worsall Nether Silton* Over Dinsdale Over Silton* Streetlam Thimbleby* Thrintoft Welbury Yafforth	Ainderby Quernhow Balk Carlton Husthwaite Catton Cowesby* Felixkirk Great Thirkleby Holme Howe Hutton Sessay Kilburn* Kirby Wiske Little Thirkleby Maunby Newby Wiske Sinderby Skipton-on-Swale Sutton under Whitstonecliffe Thirlby* Thornton-le-Beans Thornton-le-Moor Thornton-le-Street Upsall	Burrill Carthorpe Clifton on Yore Exelby Firby Gatenby Great Fencote Hackforth Kirklington Lanthorne Little Fencote Londonderry Nosterfield Sutton Howgrave Theakston Thirn Thornborough	Aldwark Alne Station Brandsby Farlington Flawith Myton-on-Swale Newton-on-Ouse Oulston Skewsby Stearsby Tholthorpe Thormanby Yearsley	Eastby Great Busby Kirkby in Cleveland Middleton-on-Leven Newby Picton Potto Rudby Seamer Tame Bridge

* part NYMNP



For further information contact:

Planning Policy and Conservation
Hambleton District Council, Civic Centre,
Stone Cross, Northallerton DL6 2UU

T: 01609 779977

E: planningpolicy@hambleton.gov.uk

hambleton.gov.uk/localplan



This information is available in alternative formats and languages

North Yorkshire Local Access Forum**4 February 2016****Schools and Education Project****Report of the Secretary****1.0 Purpose of the Report**

- 1.1 To update the Forum on progress.

2.0 Background

- 2.1 In February 2015, Members received a progress report on a project to promote outdoor access for school children. It was noted that further work was planned to produce modules that can be incorporated into the worksheets used by the NYCC outdoor centre and a blueprint to help teachers promote outdoor access for primary school children.
- 2.2 The Chair has worked further on this and a copy of "Getting Out 'n About Together" is attached.

3.0 Recommendation

- 3.1 That the Forum considers progress and next steps.

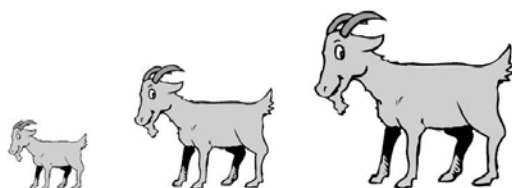
BARRY KHAN
Assistant Chief Executive (Legal and Democratic Services)
County Hall
NORTHALLERTON

Report author: Kate Arscott, Secretary to North Yorkshire Local Access Forum

Background Documents: None

GETTING OUT 'N ABOUT TOGETHER

Aimed at Primary School age children, this ideas list is to encourage children to gain confidence and interest in using their local path network. Designed to stand alone or to enhance the education gained from visits to the Outdoor Learning Centres, it is hoped these projects will support the benefits of **Getting Out 'n About Together**.



(being a **GOAT!**)

Walking out of school, instead of in to school:

- Make a list of the flowers, trees, birds and insects found. Note how this will change with the seasons. Devise an observation game or quiz
- Guess how far the walk was, then work it out on the OS 1:25000 map
- Initiate a litter-pick; how long will the various items take to biodegrade?

Back In the classroom

- See how the current map contrasts with the map of 100 years ago; the changes of society, the history reflected in road or field names
- Why paths matter. Their purpose in the past and now; healthy lifestyles, sustainable transport, social interaction; responsibilities
- Plan an exhibition centred on Your Path for a school Open Day or have a **GOAT** walk with friends and family.

Could the school Adopt a Path?

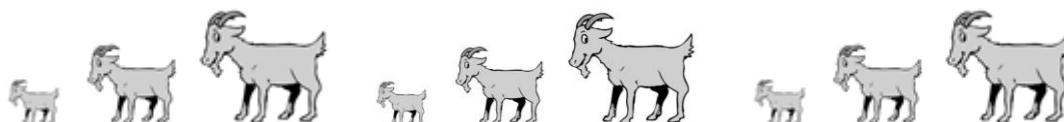
- Keep it tidy, and encourage others to do so too.
- Is your trail user-friendly for the less able? Is it safe? Is it signed and easy to follow? Can you ask the Parish Council to be a partner to improve it?

These are a few of the projects that can be explored, with many opportunities to follow the themes of the John Muir Award (Discover, Explore, Conserve and Share) as promoted by NYCC's Outdoor Centres. Overleaf are source notes....

SOURCE NOTES

FOR

GETTING OUT 'N ABOUT TOGETHER



An essential tool for Getting Out and About Together is an **Ordnance Survey Explorer map** (orange-fronted series) with a scale of 1:25,000. No other scale will show what you need: i.e. short green dashes to indicate footpaths and long green dashes to show bridleways. When you are out and about, paths should be signed from the road, then translate to yellow arrows for footpaths, blue for bridleways wherever there is doubt about the correct route in order to prevent trespass.

The County Council is responsible for public rights of way. On your computer put in **North Yorkshire County Council rights of way**, where you can navigate to online mapping, walking and riding leaflets, contacts and every kind of useful information.

The North Yorkshire County Record Office (the Archives) in Northallerton is a rich source of information and their website will provide old maps, parish records and all sorts of local background. **archives.northyorks.gov.uk/dserve/wt_contact.htm** They can even arrange visits and talks.

There may be a **local history group** in your area who would enjoy working with you, and telling stories or showing photographs of your neighbourhood from the past.

This leaflet is produced by the **North Yorkshire Local Access Forum** – an independent body which advises on Access within the county, and which wishes to promote the enjoyment of rights of way particularly amongst those new to the experience.

North Yorkshire Local Access Forum

4 February 2016

Secretary's Update Report

Report of the Secretary

1.0 Purpose of the Report

- 1.1 To update members of the Local Access Forum on developments since the last meeting of the LAF.

2.0 Update

Consultation responses

- 2.1 Following the meeting on 4 December 2015, three formal consultation responses have been submitted on behalf of the Forum:
- Local Transport Plan 4 (North Yorkshire County Council)
 - Scarborough Borough Local Plan (Scarborough Borough Council)
 - Minerals and Waste Joint Plan – Preferred Options (North Yorkshire County Council)
- 2.2 The draft Local Transport Plan 4 is due to be considered at the County Council Executive on 2 February, prior to recommendation to the County Council for adoption on 17 February 2016. The report to the Executive includes the following reference to changes made in light of the comments submitted by the Local Access Forum:

Request for addition of text regarding green lanes, Byways Open to all traffic, and Unclassified Unsealed County Roads in the rights of way section.	Noted. Amendments have been made to public rights of way section of LTP4.
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The full report to the Executive can be found here:

<http://democracy.northyorks.gov.uk/committees.aspx?commid=18&metid=3154>

- 2.3 Scarborough Borough Council has formally acknowledged and registered as valid 7 specific comments from the Forum's submitted response. These comments will be forwarded to the Inspector for the Examination in Public. The comments are:

SBLP 705	Regarding 2 Vision, Aims and Objectives
SBLP 706	Policy HC15 Open Space and Sports Facilities
SBLP 707	Policy INF1 Transport
SBLP 708	Paragraph 9.19
SBLP 709	Policy INF3 Sustainable Transport and Travel Plans
SBLP 710	Policy INF4 Cinder Track (The former Scarborough to Whitby Railway Line)
SBLP 711	11 Monitoring Framework

Scarborough Borough Council has also provided the following response to the Forum's request for feedback on its advice:

"I note that the Forum has requested feedback on their comments. Unfortunately, at this stage of plan production we are unable to do so. Please note that over the coming months the planning authority will consider whether, in light of all the comments received through the representation period, any changes to the plan are required to make it 'sound'. If it is considered that modifications are required, these will be sent to the inspector prior to the Examination in Public in an addendum format.

The Forum should be aware that their comments provided in response to the Draft Local Plan in May 2014 did result in a number of changes to the document (reflected in the Proposed Submission Local Plan). These previous comments and our response to them can be viewed on the 'Supporting Documents' tab of the online consultation portal and within the document entitled, 'Report on Draft Local Plan (2014): Comments and Recommendations'."

<http://scarborough-consult.limehouse.co.uk/portal/planning/lp/pslp>

- 2.4 No formal feedback has been received so far in relation to the Forum's submission in response to the Minerals and Waste Joint Plan – Preferred Options consultation. However this consultation only closed on 15 January 2016. Any feedback received will be shared with Forum members.

Feedback from last meeting

- 2.5 At the meeting on 4 December, members asked the Secretary to investigate a mechanism for providing regular notification of County Council planning applications to interested LAF members. Members can access the County Council's planning register through the following link:

<https://onlineplanningregister.northyorks.gov.uk/register/>

Restrictions

- 2.6 The Forum is consulted on a range of restrictions under the Countryside and Rights of Way Act 2000. No consultations have been notified since the last meeting of the Forum. Three notifications have been received from the Open Access Contact Centre at Natural England confirming restrictions:

Direction Case No	Period of Restriction	Land Affected and Reason
2015117981	9/12/15-31/3/16 excluding weekends and bank holidays	Langdale Stoney Rigg Section 25 (1)(b) – No public access Tree felling
2015117977	14/12/15-15/3/16 excluding weekends and bank holidays	Dalby Bickley Northside Section 25 (1)(b) – No public access Tree felling
2016018033	8/3/16-7/3/21	Bleara Moor Section 23(2) – discretionary dog exclusion to protect moorland birds

National conference and regional meeting

- 2.7 Members will be aware that a northern national conference for Local Access Forums is due to take place on 1 March in Leeds. Each LAF is entitled to one guaranteed place at the conference. Other members may register as reserves, should additional places be available. All members were invited to express an interest and David Barraclough has been confirmed as the LAF's nominated representative. A number of members are on the reserve list and will be notified in due course whether places are available.
- 2.8 The next regional meeting of Local Access Forums across Yorkshire and Humberside takes place on 9 March in Beverley. The Chair will be attending on behalf of the Forum.

LAF Newsletter/Huddle

- 2.9 Natural England has recently published the eighth edition of the Local Access Forum newsletter, which was circulated by email to all North Yorkshire LAF members.

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/493163/laf-newsletter-issue8.pdf

- 2.10 Members can also keep up to date with issues of interest to LAF members through Huddle, an internet workspace provided by Natural England where LAF members can share information, good practice or ask advice on an issue. All LAF members are encouraged to join

Huddle. The Secretary can arrange this on behalf of any new LAF members who wish to sign up.

Sub groups

- 2.11 The Vice Chair has suggested that the Forum should consider whether any sub groups are required to assist the LAF in managing its business.

3.0 Recommendation

- 3.1 That the Local Access Forum notes the update report.

BARRY KHAN
Assistant Chief Executive (Legal and Democratic Services)
County Hall
NORTHALLERTON

Report author: Kate Arscott, Secretary to North Yorkshire Local Access Forum

Background Documents: None

North Yorkshire Local Access Forum**4 February 2016****Forward Plan****Report of the Secretary****1.0 Purpose of the Report**

- 1.1 To invite members of the Local Access Forum to consider items of business for future meetings.

2.0 Background

- 2.1 The 'Guidance on Local Access Forums in England' published by the Department for Environment, Food and Rural Affairs (Defra) strongly recommends that forums prepare a forward work programme which sets out the forum's priorities and special areas of interest.
- 2.2 This can play an important role in helping the forum to:
- Ensure a focus on issues which are the most relevant for the area
 - Clarify the issues on which the County Council or other section 94(4) bodies would benefit from receiving advice
 - Timetable when specific matters are likely to be considered
 - Inform the public about the forum's work
 - Identify training needs
 - Review effectiveness and prepare an annual report.

3.0 Forward Plan

- 3.1 The Local Access Forum is scheduled to meet three times per year. Future meeting dates are:
- 6 July 2016
 - 12 October 2016
 - 11 January 2017
 - 6 April 2017
- Meetings are scheduled to start at 10.00am.
- 3.2 The Forum will need to consider items of business for future meetings. The attached draft forward plan presents a starting point.

4.0 Recommendation

- 4.1 That the Local Access Forum considers items of business for future meetings.

BARRY KHAN
Assistant Chief Executive (Legal and Democratic Services)
County Hall
NORTHALLERTON

Report author: Kate Arscott, Secretary to North Yorkshire Local Access Forum

Background Documents: None

NORTH YORKSHIRE LOCAL ACCESS FORUM

Forward Plan 2016/17

Date of Meeting	
Standing items	<ul style="list-style-type: none"> • Minutes • Matters Arising • Public Questions and Statements • Consultations • Secretary's Update Report • Forward Plan
6 July 2016	<ul style="list-style-type: none"> • LAF Annual Report • Harrogate draft Local Plan consultation (provisional) • PLAN Selby – Draft Preferred Options consultation (provisional) •
12 October 2016	<ul style="list-style-type: none"> • • • •
11 January 2017	<ul style="list-style-type: none"> • • • •
6 April 2017	<ul style="list-style-type: none"> • LAF Annual Report • • •