



Agenda

Notice of a public meeting of Selby and Ainsty Area Constituency Committee

- To:** Councillors Karl Arthur, John Cattanach, Mark Crane, Melanie Davis (Chair), Stephanie Duckett, Tim Grogan, Mike Jordan, Andrew Lee, Cliff Lunn, John McCartney, Bob Packham, Andy Paraskos, Kirsty Poskitt, Jack Proud, Steve Shaw-Wright and Arnold Warneken
- Date:** Friday, 19th January, 2024
- Time:** 2.00 pm
- Venue:** Selby Civic Centre, Council Chamber, Doncaster Road, Selby, YO8 9FT

Members of the public are entitled to attend this meeting as observers for all those items taken in open session. Please contact the named democratic services officer supporting this committee, details at the foot of the first page of the agenda, if you have any queries.

Recording is allowed at Council, committee and sub-committee meetings which are open to the public. Please give due regard to the Council's protocol on audio/visual recording and photography at public meetings. Anyone wishing to record is asked to contact, prior to the start of the meeting, the named democratic services officer supporting this committee. We ask that any recording is clearly visible to anyone at the meeting and that it is non-disruptive.

Business

1. Welcome, introductions and apologies
2. Minutes of the meeting held on 21st September 2023 (Pages 5 - 16)
3. Declarations of Interest

4. Public Questions and/or Statements

Members of the public may ask questions or make statements at this meeting if they have given notice (including the text of the question/statement) to Steve Loach of Democratic Services (contact details provided on the Agenda) by midday on Tuesday 16th January 2024. 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.

5. Appointments to Committees and Outside Bodies - Report of the Assistant Chief Executive (Legal and Democratic Services) (Pages 17 - 18)

6. North Yorkshire Council's Petition Scheme - Objection to the development of the Central Area Car Park in Tadcaster for housing (Pages 19 - 28)

Should a petition contain 500 signatures or more it will be scheduled for debate at the next meeting of the appropriate Area Constituency Committee.

The following petition has exceeded 500 signatures, and, as such, will be considered at today's meeting:- "I disagree with the plan to build houses on the Central Car Park in Tadcaster and urge Selby District Council (now North Yorkshire Council) to remove this proposal as a preferred option from the Selby District Plan"

At the meeting the petition organiser will be given five minutes to present the petition and an officer of the Council will provide a response. The petition will then be discussed by councillors for a maximum of 15 minutes. A decision on how to respond to the petition will be agreed at the meeting.

Councillors may decide:

- to take the action the petition requests
- not to take the action requested for reasons put forward in the debate
- to commission further investigation into the matter, for example by a relevant committee
- where the issue is one on which the council executive are required to make the final decision, the committee will decide whether to make recommendations to inform that decision

The petition organiser will receive written confirmation of the decision and the decision will be recorded in the minutes of the meeting, published on our website.

7.1 Local Development Planning - Selby Local Plan - Report of the Corporate Director of Community Development (Pages 29 - 36)

Attached is the covering reports in respect of the Selby Local Plan. The full report, including the appendices, was considered by the Development Plans Committee on 16th January 2024 and a link to the full report is provided here, rather than replicate that information in duplicate, in its entirety:-

To see the publicly available information, follow the link: [Agenda details on public web site](#)

Please contact Stephen Loach (contact details at the end of the agenda) should you require a printed version of this document.

7.2 Local Development Planning - Maltkiln New Settlement - Report of the Corporate Director of Community Development (Pages 37 - 48)

Attached is the covering reports in respect of the Maltkiln New Settlement Plan. The full report, including the appendices, was considered by the Development Plans Committee on 16th January 2024 and a link to the full report is provided here, rather than replicate that information in duplicate, in its entirety:-

To see the publicly available information, follow the link: [Agenda details on public web site](#)

Please contact Stephen Loach (contact details at the end of the agenda) should you require a printed version of this document.

8. North Yorkshire Councils role in responding to and recovering from emergencies - Report of the Head of Resilience and Emergencies (Pages 49 - 64)

9. Update on Local Bus Services - Reports of the Corporate Director - Environment (Pages 65 - 68)

10. Update on Rail matters - Report of the Corporate Director - Environment (Pages 69 - 74)

11. North Yorkshire Council's Climate Change Champion - Introduction and presentation by Councillor Paul Haslam (Pages 75 - 108)

12. Selby Climate Change Action Plan - Funding - verbal update of the Climate Change Strategy Manager

13. Selby SEND School - Update by Chair on recent public meeting

14. Work Programme (including an update on the £50k per ACC seed funding pot for economic development) - Report of the Assistant Chief Executive (Legal and Democratic Services) (Pages 109 - 116)

15. Such other business as, in the opinion of the Chairman should, by reason of special circumstances, be considered as a matter of urgency

Barry Khan
Assistant Chief Executive
(Legal and Democratic Services)
County Hall
Northallerton

11th January 2024

North Yorkshire Council

Selby and Ainsty Area Constituency Committee

Minutes of the meeting of the Selby and Ainsty Area Constituency Committee held at Selby District Council Offices, Selby on 21st September 2023 at 10am.

Present:-

Members:-

Councillors Melanie Davies (Chair), Karl Arthur, Stephanie Duckett, Tim Grogan, Mike Jordan, Andrew Lee, Cliff Lunn, Andy Paraskos, Kirsty Poskitt, Jack Proud, and Arnold Warneken.

Keir Mather, MP – at the invitation of the Chair.

Apologies

Apologies for absence were submitted by Councillors John Cattanach, Mark Crane, Bob Packham and Steve Shaw-Wright

Officers:-

Daniel Harry (Manager Democratic Services), Steve Loach and Gina Muldering (Democratic Services), Aimi Brookes (Senior Development Manager – Waste Management)

Matt Robinson - Head of Resilience and Emergencies – Attended remotely

There were six members of the public present.

Copies of all documents considered are in the Minute Book

26. Minutes

Resolved -

That the Minutes of the meeting held on 15th June 2023, having been printed and circulated, be taken as read and confirmed and signed by the Chairman as a correct record.

27. Appointment of Vice-Chair

It was noted that Councillor John Cattanach had resigned from the position of Vice-Chair to the Committee.

Resolved –

That Councillor Kirsty Poskitt be appointed as Vice-Chair of the Committee until the first meeting following the Annual Council meeting in May 2024.

28. Declarations of Interest

There were no declarations of interest at this stage of the meeting.

29. Public Questions or Statements

Question from Carl Halstad, Beal

The Retreat, on Marsh Lane has an ongoing dispute with the council over a PROW. The council has already removed two illegal obstructions put up by them on the Riverdale entrance to stop the public accessing the PROW. Previous owners in 2007 built extensions that covered the definitive line of the PROW, and the council failed to enforce it being re directed. The new owners, Campey estates, and the Tennant, have now erected gates fences and padlocks to stop access, from the marsh lane entrance. In answer to their proposed planning application they received a response from NYC which stipulated the PROW should remain accessible to the general public, and that the public have the right to deviate on the owners land to access it. The gates on marsh lane were open on Saturday 16th of September 2023. A group of peaceful villagers took the opportunity to walk to the PROW but that end was also padlocked. The Tennant called the Police and the group were told by officer 1742 that they were trespassing. The officer was shown the council document and ignored the stipulations and issued a verbal section 69 to leave the car park . My question is has anything changed regarding the public's right to gain access to the PROW.

A response to the issues raised was provided as follows:-.

As has been previously advised we can only take action on the definitive line of the Public Footpath. The newly installed fences and gates that have now been padlocked are on a walked route, and there is no clear legal basis which would allow the Authority to take enforcement action against these structures, as they are on a route that members of the Public have used to deviate around the building extensions, which obstruct the definitive line.

Members of the Public have a Public Right to use the definitive line of the Footpath only.

Trespass is a civil matter that needs to be dealt with between the landowner and the individuals, however, as NYC were not privy to the conversations or events between the Police and the residents over the weekend relating to aggravated trespass, this is not something we can advise on. The Common Law right to deviate around an obstruction, only exists where the deviation is made on to other land of the landowner responsible for the obstruction. There is no right to go onto land of another landowner to avoid the obstruction.

The Countryside Access Service were consulted on the change of use planning application and sent our standard comments. We understand that the application is yet to be determined however any specific questions relating to the planning application must be raised directly with the Selby Planning Team.

I appreciate the situation is frustrating however as a resolution to these matters will take a long time due to the legal requirements we have to conform to and at this stage there is no further information we are able to provide in addition to what we have previously advised Mr Halstad.

Members discussed the issues raised and highlighted the following:-

- A Member noted that this Public Right of Way (PROW) was in his electoral division and that the footpath had been used for a number of years. However, since a new Landlord had taken over at the pub the path had been closed, as access was through the pub and the alternative route goes across land owned by the pub. He noted that the issue had been referred to legal officers but the issue was very complex. It was suggested that the matter required a resolution as soon as possible. The Member stated that he was currently attempting to broker an agreement between the land owner and the Council on this matter.

30. Appointment to Outside Body

A report was submitted by the Assistant Chief Executive (Legal and Democratic Services) inviting Members to make an appointment to the First Ainsty Drainage Board.

It was clarified that the position was available for someone suitably qualified but did not have to be a North Yorkshire Councillor.

In view of this, as the Board required additional representation, and a full review of Outside Body representation was currently taking place, it was suggested that no appointment be made at this meeting, with further consideration given at the next meeting of the Committee to coincide with the review.

Resolved –

That no appointment be made at this meeting, with further consideration given at the next meeting of the Committee in relation to this and any other appointments to Outside Bodies, to coincide with the review.

31. Introduction to new Constituency MP - Keir Mather

The new MP was unavoidably delayed in attending the meeting but introduced himself to Members upon arrival. He stated he was currently sorting out his back office team and had taken ownership of an office, locally, which would provide a place of contact. He stated that it was a privilege to serve the local community, and he would assist, locally, in anyway he could.

Prior to the MPs arrival it had been noted that, previously, the Committee had voted to receive a report from the previous local MP, rather than have him attend, and it was asked whether Members wished to reverse that decision.

Members stated that they were minded to provide an opportunity to attend meetings of the ACC, when the MP was available, and, as with the previous MP, provide an opportunity for a nominated assistant of the MP to attend ACC meetings on his behalf.

Resolved –

That the MP be given an opportunity to attend meetings of the ACC, when he was available, and, a nominated assistant of the MP to attend ACC meetings on his behalf, when he was unable to attend.

32. Changes to Parliamentary boundaries - potential impact on ACC

It was noted that the Members who had requested that this issue be debated at this meeting were now unable to attend and, therefore, it was suggested that the issue be deferred for consideration at a subsequent meeting and that the Members be advised of their need to attend to debate this matter.

It was further suggested that more details were required to assist the debate including maps of how the proposals were being processed and the likely changes to the boundaries identified to give context to the discussions.

Resolved –

The issue be deferred for consideration at a subsequent meeting with additional details provided to assist Members with their discussions.

33. Civil Parking Enforcement

The Clerk read out the following statement from the Head of Parking Services:-

“As you are most probably aware, the former Selby District Council area received its parking enforcement as a result of Service Level Agreements that existed between Harrogate Borough Council and Selby District Council for Off – Street Enforcement and subsequently, Harrogate Borough Council and North Yorkshire County Council for On – Street Enforcement. Up to vesting day that remained the case and enforcement was delivered in accordance with those agreements and then, since vesting day and up until now it is business as usual. It should be noted that equal arrangements exist for Scarborough who service SLA’s with NYCC, Hambleton, Ryedale and Richmond. To that end Parking Services continues to deliver enforcement to the former Selby District Council area with the original agreed number of staff that being 2 Civil Enforcement Officers (CEO’s). For some time, we have had a vacancy in that area and subsequent recruitment campaigns failed to yield any results but this area, i.e., CEO recruitment is especially difficult and has been since COVID and to give some perspective on that we also have 4 vacancies at both Harrogate and Scarborough for example. I am delighted to report, however, that we have successfully recruited a new member of staff for Selby who will begin training shortly making the number back up to the original 2 as mentioned earlier in this report.

The situation going forward. The Environment Directorate has now completed the HoS level of its transition and now those newly appointed HoS have begun the next level of the transition, which is to appoint service managers, the consultation for which, is about to start. Once that is complete the next phase will be to construct an operating model for the service and execute the final piece of the transition puzzle. The Directorate is working towards it all being complete by the end of the calendar year. During the forming of the operating model phase assessments will be made as to the number of enforcement staff being required to successfully service the whole council area, so the Local Transport Plan (LTP), number of restrictions and times of operation of those restrictions and available budget will all be determining factors in the final figures. Please be assured that Parking Services continues to provide the best Service possible to your area.”

A Member stated that despite the recent recruitment there were still insufficient resources to cover the whole area, with many outlying villages receiving little or no coverage. Consideration should be given to how to move this forward and it was suggested that Members should be provided with an input into the review of Civil Parking Enforcement, to allow area issues to be raised.

Resolved –

That appropriate representations be made in respect of Member involvement in the review of Civil Parking Enforcement.

34. Public Transport

The Clerk read out the following statements from officers in Passenger Transport Services:-

Rail

Stations

1. Selby
 - a. Gateway Project – currently reviewing the scheme and costs
 - b. Access for All Project – new bridge and lifts : work continues but there has been a delay due to a few new issues but hopeful of delivery soon
 - c. Ticket Office Closure – NYC responded to the Transport Focus – Ticket Office Closures Consultation which ended 1st September. The Executive Member has written to all Councillors with the response
2. Church Fenton
 - a. Issues with the approach road leading to the car park/station are part of a revised planning application from the housing developer
 - b. The Station has been a focus for Northern I terms of maintenance and cleaning – programme of works to improve the station continues
3. Ulleskelf
 - a. The station has had a partial repaint of the bridge onto the platforms and again a clean of the station is/has been carried out
 - b. The process has also started to see whether the local residents would like to create a station adoption group
4. Both the above stations are part of the Trans-Pennine Route Upgrade and NYC are part of a Station Working Group and there may be future opportunities for small scale improvements

Timetable / Performance

1. The Industrial Action on the railway continues, at the time of writing this no new dates for strike action have been announced. However, issues with Rest Day Working, overtimes and sickness levels have impacted on both Trans-Pennine Trains and more recently Northern.
2. Trans-Pennine Trains (TPT) performance has been poor though improving and is still at higher levels than would be expected.

As part of stabilising the timetable TPT are proposing from December 2023 Timetable, to remove one set of rolling stock (Nova 3) whilst this type of stock does not operate to/from Selby, it is likely to lead to a reduction in capacity across the North and potentially longer journey times on services from Selby to Manchester (not Liverpool) as they stop at intermediate stations. At the time of writing we are awaiting full details of the timetable and train capacity.

3. Northern

Performance has been relatively good, however there have been some issues in the last month and aware that this has led to issues with connections especially at Church Fenton.

Cost is still an issue and there have been some minor changes to the December 2023 timetable mostly around reducing capacity, increasing services and capacity and increasing costs were not considered as part of this timetable.

For York Race days the services into York are reviewed and where possible capacity is increased.

4. Sherburn in Elmet

Trans-Pennine Trains will start a limited service Huddersfield – Wakefield – Castleford – York service, NYC have been lobbying for these trains to stop at Sherburn in Elmet however there are some technical issues and potential cost and this has not been progressed. There is a meeting/workshop planned for October with the Train Operators, Business Park and NYC to understand how we can get trains to stop at Sherburn – in - Elmet in the future/

Other

1. Hull Trains – recently a meeting was held with them and regular meetings will now take place, they have started talking to the Inward Investment team and Visit Selby to work more in partnership
2. Goole – Leeds line: work continues on improving the level of services on this line, cost of the service is an issue and there is more work being done on improving the service in the longer-term

Local bus services in the Selby & Ainsty area:

Arriva Yorkshire made a number of changes to local bus routes in the Selby area from 23 July:

- From the start of September term, Selby College are operating their own transport in place of Services 1,2 and 3 that were previously run by Arriva. As a result, Arriva have introduced a new Service 400 and made changes to Service 401, mainly to accommodate students travelling in from East Yorkshire.
- There was also a major timetable change for Service 164 (Leeds – Sherburn Industrial Estate / Monk Fryston – Selby – Abbots Road) to improve punctuality and most journeys will now run at different times; between Cross Gates and Colton, the service is diverted via The Springs and Thorpe Park.
- Service 415 (York – Designer Outlet – Escrick – Riccall – Selby): additional morning peak journeys were introduced increasing the frequency from every 20 minutes to every 15 minutes and other timetable changes to improve reliability.

Harrogate Bus Company have altered timings of afternoon journeys on Service 8 (Harrogate – Knaresborough – Wetherby) from 04 September which will affect Little Ribston, North Deighton & Kirk Deighton. This is to improve reliability.

Full details can be found via the NYC website at Public transport | North Yorkshire Council

There are no further planned changes to bus services in the Selby & Ainsty area that officers are currently aware of.

Also, the Department for Transport have extended the £2 bus fare cap scheme until 31 October 2023 after which there will be a new capped price of £2.50 per journey which will be in place until November 2024.

LTP Update:

Public engagement for the new Local Transport Plan, under the 'Let's Talk: Transport' brand launched on 22 May 2023 and concluded on 17 July 2023. Analysis is underway and initial figures suggest that more than 4,500 survey responses have been received.

In addition to the online survey paper-based options, including translations, braille and easy read versions, were also available. Further, officers attended 18 public events across the county which varied in type, but included markets, coffee mornings, older people's meetings and youth groups with a view to encouraging completion of the survey, but also to offering opportunities for discussion with NYC officers. Around 250 conversations were held through these events.

A first round of elected member discussion sessions have now taken place on an area constituency committee (ACC) basis. These sessions, which have been held informally between members and officers, provided information on the LTP process, and then offered opportunity for debate and sharing of views. Officers are planning to hold further sessions with members as the plan moves forward and at key stages in its development.

Stakeholder engagement launched over the summer, with stakeholders being contacted initially by email and invited to complete an online survey. Approximately 750 emails were sent out to stakeholders, including around 500 to parish, town and city councils. The YNYLEP have also issued the invitation to participate in the stakeholder engagement through their own existing channels.

Stakeholders have also been offered other opportunities for participation including a stakeholder working group, which like the member discussion sessions, would help to influence the development of the new LTP. Officers are also exploring the potential for thematic stakeholder groups to help guide the development of the plan. It is envisaged that stakeholder engagement will continue throughout the development of the plan, and beyond that as we move into the new LTP delivery phase.

Staff engagement, including a staff in person event, and a staff webinar were held in August and will allow officers working in the highways and transportation directorate, alongside colleagues from other teams to input into the process.

Members highlighted the following issues:-

- Concern was raised regarding the large amount of detail in the statement which may have been difficult to understand on the public broadcast.
- Issues were continuing in Tadcaster with busses running through the town full, particularly the Coastliner service, due, in the main, to the £2 capped fare.

- A Member noted that the West Yorkshire Passenger Transport Strategy had implications for the Constituency area in terms of the potential for additional train services to be provided. The potential had been discussed with the appropriate Executive Member and it was suggested that this be referred back to him to ensure that there was joint planning on these potential services with West Yorkshire.

Resolved –

That the updates, and issues raised, be noted, and any action be undertaken, accordingly.

35. North Yorkshire Councils role in responding and recovering to emergencies

The Head of Resilience and Emergencies was to give a presentation relating to the role of Members and the ACC in responding to and recovering from emergency situations from a remote location, but, unfortunately, there was a problem with the sound and the presentation had to be aborted.

It was suggested that, at this stage, Members contact the officer directly with any questions they wished to raise. Members raised concern regarding the remote communication systems which failed on a regular basis and asked that the position be sorted as soon as possible.

The following issues were raised by Members:-

- The need for effective communications and contact to be in place for the forthcoming winter season was emphasised.
- Contact with local Parish Councils was important to the development of an effective service, and it was suggested that Members could feed in the emerging concerns from their areas through their Parish Council contacts. These could be co-ordinated and circulated via the Clerk.

Resolved –

That the position regarding the presentation be noted and the action suggested be undertaken accordingly.

36. SEND Provision Selby - Selby Special Free School Update

The Head of SEND Strategic Planning and Resources provided an update highlighting the following:-

- Whilst there had been considerable delays to the building of the school, in recent weeks progress had been made in moving the plans forward.
- Recently the DfE had awarded the contract for the construction of the school to a main contractor. A period of public engagement on the plans for the school's construction prior to a planning application later in the autumn would be undertaken over the coming weeks.
- The school itself would be run by Wellspring Multi Academy Trust and would be built to the latest sustainability standards should planning approval be given. It was anticipated that opening of the school will take place in the 2025/26 academic year.
- The school would provide 100 places for children across the age range of 3-19 years and would see a genuine local option being provided for children so they were able to attend school closer to home.

Unfortunately the officer had been unable to attend the meeting to present the report.

Member raised the following issues:-

- Members highlighted how they had been pushing for this provision for a number of years, which had been held up by the DfE, however, the new school development was welcomed, wholeheartedly.
- The Chair stated that a meeting, that would allow both parents and school representatives an opportunity to outline the impact the delays had caused, was required.
- She noted that the current update did not provide a timeline for the provision and it was imperative that this was in place. A Member stated that he had submitted a Freedom of Information request in respect of the delays to the project but was yet to receive a response.
- A Member stated that he had attended a recent exhibition of proposals for the new school and, although impressed, still had concerns relating to additional traffic problems that would be created at the location. Another Member stated that it was good to see the parents of the children affected at the exhibition, and the provision created would enable their children to attend a local school rather than having to travel long distances to get the schooling they required. It was suggested that no further barriers should be put in front of the proposal to ensure the much needed facility was delivered as soon as possible.
- In terms of the meeting the Chair stated that she would like parents, school representatives (Governors and Teachers), local Members, officers and the local MP, to be invited, to discuss, openly, the issues caused by the delays to the school. The Manager of Democratic Services sought clarity on the status of the Meeting, emphasising that a Meeting of the ACC would be bound by the Constitution and would limit speaking times for those involved. However, an ACC meeting was the appropriate arena for feedback to be provided to the Executive. A Public Meeting would not be tied to speaking times but would not provide an appropriate opportunity for feedback. In relation to this it was stated that the Chair would discuss the arrangements with Democratic Services to determine the status of the meeting and advise Members accordingly. It was expected that the meeting would be held in the evening in October.

Resolved –

That the update be noted and a meeting be arranged involving parents, school representatives (Governors and Teachers), local Members, officers and the local MP, the status of which was to be determined by the Chair, in conjunction with Democratic Services officers, with Members advised accordingly.

37. Selby Area Garden Waste Service

The Senior Development Manager – Waste Management presented a report providing an update on the implementation of a subscription garden waste service in the Selby area.

The following details were outlined in the report:-

- Public Consultation
- Service Options
- Communication and Engagement Campaign
- Subscription Levels
- Alternative Garden Waste Disposal Options

An update to the report was provided and it was noted that by the end of week 4 there had been 18709 subscriptions to the service, which was 53.5% of the former district area, which was best level of take-up in North Yorkshire.

Further monitoring was taking place and details on the affect the subscription service has had on fly tipping, in comparison to previous years, would be reported back alongside other details in respect of the service.

It had already been determined that there had been a significant decrease in the amount of contaminated material within green bins.

Composting bins were still available to purchase from the Council.

Members discussed the report and the following issues were highlighted:-

- Members congratulated officers on the development and successful implementation of the subscription service.
- It was clarified that the Compost Bins were available throughout North Yorkshire and were offered at a subsidised rate by the Council.
- Concern was raised on behalf of a disabled person who considered the charges were not appropriate in terms of their limited usage of the subscription. It was also suggested that thought should be given as to the design of the bins for disabled users. In response it was stated that limited amounts of green waste could be placed into the general recycling bin, for those with limited usage, and contact details were requested to allow the service to communicate with the client to outline those amounts. The issue regarding the design of the bin would be taken account of.
- A Member welcomed the improvements that had been made to the service, particularly their communication with the public.
- It was asked why the subscription service had been introduced part way through the year rather than at the beginning of the next financial year. It was explained that there was a need to bring Selby in line with the rest of North Yorkshire as soon as possible to ensure that all areas were operating on an equal basis, and, the budget for 2023/24 included the revenue brought in from the subscription charges. A Member noted that it had not been made clear when the subscription was undertaken that this would only operate 9 months of the year. In response it was stated that the leaflet provided to all households in relation to this made clear the collection dates.

Resolved –

That the report, update and issues raised be noted.

38. Work Programme

Considered -

The report of the Assistant Chief Executive (Legal and Democratic Services) providing a Work Programme for Members to consider, develop and adapt.

Members discussed the following issues:-

- It was suggested that Local Plan Development was an issue that most Members wanted to be brought to the ACC for consideration, preferably to the next meeting. The Leader of the Council, present at the meeting, noted that

this issue had yet to pass through the Executive and was unsure whether it would be available for the next meeting of the ACC.

- It was suggested that Planning Policy engagement be considered at a forthcoming meeting alongside the Local Plan development.
- Reports for information could be circulated well in advance of meetings to allow a focus on the issues that members wish to raise to be determined prior to the meeting, ensuring the discussion had a focus.
- A Member stated that he would like to have reports on water quality and air quality brought to the next meeting of the Committee. The Manager of Democratic and Scrutiny Services stated that more definition was required of what information wished to obtain from such reports as air quality and water quality were issues with huge parameters. The Member stated that he would provide details of the issues he would like to consider outside of the meeting.
- The Chair noted that there were a large amount of issues to be covered by the ACC, with relatively few scheduled meetings and stated that the use of specific virtual meetings, task and finish groups and additional, special meetings would be essential to ensure the interests of the ACC were fully covered. It was noted that virtual meetings in relation to highway enforcement by the Police, the Local Transport Plan and the Council Budget had been arranged. The mid cycle briefing would also be utilised to co-ordinate the various meetings and determine items and their format for consideration, going forward.

Resolved –

- (i) That the issues highlighted above be included in the future work programme, the work programme be adapted accordingly, and consideration be given to the use of a variety of meetings to assist with delivery of the programme;
- (ii) That further consideration be given as to the items to be considered at the next meeting of the ACC at the forthcoming mid-cycle briefing.

39. Next Meeting

Resolved -

That the next meeting of the Committee be held at 2.00pm on Friday 19th January 2024 at Selby Civic Centre.

The meeting concluded at 4.15pm.

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North Yorkshire Council

Selby and Ainsty Area Constituency Committee

19th January 2024

Appointments to Committees and Outside Bodies

Report of the Assistant Chief Executive, Legal and Democratic Services

1.0 PURPOSE OF THE REPORT

- 1.1 To enable appointments to be made to the Development Plan Committee.

2.0 DEVELOPMENT PLANS COMMITTEE

- 2.1 At the meeting of the Council on 15 November 2023, it was resolved to adopt the Proposed Amendments to the Council Constitution as at item 8 on the agenda - [Agenda for Full Council on Wednesday, 15th November, 2023, 10.30 am | North Yorkshire Council](#). The report included the recommendation for the constitution of a Development Plans Committee.

- 2.2 The role of the committee is to act as the main sounding board for the preparation of the Local Plan/Development Plan Documents, except Neighbourhood Plans. Development Plans Committees are widely used, with one for a plan area, by other local planning authorities and is considered best practice.

- 2.3 Following the constitution of the Development Plans Committee the Area Constituency Committee was required to nominate 4 members to become part of that Committee. To enable the new Committee to be politically proportionate the following appointments were required:

Two Conservative Members
One Labour Member
One representative of the North Yorkshire Independents

- 2.4 As a result the following nominations were made:-

Councillor Andy Paraskos
Councillor Andrew Lee
Councillor Bob Packham
Councillor John Cattanach

These Members have now taken their place on the Development Plans Committee.

- 2.5 As the nominations were provided between formal meetings of the ACC, the Committee is required to ratify these appointments at today's meeting.

3.0 Other Outside Body Appointments

- 3.1 At the previous meeting of the Committee (21 September 2023) it was resolved that no appointment be made to the First Ainsty Drainage Board, or any other vacant positions on Outside Bodies, until the results of a review of Outside Bodies, which was to be undertaken following the creation of a unitary authority, were known. The meeting of the Full Council held on 15th November 2023 approved the review, with details of how Outside Body appointments would be affected expected by 1st April 2024.

4.0 Other implications

- 4.1 There are no equalities, finance, legal or climate change implications arising from the recommendations in this report.

4.0 RECOMMENDATIONS

- 4.1 That the Area Constituency Committee ratifies the appointment of the following 4 members to the Development Plans Committee:-

Councillor Andy Paraskos
Councillor Andrew Lee
Councillor Bob Packham
Councillor John Cattanach

- 4.2 That the results of the review of Outside Bodies be awaited before appointments are made to any current vacancies

Barry Khan
Assistant Chief Executive, Legal and Democratic Services
County Hall
Northallerton
11 January 2024

Report Author:

Report Author:

Steve Loach, Democratic Services, North Yorkshire Council stephen.loach@northyorks.gov.uk

Background Documents:

The Constitution of the Council – [NYCConstitutionVersion2May2023.pdf \(northyorks.gov.uk\)](#)

Agenda and reports to the meeting of Council on 15 November 2023 (agenda item 8) - [Agenda for Full Council on Wednesday, 15th November, 2023, 10.30 am | North Yorkshire Council](#)

Note: Members are invited to contact the author in advance of the meeting with any detailed queries or questions.

Accompanying note; explaining the reasons for presenting this Petition to Selby District Council on 27 September 2022 to save the Central Area Car Park in Tadcaster

The attached petition contains the original names of members of the public who have objected to the development of the Central Area Car Park in Tadcaster for housing. The names of all the objectors have been collected via either, a paper petition which was circulated throughout the town and also by an online petition which was organised, on behalf of the petition group, by Change.org. The sheets are therefore presented in two formats and are in hard copy, which is how we were advised to present it to Council. There are in total of approximately 3100 objectors names on both lists. Some names on the manual list have been redacted to avoid duplication.

The purpose of this petition is to remind Selby Council and the elected representatives of Tadcaster's residents of the strength of Public feeling on this matter and urge the Council to remove the proposal to build an underground car park as an alternative to replacing the Central Car Park with housing from the Local Plan.

The proposal to build an underground car park does not solve the town centre car parking needs. It does not provide a 'like for like' alternative. It will cost too much; is going to be a Civil Engineering nightmare; will cause untold damage to the economy of the town during any archaeological excavation, ground works and construction period; will potentially pose a risk on listed buildings and cause excessive disturbance, noise, dust, pollution and traffic dislocation for an unseemly period. The expected 'whole life costs' will leave Tadcaster with a 'millstone' legacy.

The Central Area Car Park is the 'beating heart' of Tadcaster and heavily used on a daily basis. It is an essential community asset, very useful to residents, workers, shoppers, businesses and visitors. The central location provides easy access to many of the town's small businesses. It has the capacity for large events at the Riley Smith Hall, the town's churches, the Annual Christmas Market and other local celebrations and activities, such as the Remembrance Day Parade..

The unanimity of responses to this petition against the proposal demonstrates that there was never a mandate sought from the community prior to putting forward the proposal to build an underground car park in Tadcaster or to develop the Central Area Car Park for housing. The Selby Local Plan option to build houses on the Central Area Car Park, as it stands, is neither a feasible, viable or deliverable proposition and is not in the long term interests of the town. The scheme should be dropped before any more monies are wasted in taking it any further.

The regeneration of Tadcaster will happen one day. Central to this will be a requirement to provide more homes and shops and better facilities for visitors and residents including more town centre car parking.

Patrick Tunney and Bill Oldroyd, On behalf of Petition organisers - September 2022.

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North Yorkshire Council

Selby and Ainsty Area Constituency Committee

19 January 2024

Tadcaster Central Area Car Park Petition

Report of the Corporate Director for Community Development

1.0 PURPOSE OF REPORT

- 1.1 To provide the Committee background in relation to the Petition submitted to the Council by Mr P Tunney in relation to the Central Area Car Park, Tadcaster.

2.0 BACKGROUND

- 2.1 Selby District Council received a petition submitted by Mr Patrick Tunney on 27 September 2022. The petition was passed to Officers to deal with as part of the Local Plan process. The petition was re-submitted to North Yorkshire Council on 8 September 2023 and in accordance with the Council's petition procedure must be debated by this Committee.
- 2.2 The covering note submitted by Mr Tunney explains that, "the purpose of the petition is to remind Selby Council and the elected representatives of Tadcaster's residents of the strength of public feeling on this matter and urge the Council to remove the proposal to build an underground car park as an alternative to replacing the Central Car Park with housing from the Local Plan".
- 2.3 The petition includes 3100 names of people who have signed stating that they "disagree with the plan to build houses on the Centre Car Park in Tadcaster and urge Selby District Council to remove this proposal as a preferred option from the Selby District Plan". Although there are no dates on the hard copy of the petition it is understood that it was carried out in late 2021 at the same time as the electronic version. This means that the petition was undertaken prior to the public consultation on the Selby District Council Publication Local Plan.
- 2.4 Consultation on the Selby District Council Publication Local Plan took place between August and October 2022. The continued progression of the Local Plan was approved by North Yorkshire Council at a meeting of the Council in February 2023
- 2.5 The Selby District Council Publication Local Plan proposes the heritage-led regeneration of Tadcaster focusing on sites within the built-up area to provide approximately 372 dwellings up to 2040. There are a number of vacant and derelict properties in the town centre and the approach set out in the emerging Local Plan seeks act as a catalyst to bring them back into use to improve the town centre environment and provide housing stock for about another 30 dwellings.
- 2.6 A key element of the proposals is the re-development of the North Yorkshire Council owned Central Area Car Park, to return it to town centre residential use, based on its historical footprint. The Local Plan is very clear that the Council will not dispose of this asset unless a like-for-like alternative car parking is provided elsewhere in the town. It is proposed that the replacement parking is to be provided through the creation of a new underground car park beneath a new town green which is directly adjacent to the existing Central Area Car Park.

- 2.7 The predominant landowner in the town is Samuel Smith Old Brewery (Tadcaster) (SSOBT), and they own the remainder of the proposed housing allocations and the vacant properties as well as other land and property. SSOBT have submitted their proposed housing sites as part of the public call-for-sites and submitted strongly supportive comments at Publication stage for the allocated sites and wider regeneration ambitions in the emerging Local Plan.
- 2.8 Although there is clearly a high number of signatories on the petition it is not clear whether they were presented with all the details about the development proposals as set out in the Publication Local Plan which clarifies that there will be no loss of the Central Area Car Park without the requirement for like for like replacement car parking provision.

3.0 CONSULTATION UNDERTAKEN AND RESPONSES

- 3.1 A total of five responses were received in relation to the site allocation policy for the Central Area site, one of which was support from SSOBT. Two comments were raised by alternative land promoters that the site was not suitable or deliverable. Historic England requested additional wording in the policy to avoid or mitigate harm to heritage assets. The Town Council were supportive in principle but had concerns about its feasibility and delivery.
- 3.2 As part of the consultation a consultation drop in session was held at the Barn, Tadcaster on 20 September 2022 between 3pm and 7pm. A total of 23 people attended the event, with the majority of people supporting the proposals in principle but sceptical about the delivery.
- 3.3 A report on the progression of the Selby Local Plan is also included on the agenda for this meeting. The Revised Publication Local Plan proposed for consultation in the Spring seeks to address issues raised through the consultation on the Publication Local Plan 2022. Once the Local Plan is submitted to the Secretary of State it will be subject to Examination in Public, where any outstanding issues relating to the deliverability and viability of sites will be scrutinised.

21.0 RECOMMENDATION

A decision on how to respond to the petition to be agreed at the meeting. Councillors may decide:

- to take the action the petition requests
- not to take the action requested for reasons put forward in the debate
- to commission further investigation into the matter, for example by a relevant committee
- where the issue is one on which the council executive are required to make the final decision, the committee will decide whether to make recommendations to inform that decision

APPENDICES:

Appendix A – Extract from Selby District Local Plan Publication Version (2022) – Site Allocation TADC- H, Chapel Street, Central Area Car Park

BACKGROUND DOCUMENTS:

Nic Harne
Corporate Director – Community Development
County Hall
Northallerton
19 January 2024

Report Author – Caroline Skelly Planning Policy Manager (Selby)
Presenter of Report – Caroline Skelly, Planning Policy Manager (Selby)

Note: Members are invited to contact the author in advance of the meeting with any detailed queries or questions.

PLEASE ALSO NOTE THAT IF ANY REPORTS / APPENDICES INCLUDE SIGNATURES THESE MUST BE REMOVED / DELETED PRIOR TO SENDING REPORTS / APPENDICES TO DEMOCRATIC SERVICES. Appendices should include an Equality Impact Assessment and a Climate Impact Assessment where appropriate

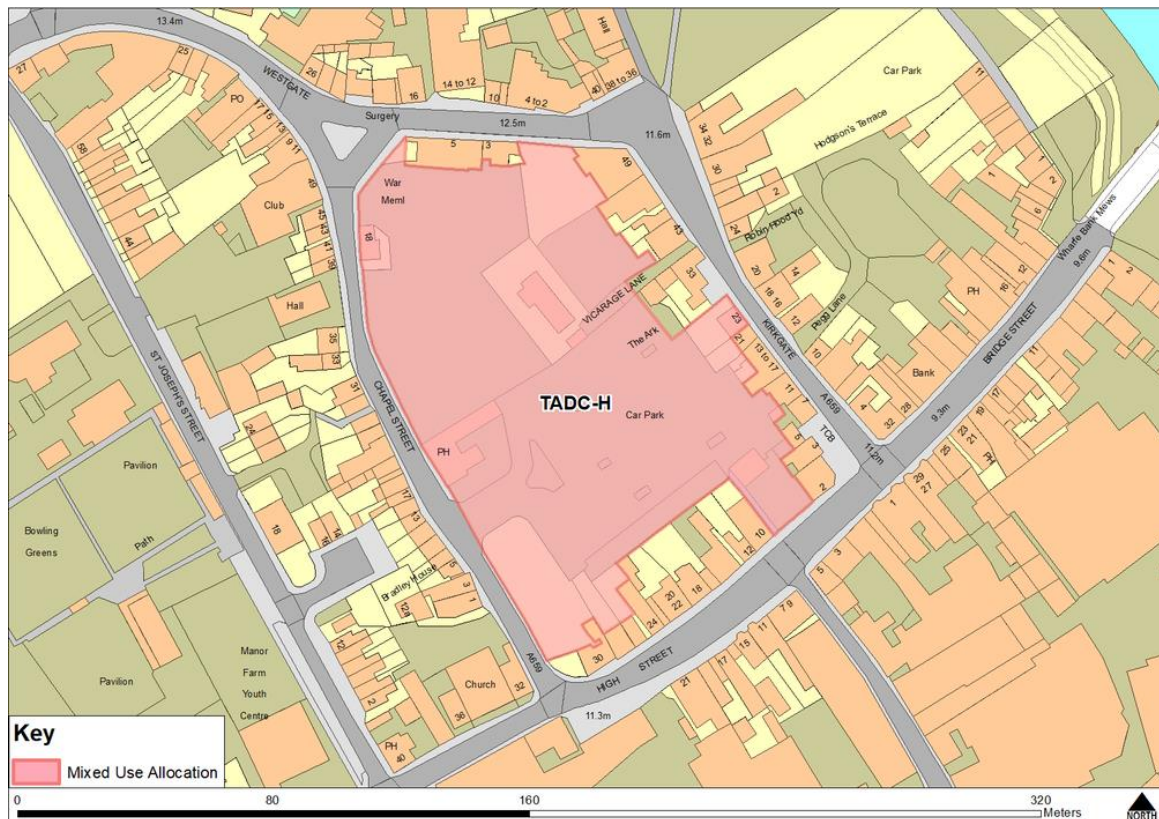
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Appendix 1 – Publication Local Plan (2022) Site Allocation Extract

TADC-H

Location: Chapel Street/Central Area Car Park.

Total Site Area: 1.25 hectares



This site is allocated for a mix of uses, primarily residential development with associated underground car parking and a new town green (for the recreational needs of the occupiers of the housing scheme and wider public access) and ground floor retail/commercial in those part of the site fronting Kirkgate and High Street.

Indicative dwelling capacity 43 dwellings.

Site Requirements

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Provide a minimum of 20% affordable dwellings on site.
2. Provide and bring into use, prior to the housing development commencing; sufficient and suitable replacement public parking through the provision of a new underground car park beneath the new town green (to meet national and local parking standards including electric vehicle charging points and disabled parking bays) or suitable, like-for-like alternative sites as agreed with the Local Planning Authority to meet Local Highways Authority requirements and to meet the need for about 227 spaces. The public parking to be retained in perpetuity and available free or at reasonable cost.
3. Provide suitable dedicated residents' car parking within the new underground car park or suitable, like-for-like alternative locations as agreed with the Local Planning Authority and sufficient on-site, above ground disabled and parent/carer/child parking spaces within the design and layout of the housing scheme for residents' use to meet Local Highways Authority standards.
4. Provide safe vehicle access to Chapel Street and within the site layout for emergency and service vehicles including refuse and recycling vehicles and delivery vehicles.
5. Provide S106 financial contributions for additional primary and secondary school places to meet demand arising in the District as a result of the development at Riverside Primary, Tadcaster Grammar, or other schools serving the development.
6. Retain and enhance the historic pedestrian 'ginnels' to High Street and Kirkgate from the site.
7. Retain the existing Public Right of Way on the new town green and provide pedestrian links from the residential scheme to the adjacent town green and to the Public Right of Way along Vicar Lane.
8. Ensure that the design and layout reflect the requirements of a new Design Code developed with the community and agreed with the Local Planning Authority, to ensure an exemplar heritage-led scheme of the highest design quality including to protect the residential amenity of future residents and surrounding occupiers, in particular to prevent over-looking and to provide suitable, usable outdoor space for the health and well-being of residents.
9. Ensure that those elements which contribute to the significance of the designated historic assets are not harmed and be informed by a Heritage Impact Assessment which looks to preserve or enhance the character of the Listed Buildings on and around the site, and preserve or enhance Tadcaster Conservation Area.
10. Address the potential for the existence of archaeological remains due to its location within the core of the Roman and medieval settlement beneath the housing scheme and the town green.

11. The design and layout of the scheme to maintain access to the rear of existing adjacent properties on High Street and Kirkgate and to allow collection of refuse bins and recycling from the rear.
12. Provide sufficient information to demonstrate that the risks to groundwater in this Source Protection Zone 2 location can be managed and, in accordance with the Council's Level 2 Strategic Flood Risk Assessment, undertake a Flood Risk Assessment and incorporate mitigating features if necessary, in particular for the area of the housing scheme which falls within Flood Zone 3 and for the underground car park site.
13. Address potential contamination.

Supporting Information

- a. The majority of the site comprises a Council-owned public car park accessed from Chapel Street, with a public house in the western corner, a small green infill plot off the High Street in the east and a vacant plot of land at the site entrance. The car park serves mainly shoppers and visitors using the services and facilities in the town centre. The periphery of the site provides rear servicing and parking for businesses on High Street and Kirkgate.
- b. This is a brownfield site within Development Limits in the centre of the town and due to its location provides an opportunity for an enhancement of this site through the redevelopment for a high-density residential scheme.
- c. The site is located within the historic core of the town and falls within the Conservation Area and is surrounded by Listed Buildings of which two are Grade II* (The Old Vicarage and The Ark). Any proposals will therefore need to be heritage led in order to ensure there are no harmful impacts on the significance of the Listed Buildings. A Heritage Impact Assessment will need to be undertaken for this site.
- d. The proposal provides an opportunity to redevelop the existing car park for a high density residential scheme, which will reinstate the historic residential land use on this site and attract new residents to the town centre. Given its central location it is considered acceptable for car parking provision for its residents (other than disabled / reduced mobility parking) to be provided off-site within a new underground car park beneath a new town green adjacent to the site. The town green will provide for residents' recreational needs and will also be accessible to the wider public.
- e. The car park is owned by the District Council and will only be considered acceptable for disposal if alternative like-for-like public car parking is provided elsewhere in the town centre. Legal agreements will need to be in place to ensure the delivery of the redevelopment of the Central Area Car Park for housing, residents' off-site parking and

replacement public car parking to meet identified needs in the town centre.

North Yorkshire Council

Selby and Ainsty Area Constituency Committee

19 January 2024

Selby District Local Plan - Revised Regulation 19 (Publication version) draft plan for public consultation

Report of the Corporate Director of Community Development

1.0 PURPOSE OF REPORT

To set out the options which have been considered in progressing the Selby District Local Plan and set out the recommendation to undertake a further consultation on a revised Regulation 19 Publication Local Plan.

2.0 SUMMARY

2.1 The report sets out four options which have been considered for progressing the Local Plan for the former Selby district area based on recent Counsel advice and makes a recommendation to undertake a six-week consultation on a revised Publication Local Plan (PLP). The revised plan removes the proposed new settlement known as Heronby, adds three further site allocations, includes revisions to policies in response to comments raised as part of the previous consultation stage and any changes required following the publication of the revised National Planning Policy Framework in December 2023. Consultation on the Revised Publication Selby Local Plan will fulfil the requirements of Regulation 19 of the Town and Country Planning (Local Planning) (England) regulations 2012 (as amended)

3.0 BACKGROUND

3.1 The Development Plan for the former Selby district area currently comprises the Core Strategy adopted in 2013 and the Selby District Local plan adopted in 2005. Whilst the age of the plan means that it is considered to be out of date, some weight can still be attached to it for decision making purposes, particularly where those policies accord with the National Planning Policy Framework (NPPF).

3.2 In September 2019 Selby District Council gave approval for work to commence on the preparation of a new comprehensive Local Plan for the District. Consultation on the Preferred Options for the Local Plan took Place in early 2021, with subsequent consultations taking place on Additional Sites and Local Plan Evidence later that year. In August 2022 the Executive approved consultation on the Publication Local Plan which ended on the 28 October 2022.

3.3 The Publication Local Plan consultation document set out the proposed allocations to deliver the housing and employment growth requirements for the former district area up to 2040, alongside new local infrastructure. This included a proposal for a new settlement on land to the south of Escrick Road, near Stillingfleet known as Heronby. The document also set out a suite of new development policies which aim to deliver high quality designed homes and enhance the natural environment.

- 3.4 The consultation on the Publication Local Plan took place between 26 August and 28 October 2022. In total 409 individual responses were received to the consultation, with 202 in relation to a new settlement proposal at Heronby.
- 3.5 The majority of responses to the Heronby New Settlement proposal were objections based on adverse traffic impact on the A19 and the wider local highway network, impact on the ancient woodland, impact on climate change, the loss of agricultural land and development of greenfield land. Concerns were also raised about the lack of access to employment opportunities and assertions that new housing should be sited in the more affordable areas of the district. Of particular note for the purposes of this report:
- City of York Council (CYC) has raised concerns based on the highway modelling undertaken to inform the PLP in relation to the Heronby site, stating that the duty to cooperate (DtC) has not been fulfilled, specifically in relation to the evidence base and cross boundary strategic matters.
 - National Highways have raised concerns in relation to the A19/A64 trip rates, internalisation rates within the site and phasing of infrastructure improvements.
- 3.6 Comments from the development industry were that the Housing and Economic Development Needs Assessment has been too pessimistic about future employment growth, given recent trends and therefore the Objectively Assessed Housing Need should be increased so it is more akin to recent delivery figures of around 500 dwellings per annum. A summary of the responses received and how they have been addressed is attached at Appendix 2.

4.0 OPTIONS WHICH HAVE BEEN CONSIDERED TO PROGRESS THE SELBY LOCAL PLAN

- 4.1 In July, legal advice was sought from Counsel on the options available to the Council in relation to the Selby Local Plan in the light of objections which have been made (in particular by the City of York) to proposals for a new settlement. The four options considered were:
- Option 1: Proceed to submission of the Plan in its current form with inclusion of Heronby_
 - Option 2: Proceed to submission of the Plan in its current form but on the basis that NYC would propose the removal of Heronby as a Main Modification_
 - Option 3: Undertake further Consultation on an amended PLP which does not include Heronby_
 - Option 4 Not proceed with further work on the Selby Local Plan and instead to address the need through NYC's own Local Plan.
- 4.2 Given the position with CYC the risk in relation to the Duty to Co-operate is a source of concern for the progress of the Local Plan. In particular:
- Whilst efforts have undoubtedly been made to engage with CYC, the combination of the absence of any Statement of Common Ground and the fact that there is still no agreed solution to the highway issues which have been raised (including those raised by National Highways) means that success at Examination on this point is not certain.
 - If that objection is upheld, it will be fatal to the Plan as a whole, and cannot be remedied by proposing the removal of Heronby from the plan.
- 4.3 In order to progress the Local Plan with Heronby included as an allocation we would need to have satisfactorily addressed CYC concerns on highways matters.
- 4.4 Since the consultation on the PLP Officers have had a number of meetings with National Highways, City of York Highways and the Council's own highway team and site promoters

with a view to trying to resolve matters and further information has been provided by the promoters with a view to addressing outstanding concerns. However, the views of both NYC and CYC highways are that they are unable to support the scheme based on the information that is currently available. This does not mean that issues could not be adequately addressed in the longer term, however it is the view of officers that in order to make good progress on the Selby Local Plan that this site should be deleted.

Land Supply

- 4.5 In December 2023 the government published a revised NPPF which set out that where emerging local plans have been submitted for examination or where they have been subject to a Regulation 18 or 19 consultation which included both a policies map and proposed allocations towards meeting housing need, those authorities will only have to demonstrate a four-year housing land supply requirement. As the Selby Local Plan has already reached these key stages, for decision making a four-year supply will need to be demonstrated for a period of two years. A key driver for progression of the Selby Local Plan is to ensure a continued supply of housing sites. Until the new Local Plan is adopted for North Yorkshire, housing supply calculations and the housing delivery test will continue to be assessed on a former district boundary basis. Continuing with the Selby Local Plan will ensure that we continue to take positive steps to manage housing delivery within the Selby area and seek to retain a plan led approach.

Resources (staff or other costs) and timescales

- 4.6 In order to continue to progress the Selby District Local Plan a number of staff, mainly from the Planning Policy and Place Team will need to be focussed on the additional Regulation 19 consultation and the delivery of the Examination in Public (EIP). A Programme Officer has already been appointed following a procurement exercise. It is also estimated that the EIP will cost approximately £180,000 (legal advice, programme officer, expert advice and PINS), which has been budgeted for. Further additional costs will also be required to undertake a further consultation on the Regulation 19 Local Plan.
- 4.7 The draft timetable for the preparation of the new North Yorkshire Local Plan indicates that initial public consultation on the Issues and Options will take place in late Autumn 2024 with adoption likely to be the end of 2028. If consultation were to take place on the revised Publication version of the Selby Local Plan and completed by end of April 2024 the plan could be submitted in early Autumn 2024. If the Selby Local plan examination in public took approximately 12 months it could be adopted by late 2025, which is more than two years in advance of the anticipated adoption for the North Yorkshire Local.
- 4.8 Re-doing the reg 19 consultation (option 3) means that there will be more overlap between preparation of the new North Yorkshire Local Plan and the Selby Local Plan than was originally envisaged when officers recommended continuation of the preparation of the Selby Local Plan back in February 2023.

Other Considerations

- 4.9 The Council has already taken the decision to cease work on a number of predecessor local plans/plan reviews; the most comparable being Scarborough and more recently Ryedale. The question here is whether the circumstances are so different that we should take a different view in relation to the Selby Local Plan.
- 4.10 In the case of Ryedale, the stage of Publication had not yet been reached, although some initial consultation had taken place, preferred allocation sites had not been consulted on. Furthermore, legal opinion indicated that the proposed scope of the Ryedale Local Plan was too constrained and if it was to be pursued would need to be widened, elongating the

timescale to the extent that it became logical and efficient to deal with this via the new North Yorkshire Local Plan.

- 4.11 Consultation took place on the review of the Scarborough Local Plan in early 2023, however given the sites which are yet to be developed they remain in a very strong position in terms of supply without requiring the plan's completion, although it is acknowledged that we will also have to rely on policies that are not as up to date as we would ideally like, for example policies to address second home ownership.
- 4.12 In the case of the Selby Local Plan, given the advanced stage that it has reached, making the decision to re-do the publication consultation with Heronby removed would allow us to understand whether this would remove the City of York Duty to Co-operate objection and have something on the public record to that effect as well as allowing a number of other issues raised through the previous consultation to be addressed. A further report on the responses to the Revised Publication Selby Local Plan will be presented to Members and will be considered in any further decision to submit the plan to the Secretary of State for Examination in Public.
- 4.13 The Revised Publication Selby Local Plan will remove the proposed New Settlement at Heronby but will add the following sites in response to additional information submitted through the previous consultation which demonstrates that they are deliverable;
- Land West of White House Farm, Low Eggborough Road, Eggborough (114 dwellings)
 - White House Farm & Manor Farm, Hambleton (128 dwellings)
 - Land North of A163, North Duffield (40 dwellings)
- 4.14 The inclusion of these additional sites ensures that the Local Plan provides sufficient land to meet the housing needs of the former Selby district area up to 2040. The revised NPPF, which was published in December 2023 confirms that the standard methodology for calculating housing need is an advisory starting point for local authorities in generating housing numbers. The Revised Selby PLP housing requirement figure is based on the HEDNA 2020, updated in 2022, which uplifts the standard methodology figure from 333 dwellings to 368 dwellings to account of economic growth. A further 5% buffer is also built into the overall housing requirement figure, equating to 386 dwellings per year. The most up to date standard methodology figure is 329 dwellings per year and therefore the PLP target is considered to plan positively for the growth of the former Selby district area.
- 4.15 The Revised Publication Selby Local Plan also includes revisions to policies and site allocation requirements which address responses the previous consultation. The Revised PLP has also been updated to reflect latest evidence and guidance, including updates to the NPPF.
- 4.16 The Habitats Regulations Appraisal and Sustainability Appraisal have been updated and will be available to accompany the Executive decision. Any further amendments required to the plan as a consequence will be amended prior to consultation.

5.0 CONTRIBUTION TO COUNCIL PRIORITIES

- 5.1 The Local Plan for the former Selby district area will help to deliver four of the five key themes of place and environment, economy, health and wellbeing and people in the Council's plan for this part of the geography.

6.0 ALTERNATIVE OPTIONS CONSIDERED

- 6.1 The options have been considered in detail in the main body of the report.

7.0 IMPACT ON OTHER SERVICES/ORGANISATIONS

7.1 There may be implications for other services to provide advice on issues relating to transport, ecology, landscape, historic environment and education as the Local Plan moves through the EIP. In addition, there will be requirements from the communications team to support engagement on the public consultation exercise.

8.0 FINANCIAL IMPLICATIONS

8.1 The budget for the completion of the Selby District Local Plan was approved by the former Selby District Council and has been rolled forward into the new authority.

9.0 LEGAL IMPLICATIONS

9.1 Legal advice from Counsel has been sought and informed the recommendation. Consultation on the Local Plan fulfils the statutory requirements as set out in Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended).

10.0 EQUALITIES IMPLICATIONS

10.1 An equalities impact assessment screening has been undertaken which concludes that the Local Plan for the former Selby district area sets out positive policies that aim to deliver positive impacts and development. The consultation process will inform all stakeholders of the opportunity to be involved and comment on this stage of production. A copy of the EIA screening is at Appendix 5.

11.0 CLIMATE CHANGE IMPLICATIONS

11.1 A Sustainability Appraisal has been undertaken throughout the preparation of the Local Plan and will be published alongside the Revised Publication Local Plan consultation document. A copy of the Climate Change Assessment is at Appendix 6.

13.0 CONCLUSIONS

13.1 Given the changing context in relation to national policy but more importantly the commitment to begin work on preparation of a new Local Plan for North Yorkshire Council Officers recommend that consultation takes place on an Revised Publication Local Plan so that work on the Local Plan for the Selby District can progress to avoid any gaps in policy whilst the new plan is being developed.

13.2 A copy of the draft Revised Publication Local Plan has been attached at appendix 1. It is proposed that consultation will take place between 8 March and 19 April 2024.

13.3 The Revised Publication Local Plan removes the Heronby new settlement proposal and adds in 3 further site allocations in the villages of Hambleton, North Duffield and Eggborough. The additional sites are now included in response to additional technical information submitted through the 2022 consultation which demonstrate they are deliverable. In addition to these changes to site allocations a number of changes have been made to policy wording to address issues raised at the previous consultation. Comments will be sought on the whole Revised Plan.

14.0 REASONS FOR RECOMMENDATIONS

14.1 Executive are asked to recommend to Full Council that consultation takes place on a revised Publication Local Plan for the former Selby district area to continue progress towards the adoption of the Local Plan.

15.0 RECOMMENDATIONS

- i) To approve the Draft Revised Publication Local Plan document at Appendix 1 of this report for consultation in accordance with Regulation 19 of the Town and Country Planning (Local Planning) (England) regulations 2012 (as amended); and
- ii) Delegate to officers the arrangements for the consultation to take place for six weeks between 8 March and 19 April 2024; and
- iii) Delegate to the Head of Policy and Place and Assistant Director of Planning in consultation with the Executive Member for Open to Business, any minor amendments required to the documentation for typographical, grammatical and factual or Plain English purposes and any amendments required to address issues raised in the final HRA and SA reports to the documents prior to publishing for consultation.

APPENDICES:

Appendix 1 – Revised Publication Local Plan Consultation Document
Appendix 2 - Summary of comments made to Publication Local Plan consultation 2022
Appendix 3 – Draft Sustainability Appraisal (for Executive meeting)
Appendix 4 – Draft Habitats Regulations Assessment (for Executive meeting)
Appendix 5 – Equalities Impact Assessment
Appendix 6 – Climate Change Assessment

BACKGROUND DOCUMENTS:

Issues and Options Local Plan
Preferred Options Local Plan
Publication Local Plan August 2022

Nic Harne
Corporate Director for Community Development
County Hall
Northallerton
6 February 2024

Report Author – Linda Marfitt Head of Planning Policy and Place
Presenter of Report – Linda Marfitt Head of Planning Policy and Place

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North Yorkshire Council

Selby and Ainsty Area Constituency Committee Development Plans Committee Executive Committee Full Council

21st February 2024

MALTKILN NEW SETTLEMENT – Submission of the New Settlement (Maltkiln) Development Plan Document

Report of the Corporate Director of Community Development.

1.0 PURPOSE OF REPORT

- 1.1 To consider the content of the Regulation 19 Draft New Settlement (Maltkiln) Development Plan Document (DPD) and accompanying submission documents and seek renewed agreement for submission to the Secretary of State for public examination.
- 1.2 To agree the process of decision making during the Examination in respect of agreeing modifications to the Plan and responding to questions from the Inspector (including the provision of supporting statements and documentation).

2.0 BACKGROUND

- 2.1 The development of a new settlement known as Maltkiln is a key part of the Harrogate District Local Plan's growth strategy, providing much needed homes and jobs in a sustainable location along the York-Harrogate-Leeds rail line. The broad location of the new settlement was established in the Harrogate District Local Plan (adopted 2020), but the Plan states that the boundary, form and nature of the new settlement will be set through a development plan document (DPD).
- 2.2 A draft DPD has now been prepared which sets an ambitious thirty-year vision for Maltkiln and a policy framework to guide how it is developed. Its evolution has been underpinned by evidence base work, community involvement and public consultation. The next and final stage of the DPD process is submission to the secretary of state for an examination in public. This will allow independent scrutiny of the DPD and allow a further chance for communities and stakeholders to influence the process and the final DPD. If adopted, the DPD will provide a robust framework for the Council to guide and manage the long-term development of Maltkiln.
- 2.3 A decision was taken by former Harrogate Borough Council in September 2022 to publish the Regulation 19 consultation and submit the DPD for examination thereafter. This decision still has legal standing, but given the time that has elapsed for the reasons set out below it is felt prudent to seek re-confirmation of that decision. This report also provides an opportunity to present and agree the final

submission documents, many of which have been updated following Reg 19 consultation held in Autumn 2022.

- 2.4 Additionally, delegated authority is sought to ensure the efficient running of the examination in public.

3.0 THE DRAFT NEW SETTLEMENT (MALTKILN) DPD

What is the DPD and Why is it Important?

- 3.1 The draft DPD sets a clear and ambitious thirty-year vision for Maltkiln and a policy framework to guide how it is developed. The policies and proposals in the draft DPD aim to create a mixed-use settlement, where people have access to homes, a range of employment types, local services and facilities, public transport and open spaces. This mix of uses is focused around the Cattal rail station and the new local centre enabling the residents to benefit from key walking, cycling and public transport corridors. Maltkiln will deliver as a minimum 3,000 homes and 5ha of employment land, plus additional employment opportunities within the local centre alongside supporting home working and flexible working, including the provision of flexible co-working space within the local centre.
- 3.2 Preparation of Development Plan Documents is governed by planning legislation and progression of the DPD through the final stages of the process will allow the Council to give increased weight to the Plan in the determination of planning applications. If adopted, full weight can be given to DPDs and therefore in the case of the New Settlement (Maltkiln) DPD, allow the Council to drive development of the new settlement in a comprehensive manner, ensuring that appropriate infrastructure is provided and that the vision for a zero-carbon settlement is realised.

4.0 PREPARATION OF THE DPD

- 4.1 This section provides more detail about how the DPD was prepared, including how communities were involved and how matters such as climate change were addressed. It also covers how the necessary legal requirements were met in terms of environmental appraisals, duty to cooperate etc. It also covers delivery of the new settlement, which was discussed at the Council's Executive on the 12th of December 2023.

Community Involvement

- 4.2 The Draft DPD was developed in consultation with community groups and specialist organisations, ensuring policies are deliverable and as far as possible, reflect the aspirations of wider communities.
- 4.3 Early, informal stakeholder engagement was integral to the development of the Concept Framework – the first piece of work undertaken to inform the DPD. This targeted engagement helped develop the evidence base, key themes and options for how the new settlement could look and workshop/drop in events were held in May, July and September of 2018.

- 4.4 In addition to the Harrogate Borough Council's Statement of Community Involvement (SCI) which sets out the approach to community engagement and consultation, the former Harrogate Borough Council also developed a bespoke Engagement Strategy which outlined additional measures and methods that the council aspired to use to make sure that as many people as possible could engage with the DPD and were not disadvantaged by circumstances arising from Covid-19 in particular. This was informed by District and Parish Councillors as well as the campaign group active at the time, Keep the Hammertons Green.
- 4.5 At the request of the local community, a community liaison group was established comprising of representatives from the relevant parish, district and county councils. The local campaign group and the promoters of Maltkiln were also invited to attend. The group's remit was to act as a sounding board for the development of the Maltkiln DPD and provide a forum through which questions and issues relating to the DPD can be raised. The sessions have always been well attended and constructive feedback and ideas were provided.
- 4.6 Regulation 18 consultation ran from Monday 19 October 2020 to Friday 22 January 2021 (a little over 13 weeks); the statutory period extended at the request of the local community. This consultation sought views on the vision and objectives for the new settlement, three concept options for how the new settlement may be laid out, as well as highlighting the emerging preferred option.
- 4.7 Comments received during the Regulation 18 consultation on the Draft Local DPD were considered and have fed into the content of the Publication Draft DPD. The Publication Draft DPD was published for consultation in October 2022.
- 4.8 All responses received have been considered. A summary of the key issues raised, and the Council's response is contained within the consultation statement (Appendix 3). In some cases, these have prompted proposed amendments for the Inspector to consider during the examination in public. These proposed amendments aim to provide further clarity to the policies proposed and do include any significant changes to the policies within the Regulation 19 draft. A schedule of these is included in Appendix 2 and have also been incorporated into a version of the Regulation 19 Draft using tracked changes for ease of reference.

Infrastructure

- 4.9 An Infrastructure Delivery Plan (IDP) has been prepared to identify the key infrastructure necessary to facilitate and support the development of the new settlement in a timely, co-ordinated and sustainable way, including transport Infrastructure. The IDP includes a cost schedule, which sets out the source of funding for each item of infrastructure. The information within the IDP has been prepared in consultation with infrastructure providers and the site promoter and has informed an assessment of viability. The IDP and Viability Reports can be found in Appendix 9 and Appendix 10.

Climate Change Strategy

- 4.10 The New Settlement (Maltkiln) DPD has been developed with climate change mitigation and resilience at the forefront, and the former Harrogate Borough Council

commissioned a Climate Change Strategy (Appendix 13) to explore the best ways to achieve its climate change ambitions in the DPD. This was developed in consultation with the Harrogate District Climate Change Coalition (which included local community action groups and key stakeholders). The strategy identifies four priority areas for action:

- Net zero carbon movement and active travel;
- Net zero carbon energy supply and use;
- Inclusive flexible living and working;
- Climate resilience.

- 4.11 Taken together the climate change policies in the DPD seek to ensure that each of the four climate change priorities are secured.
- 4.12 It is important to note that the policies in the DPD require more ambitious action than the adopted Local Plan. Therefore, the recommendation to secure delivery and progression of the DPD will have a positive effect on the Council's climate change aspirations by seeking to achieve that development is carbon net zero across all phases.

Duty to Cooperate

- 4.13 The Council has an ongoing Duty to Co-operate discussions with neighbouring authorities in regard to plan-making. The duty to cooperate is not a duty to agree, but local planning authorities should make every effort to secure the necessary cooperation on strategic cross boundary matters before submitting their Local Plans for examination.
- 4.14 The principle of a new settlement was established via policy DM4 of the adopted Harrogate District Local Plan. In submitting that plan for examination a Duty to Co-operate statement was provided that set out the steps that had been taken to fulfil the Duty to co-operate requirements and concluded that there were no outstanding issues of strategic importance. This highlighted those bodies where on-going dialogue would be needed as the Maltkiln DPD was being prepared, including City of York Council, Network Rail, Highways England (National Highways) and the former North Yorkshire County Council.
- 4.15 The former Harrogate Borough Council worked closely with the former North Yorkshire County Council on the development of policies, in particular in respect of education and transport. In addition, there has been dialogue and meetings with Network Rail, National Highways, Environment Agency, and Historic England as the DPD has been prepared.
- 4.16 Regular dialogue has also taken place with City of York Council and Leeds City Council throughout the preparation of the DPD and both organisations have committed to formalising Statements of Common Ground to assist the anticipated examination in public. Further details can be found in the New Settlement Duty to Co-operate Paper in Appendix 8.

Environmental Appraisals

- 4.17 In preparing the DPD the Planning and Compulsory Purchase Act 2004 requires that a Sustainability Appraisal (SA) is undertaken. Alongside this there is a requirement to undertake a Strategic Environmental Assessment (SEA) in line with the EU Directive on Strategic Environmental Assessment. The Sustainability Appraisal undertaken to inform the DPD incorporates the requirements of the SEA Directive.
- 4.18 The SA is an iterative process for considering and communicating the likely significant effects of an emerging plan, and reasonable alternatives, in relation to economic, social and environmental factors. The aim of SA is to inform and influence the plan-making process with a view to avoiding or mitigating negative effects and maximising positive effects. Through this approach, the SA seeks to maximise the emerging DPDs contribution to sustainable development.
- 4.19 The Council commissioned AECOM to prepare an SA to support the Maltkiln DPD. The SA report (Appendix 4) documents the process; specifically, it:
- summarises the effects of reasonable alternatives
 - summarises the cumulative/combined effects of the DPD
 - makes recommendations for improvements
 - sets out a monitoring framework
- 4.20 The Conservation of Habitats and Species Regulations 2017 (as amended) require that ‘... before deciding to ... give any consent for a plan or project which is likely to have a significant effect on a European site ... shall make an appropriate assessment of the implications for the site in view of that sites conservation objectives... The authority shall agree to the plan or project only after having ascertained that it will not adversely affect the integrity of the European site’.
- 4.21 In October 2020 the Council produced a Habitats Regulations Assessment Screening Report which concluded that no likely significant effects would arise on any such European sites from the development of, either alone or in combination with other plans and projects. AECOM were then commissioned to review the Publication Draft DPD and produce an updated Habitats Regulations Assessment (HRA). This report is set out at Appendix 5.
- 4.22 Following the Regulation 19 consultation, representations on both the HRA and SA were considered. A summary of the issues raised, as well as responses, are set out in Appendix 4 and 5. The conclusion of these reports is that there is no change in the scoring/outcomes of the assessments undertaken. Additionally, it is not considered that any of the proposed amendments included in Appendix 5 require any further SA at this stage.

Equality Analysis

- 4.23 The Equality Act 2010 prohibits discrimination on the grounds of the following nine characteristics: age, disability, gender reassignment, marriage or civil partnership status, pregnancy and maternity, race, religion or belief, sex (gender), and sexual orientation. Within the legislation these characteristics are termed protected characteristics.

- 4.24 The Act introduced a new public sector equality duty, replacing similar duties under previous legislation. The new duty requires public bodies, such as Harrogate Borough Council, to have due regard to the need to:
- Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act
 - Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it
 - Foster good relations between persons who share a relevant protected characteristic and persons who do not share it
- 4.25 Completion of an Equality Analysis Report (see Appendix 6) has been on-going process that has taken place alongside the preparation of the DPD in order to inform its content and ensure that the plan meets the three aims of the equality duty. Further detail can be found in Section 10 of this report which sets out more detail about the equalities implications of the DPD.

Delivery

- 4.26 In January 2023 (following the Regulation 19 consultation) the Council were notified that an area of land included within the proposed boundary (See Appendix A) was no longer available. The land which has been withdrawn forms a substantial part of the proposed new settlement area (approx.128ha or 42% of the total area). Importantly, the land occupies a significant area around Cattal Rail Station which is intended to be the focal point of the settlement and provide a range of services to ensure that the settlement is an exemplar of sustainable development.
- 4.27 The Council paused submission to consider the implications of this for the DPD. Work was undertaken to explore whether the objectives and policies of the proposed DPD could be met on remaining land within the proposed boundary, or other land in the broad location by amending the boundary. A range of options were explored, including:
- Delivery of a new settlement on the remaining land within the proposed boundary;
 - Extend the boundary to include the land available and additional land to the north, south, east and west;
 - Deliver a new settlement on the previously discounted options (published for consultation in October 2020).
 - Keep the remaining DPD boundary and use CPO powers to acquire all or some of the unavailable land.
- 4.28 These options were presented to Executive on the 12th December 2023 (hyperlink to report/minutes) who resolved to pursue delivery of the DPD Maltkiln on the basis that, if an agreement cannot be reached with the owners of the land outlined, the Council would, in principle, be willing to use its Compulsory Purchase Powers (CPO) to ensure delivery of the new settlement. In this regard, it will be noted that the landowners had previously made their land available and supported the DPD, and it is the Council's intention to engage further with the Landowner to ascertain whether there is scope for a negotiated agreement.

4.29 This decision that the Council is willing in principle to use its compulsory purchase powers will assist in demonstrating that Maltkiln remains deliverable, even if agreement cannot be reached. This allows the Council to progress the proposed Maltkiln DPD through the final stages of the development plan process, with the aim of achieving an adopted Plan to guide development of the new settlement.

5.0 NEXT STEPS

5.1 Upon submission, the Secretary of State appoints an Inspector to carry out an independent examination. This process is dealt with by the Planning Inspectorate.

5.2 During the course of the Examination it is expected that the Inspector will request further information and opinions from the Council. In the main officers of the Council will provide responses to the Inspector based on the content of the DPD and its supporting evidence. However the Inspector may seek the Council's views on matters such as:

- Whether alternative policy wording would be acceptable.
- How a particular policy issue should be addressed through amended wording or a new policy.
- Whether an alternative approach would be preferable.

5.3 In order that the Examination can progress efficiently prompt responses will be required. It is not unusual during the course of hearing sessions for a formal position on a matter to need to be established over night following the close of the day's session. The hearing sessions are run to a timetable set by the Inspector; without delegated authority maintaining the timetable would be impossible.

5.4 It is important to note that whilst delegated powers will allow a formal position to be presented to the hearing sessions on behalf of the Council, ultimately resultant modifications will be for Full Council (with prior consideration at Development Plans Committee) to agree before the Plan is adopted.

6.0 CONTRIBUTION TO COUNCIL PRIORITIES

6.1 Delivery of Maltkiln would make a significant contribution to a number of council priorities, specifically:

- Providing good quality, affordable and sustainable housing that meets the needs of our communities
- Creating a well-connected and planned place with good transport links and digital connectivity
- Providing economically sustainable growth that enables people and places to prosper
- Assisting new and existing businesses to thrive and grow
- People are supported to have a good quality of life and enjoy active and healthy lifestyles
- Supporting the Council's climate change ambitions

7.0 ALTERNATIVE OPTIONS CONSIDERED

7.1 Stopping progression of DPD and consider as part of the new Local Plan for North Yorkshire:

This is not recommended as the principle of a new settlement in the Cattal area has already been rigorously tested through the local plan examination process and been found sound. Aside from the issue of land availability (which has been resolved through resolution to use CPO powers if needed), there is no good reason to doubt that conclusion, or to presuppose that a later Local Plan would come to a different conclusion. As demonstrated in the Harrogate District Local Plan examination, this location represents a sustainable location on a railway line to serve demand in the housing market area. Additionally, a promoter is still in place to deliver the scheme. Therefore, re-opening debate on the merits of Maltkiln through a new Local Plan process would constitute unnecessary resource and delay. Stopping progression of the DPD would also undermine the ability of the Council to pursue a plan-led approach to the new settlement in the event of speculative planning applications in the area.

7.2 Not to delegate authority to the Corporate Director Community Development in consultation with the Executive Member for Open to Business, to make decisions during the examination in public:

This is not recommended as it would result in delays to the examination process and therefore adoption of the DPD.

8.0 FINANCIAL IMPLICATIONS

8.1 Progressing the DPD through an examination in public will incur expenditure, including:

- Costs of hosting and resourcing the examination (although it is hoped that this can be reduced by hosting the examination at North Yorkshire Council offices).
- Costs of the Planning Inspector (the Planning Inspectorate charge a day rate for Inspector time).
- Appointment of an independent Programme Officer to administer the examination and act as point of communication with the Inspector (please note that this is a requirement of the Regulations guiding development plans).
- Legal fees – it is envisaged that the Council will need to seek specialist legal advice throughout the examination in order to minimise risk of legal challenge / judicial review.
- Costs associated with further consultation if mandated by the Planning Inspector.

8.2. It is difficult to quantify the costs of an examination in public because the duration is determined by the planning inspectorate and the issues raised. £126,500 was allocated by the former Harrogate Borough Council to cover the cost of examination. This was held in reserves that have now transferred to North Yorkshire Council.

9.0 LEGAL IMPLICATIONS

9.1 Officers have prepared a legal compliance and soundness checklist in line with best practice guidance in order to ensure that all legal requirements and tests of

soundness have been met. This concludes that the DPD has met the necessary tests.

- 9.2 Both Development Plans and Compulsory Purchase Powers are governed by legislation, specifically The Town and Country Planning (Local Planning) (England) Regulations 2012 and the Town and Country Planning Act 1990 (Section 226).
- 9.3 The Council has sought legal advice from its Planning lawyers(s) throughout the preparation of the DPD and has consulted the Head of Legal Services in preparation of this report.
- 9.4 The Council has also sought independent specialist legal advice in relation to using CPO as a possible mechanism for delivery if negotiations are not successful in order to ensure that any legal risks to the Council are minimised.

10.0 EQUALITIES IMPLICATIONS

- 10.1 Equality analysis has taken place alongside the development of the New Settlement DPD to understand the potential effects of emerging policies on people with protected characteristics and to use this information to seek to eliminate negative effects and maximise positive effects.
- 10.2 The analysis concludes that none of the policies have an overall negative effect and indeed many policies have positive effects for individuals and groups with protected characteristics, with the greatest number relating to the characteristics of age and disability. It also shows that, through a large number of policies, the DPD will advance the equality of opportunity in relation to most protected characteristics. To a lesser degree the DPD will also help to foster good relations between groups.
- 10.3 It is therefore considered that all reasonable and proportionate steps have been taken to maximise the positive equality benefits that will be realised through delivery of the DPD and that the plan will not lead to discrimination, harassment or victimisation but will help to eliminate such conduct. Implementation of the DPD will also advance the equality of opportunity for individuals and groups with protected characteristics and help to foster good relations between groups.
- 10.4 It is not considered that any of these conclusions would be altered by the use of compulsory purchase powers in order to deliver the new settlement.

11.0 CLIMATE CHANGE IMPLICATIONS

- 11.1 The adopted Harrogate Local Plan 2014-2035 included a new settlement in its growth strategy as a way to meet housing and economic development needs in a sustainable way, with services provided that reduce the need for travel. In addition, the broad location for the new settlement was chosen in order to maximise the opportunities for sustainable travel.
- 11.2 The New Settlement (Maltkiln) DPD has been developed with climate change mitigation and resilience at the forefront, and the former Harrogate Borough Council commissioned a Climate Change Strategy to explore the best ways to achieve its climate change ambitions in the DPD. This identifies four priority areas for action:

- Net zero carbon movement and active travel;
- Net zero carbon energy supply and use;
- Inclusive flexible living and working;
- Climate resilience.

11.3 Taken together the climate change policies in the DPD seek to ensure that each of the four climate change priorities are secured.

11.4 It is important to note that the policies in the DPD require more ambitious action than the adopted Local Plan. Therefore, the recommendation to secure delivery and progression of the DPD will have a positive effect on the Council's climate change aspirations by ensuring that development is carbon net zero across all phases.

12.0 REASONS FOR RECOMMENDATIONS

12.1 In order to comply with the requirements of the Town and Country Planning (Local Planning) (England) regulations 2012.

12.2 Having in place an up to date set of policies and proposals to define the boundary, form and nature of the new settlement enables the Council to continue to lead, guide and manage the long-term development of Maltkiln.

12.3 Delegated authority will ensure that matters raised by the Inspector can be dealt with promptly to ensure the efficient running of the examination.

13.0 RECOMMENDATIONS

- i) That the Council submit the Submission Draft DPD and accompanying submission documents to the Secretary of State for examination.
- ii) That the Corporate Director Community Development in consultation with the Executive Member for Open to Business, be authorised to make minor amendments and graphical improvements to the Submission Draft DPD and submission documents prior to submission.
- iii) That for the period of the examination in public, delegated authority be given to the Head of Infrastructure and Delivery, in consultation with the Executive Member for Open to Business, to:
 - a. provide formal responses to questions from the Inspector alongside other supporting statements and documentation as requested by the Inspector.
 - b. agree modifications to the plan through the examination period in order to make the plan sound.
 - c. To undertake all other necessary steps required as part of the examination

APPENDICES:

Core Submission Documents

Appendix 1: New Settlement (Maltkiln) DPD Regulation 19 Pre-Submission Draft October 2022

Appendix 2: New Settlement (Maltkiln) DPD Submission Draft Proposed Modifications Schedule February 2024

Appendix 3: New Settlement (Maltkiln) DPD Submission Draft Consultation Statement Feb 2024

Appendix 4: New Settlement (Maltkiln) DPD Submission Draft Sustainability Appraisal Feb 2024

Appendix 5: New Settlement (Maltkiln) DPD Submission Draft Habitat Regulations Assessment Feb 2024

Appendix 6: New Settlement (Maltkiln) DPD Equality Analysis Submission February 2024

Supporting Submission Documents

Appendix 7: New Settlement (Maltkiln) DPD Soundness and Legal Compliance Assessment Feb 2024

Appendix 8: New Settlement (Maltkiln) DPD Duty to Cooperate Paper February 2024

Appendix 9: New Settlement (Maltkiln) DPD Viability Assessment

Appendix 10: New Settlement (Maltkiln) DPD Submission Draft Infrastructure Delivery Plan Feb 2024

Appendix 11: New Settlement (Maltkiln) DPD Strategic Green Gap Background Paper Oct 2022

Appendix 12: New Settlement (Maltkiln) DPD Access and Movement Background Paper Feb 2024

Appendix 13: New Settlement (Maltkiln) DPD Climate Change Strategy October 2022

Appendix 14: New Settlement (Maltkiln) Flood Risk Sequential Assessment October 2022

Appendix 15: New Settlement (Maltkiln) DPD Heritage Impact Assessment October 2022

Appendix A : Equality Analysis Screening Form

Appendix B : Climate Change Screening Form

BACKGROUND DOCUMENTS:

Report to the Executive Committee 12th December 2023: Delivery of the New Settlement (Maltkiln) Development Plan Document. Report can be viewed on the Council's website: [Maltkiln Development Report.pdf \(northyorks.gov.uk\)](https://www.northyorks.gov.uk/maltkiln-development-report.pdf)

Corporate Director – Nic Harne, Corporate Director Community Development
County Hall
Northallerton
November 2023

Report Author – Tracey Rathmell, (Head of Infrastructure and Delivery)

Presenter of Report – Tracey Rathmell, (Head of Infrastructure and Delivery)

Note: Members are invited to contact the author in advance of the meeting with any detailed queries or questions.

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NYC Elected Members

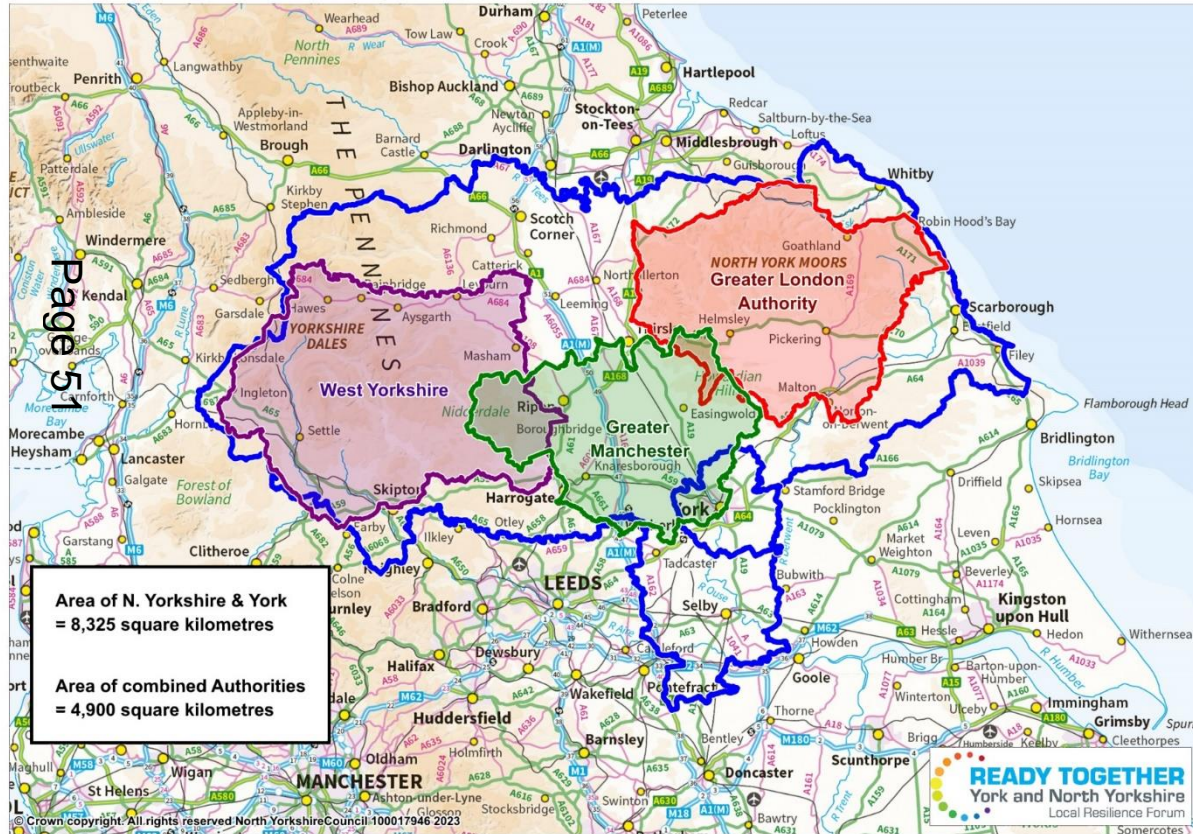
Page 9
North Yorkshire Councils role in responding and recovering to emergencies

Matt Robinson
Head of Resilience and Emergencies
North Yorkshire Council

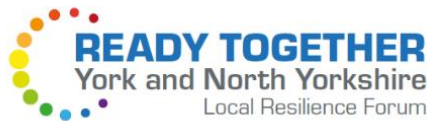
Areas that will be covered

- Responsibilities of multi-agency partners
- Responsibilities of North Yorkshire Council
- Elected Members role in emergencies
- Community Resilience within the Area Constituency Committee Area

Civil Contingencies Act 2004



Communicating risks to York and North Yorkshire



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YORK AND NORTH YORKSHIRE COMMUNITY RISK REGISTER



Utilities Disruption

Utilities are the basic services used in your home or business to keep it functioning properly. This includes: water, electricity, gas, oil and fuel. Some utilities are dependent on others to work and an electricity network failure could affect a wide range of essential services. Even a local electricity outage could have a significant impact.

What could happen?

- People may lose power to heat their homes
- Disruption to essential services such as water supplies, transport, telecommunications, health care provision, the internet and schools
- Street light and security system failures
- Traffic light failures causing congestion

What can you do?

- Be prepared for an outage with an emergency kit in your home containing a wind-up torch/radio, supplies of tinned/dried food and drinking water
- If required, register as a vulnerable customer with relevant companies – call 0800 169 2996 to speak to Northern Powergrid Priority Services
- Stay alert for hoax callers posing as utility company workers

What are we doing?

- Identifying vulnerable people who would require assistance in the event of an electric network failure
- Working with local electricity companies, emergency services, local authorities and other utility companies to minimise the impact
- Creating comprehensive plans to handle a complete national outage

Want to know more?

Visit [Northern Power Grid](#) for Local power cut information

Visit [Yorkshire Water](#) for information on how you can get assistance

Visit [Northern Gas Networks](#) for advice if you are a priority customer

North Yorkshire Councils in emergencies

- Maintain our critical council services
- Support the communities affected by the emergency
- Support the emergency services in their ability to deliver critical services

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North Yorkshire Councils in emergencies

Before	During	After
Senior Leadership Rachel Joyce	365/24/7	Recovery
Resilience and Emergencies Team Matt Robinson	Business as usual out of hours services	Community Impacts
Corporate Emergency Planning Group	Resilience and Emergencies Duty Officer	Humanitarian, Infrastructure, Environmental, Economic, Communications
Corporate Risk and Resilience Group	Bronze / Silver / Gold	Elected Members
Political assurance	Elected Members	

Elected members role in integrated emergency management

Elected Members Handbook

- Before
- During
- After

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Elected members role in integrated emergency management

Each Area Constituency Committee is allocated a Resilience and Emergencies officer. They will attend your Area Committee annually and provide an update report. This will include:

Elected members training

- Helping identify the risks within your locality,
- The community resilience that has been developed,
- Identify resources, capability gaps, as well as
- Difficulties in communicating these risks to specific groups within your electoral division.

Elected members are then asked to provide ongoing support to develop Integrated Emergency Management within their electoral divisions. This will include:

- Supporting the communication of community risks
- Provide leadership in developing community resilience.
- Work with the locality Resilience and Emergencies officers to identify opportunities for funding resource gaps.
- Support training and exercises for community groups.

Elected members role in integrated emergency management

During

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Role of an Elected Member.

Notification of incidents to Elected members.

- Notification of incidents by Elected members into the Council
- Access to information during an incident.
- Media communication during an incident.





Elected members role in integrated emergency management

After

- Response to recovery phase
- NYC Recovery process
- Role of an Elected Member
- Debriefing and identifying lessons to be learned

Area Committees

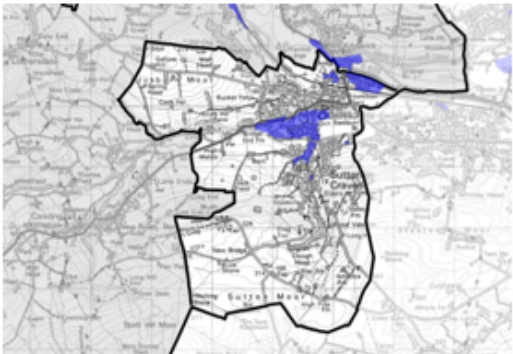
Area Committee	Resilience and Emergencies Officer
Harrogate and Knaresborough Area Constituency Committee	Simon Wright
Richmond (Yorks) Area Constituency Committee	Jason Wainwright
Scarborough and Whitby Area Constituency Committee	Reuben McGarry-Coleman
Selby and Ainsty Area Constituency Committee	Wendy Muldoon
Skipton and Ripon Area Constituency Committee	Lee Brayford
Thirsk and Malton Area Constituency Committee	Grace Lawes

Concept Community Resilience Profile

- Never been done before.
- One page overview of your divisional area.
- This year the focus is on flooding.
- Going forward what would you like to see and in what format?

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Glusburn, Cross Hills & Sutton-in-Craven: Resilience Profile – Cllr Philip Barrett



Flood warnings

Flood warning area	Properties in area	Warning <u>service</u> take up rate %
River Aire at cross hills including the Airedale Trading Park	█	█
Holme Beck at <u>Crosshills</u>	█	█
Holme Beck at Glusburn	█	█
Long Dike and Sutton Beck at Sutton in Craven	█	█

Community emergency plans

Sutton in Craven

Sandbag stores

Community	Number of Sandbags	Current Sandbag storage place	What three words location
Sutton	█	█	█
Glusburn	█	█	█
Glusburn	█	█	█
Glusburn	█	█	█

Contact

Lee Brayford – lee.brayford@northyorks.gov.uk

Silver commander – █

Community Emergency plans Selby and Ainsty ACC

	EA flood warning	Properties at flood risk	Percentage signed up to EA warning	Community Emergency Plan
Appleton Roebuck & Church Fenton division	5	282	74.3	1 (Bolton Percy)
Barlby & Riccall division	1	183	64.5	1 (Riccall)
Brayton & Barlow division	1	208	77.9	1 (Barlow)
Camblesforth & Carlton division	12	1055	68.9	3 (1.Drax/Camblesforth/Carlton, 2.Long Drax, 3.Newland/Rusholme/Little Airmyn)
Cawood & Escrick division	6	909	77.7	2 (1.Kelfield, 2.Ryther)
Cliffe & North Duffield division	2	5068	81.0	0
Monk Fryston & South Milford division	6	349	82.2	1 (South Milford)
Osgoldcross division	3	153	85.7	0

Community Emergency plans Selby and Ainsty ACC

	EA flood warning	Properties at flood risk	Percentage signed up to EA warning	Community Emergency Plan
Ouseburn division	6	106	72.8	1 (Green Hammerton)
Selby East division	2 (same as West)	5132	79.0	0
Selby West division	2 (same as East)	5132	79.0	0
Shearburn in Elmet division	0	0		0
Spofforth with Lower Wharfedale & Tockwith division	3	9	61.1	3 (Spofforth, Tockwith & Bilton in Ainsty with Bickerton)
Tadcaster division	2	162	83.0	1 (Tadcaster)
Thorpe Willoughby and Hambleton division	4	189	36.9	0

Questions

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Matthew.Robinson@northyorks.gov.uk

Wendy.muldoon@northyorks.gov.uk

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North Yorkshire Council

Selby and Ainsty Area Constituency Committee

19 January 2024

Update on Local Bus Services

Report of the Corporate Director - Environment

1.0 PURPOSE OF REPORT

- 1.1 To provide an update on local bus services within the Selby and Ainsty Area Constituency Committee

2.0 BACKGROUND

- 2.1 Local Bus services continue to be under significant pressure both locally and nationally since the Covid-19 pandemic. Passenger numbers have recovered to around 90% of pre covid levels with this figure much lower for concessionary pass users at around 70%. This has particularly affected rural routes where older passengers represented a greater proportion of users.
- 2.2 There has been a significant increase in operating costs (vehicle procurement, maintenance, insurance, staffing, property rental and fuel) along with national difficulties with recruiting bus drivers, engineering staff and sourcing spare parts. As a result of these added pressures, providers are reviewing their services more than ever before, resulting in commercial service level reductions and higher prices for routes operating under contract to the council.
- 2.3 North Yorkshire Council has maintained its support for local bus routes over recent years, spending over £1.6m each year on bus services. We are also accessing grant funding from central government which is helping to keep the current bus network running. The council is now financially supporting a number of previously commercial bus routes that would otherwise have been withdrawn entirely in the last two years.

3.0 Selby and Ainsty local bus service update

- 3.1 We have seen a number of service reductions and contract price increases as the industry continues to try and cope with the many issues caused by the pandemic. We are working with all bus operators across the county to keep services running but this is still a very challenging time. The current focus is on maintaining the existing network and supporting the recovery in passenger numbers. Inevitably this has meant some routes are now operating less frequently but it is hoped that keeping a core level of service running will mean that these can be built back up again as passenger numbers improve.
- 3.2 In late 2022, the Selby and Ainsty area saw a number of commercial bus routes either being withdrawn entirely or having their timetables reduced. These included:

Service 64/164 Selby – Leeds via Sherburn
Service 405 Selby – Doncaster via Whitley
Service 408/9 Pontefract – Doncaster via Womersley

Service 412 Wetherby – York via Tockwith
Service 476 Selby – Pontefract

- 3.3 At that point North Yorkshire County Council stepped in and was able to tender for replacement services to ensure communities were able to retain a bus service. With the resources available it wasn't always possible to keep the same timetable but the majority of these routes are continuing to run regular journeys with ongoing support from NYC (and neighbouring authorities contributing in some cases).
- 3.4 Service 840 (Leeds – Tadcaster - York – Whitby) was also under threat of withdrawal but the increase in passengers generated by the National £2 Fare Cap during summer 2023 helped to stabilise the route and it continues to run on a largely commercial basis.
- 3.5 Since then, the local network has remained stable, with some revisions in Selby in July 2023 resulting from Selby College changing how some of its routes are operated and to improve timekeeping. Support from the local councillor also saw additional Saturday journeys introduced on Service 42 (Selby to York via Cawood) in May to provide extra capacity and a Sunday timetable was introduced for Service 401 (Selby – Goole) in November.
- 3.6 We are in discussions with the NHS Trust who own the land around the entrance to Selby Hospital where we want to see better waiting facilities for bus passengers.
- 3.7 A meeting took place last month with a local care provider to look to improve access by bus for staff based at Whitley.
- 3.8 Work is on-going with the Sherburn in Elmet Business Forum to look at how bus and rail access can be improved. This project is on-going with a small team from NYC, the Forum and transport operators. Arriva have been asked to review their timetables and see if these can co-ordinate better with key shift changes. We are also looking at plans for the Sherburn 2 site to ensure bus stop access and infrastructure is included.

4.0 National £2 fare cap scheme

- 4.1 In January 2023, a national scheme was introduced to lower bus fares and encourage more people to travel by bus. Funded by the Government, the scheme means that a single bus journey on all eligible bus routes run by participating operators will cost no more than £2 (or £4 return). The majority of the local bus operators in North Yorkshire are taking part in the scheme.
- 4.2 The fare scheme was originally due to run for three months but was then extended until 30 June 2023 and more recently further extended to December 2024. Feedback from bus companies is mainly positive, in that the scheme is generating more passenger journeys. It has been a significant factor in Yorkshire Coastliner's decision not to withdraw the Route 840 Leeds to Whitby service. However, it has led to some overloading issues, particularly on tourist routes and at busy times of the year.

5.0 Funding from central government

- 5.1 NYC has received a number of grants to help to maintain the bus network since the pandemic which help to offset the loss in fare revenue and recent cost increases. These are currently in place until summer 2025. However, there have been a number of different funding streams, often provided for short periods of time and at very short notice which has made longer term planning of the bus network very difficult.

6.0 Community Transport

- 6.1 Community Transport passenger usage has recovered to around 70% of pre covid usage. Some volunteer drivers did not return after the pandemic and it is an ongoing challenge for all schemes to recruit and retain volunteer drivers. North Yorkshire Council has maintained its support for community transport with journey reimbursement, and the provision of grants to extend services and recruit volunteer drivers.
- 6.2 Harrogate and District Community Action recently ceased the operation of both the Harrogate and Ripon Volunteer Car Schemes, and Tadcaster Volunteer Community Support Association offered their support and are now working in partnership with Ripon Community House, Harrogate Neighbours and Chain Lane Community Hub to continue volunteer car schemes in the Harrogate and Ripon areas.

7.0 FINANCIAL IMPLICATIONS

- 7.1 There are no financial implications arising directly from this report as it provides an update.

8.0 LEGAL IMPLICATIONS

- 8.1 There are no legal implications arising directly from this report as it provides an update.

9.0 EQUALITIES IMPLICATIONS

- 9.1 There are no equalities implications arising directly from this report as it provides an update.

10.0 CLIMATE CHANGE IMPLICATIONS

- 10.1 There are no climate change implications arising directly from this report as it provides an update.

11.0 RECOMMENDATION(S)

- 11.1 It is recommended that Members note the contents of this report.

APPENDICES:

None

Karl Battersby
Corporate Director – Environment
County Hall
Northallerton
04 January 2024

Report Author – Andy Clarke Public & Community Transport Manager

Presenter of Report – Andy Clarke Public & Community Transport Manager

Note: Members are invited to contact the author in advance of the meeting with any detailed queries or questions.

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North Yorkshire Council

Selby and Ainsty Area Constituency Committee

19 January 2024

Update on Rail Matters

Report of the Corporate Director - Environment

1.0 PURPOSE OF REPORT
1.1 To provide an update on all rail matters within the geographical area covered by the Selby and Ainsty Area Constituency Committee.

2.0 SUMMARY

2.1 This rail update includes

- Selby Station Gateway and Access for All scheme
- Stations - Sherburn in Elmet, South Milford, Church Fenton, Ulleskelf, Hensall and Whitley Bridge
- Station Usage
- Punctuality / Performance
- Network North Announcement
- Transpennine Route Upgrade and Transport Works Act Orders
- Leeds - Goole Line

3.0 BACKGROUND

3.1 The rail services in the Selby Area (not all stations served are listed) are provided by:
Northern Trains:

Bridlington - Hull - Selby - Church Fenton - York (hourly frequency)

Hull - Selby - South Milford - Leeds - Bradford - Halifax (hourly frequency)

York - Church Fenton - Sherburn in Elmet - Sheffield (3 trains each way on weekdays)

York - Church Fenton - Leeds - Bradford - Halifax and on to Preston and Blackpool (hourly frequency)

Goole – Whitley Bridge – Hensall and Leeds (3 trains a day)

Ulleskelf – served by trains to/from York and Leeds/Selby infrequently

Timetables available <http://tinyurl.com/32a44f2j>

Transpennine Trains:

Hull - Selby - Leeds - Huddersfield - Manchester Piccadilly (hourly frequency)

Timetable available <http://tinyurl.com/3sppw5ef>

Hull Trains:

Hull - Selby - Doncaster - Retford - Grantham - London Kings Cross (up to 8 trains in each direction daily)

Timetable available <http://tinyurl.com/4u8yuupc>

LNER:

Hull - Selby - Doncaster - Retford - Grantham - London Kings Cross (1 train in each direction daily)

Timetable available <http://tinyurl.com/4adeyac2>

3.2 In December 2023 Transpennine Trains made significant changes to their timetable including a reduction in the number of trains across the Pennines, the withdrawal of some

coaches and changes to capacity. These changes may lead to issues in terms of capacity and NYC will continue to monitor the situation and report back via Transport for the North and the rail operator directly. However, it is unlikely that there will be any significant timetable changes until December 2024 at the earliest.

- 3.3 South Milford, Sherburn in Elmet, Church Fenton, Ulleskelf, Whitley Bridge and Hensall are all operated by Northern Trains with Selby being operated by Transpennine Trains. The “landlord” of the stations and responsible for longer-term projects is Networks Rail.

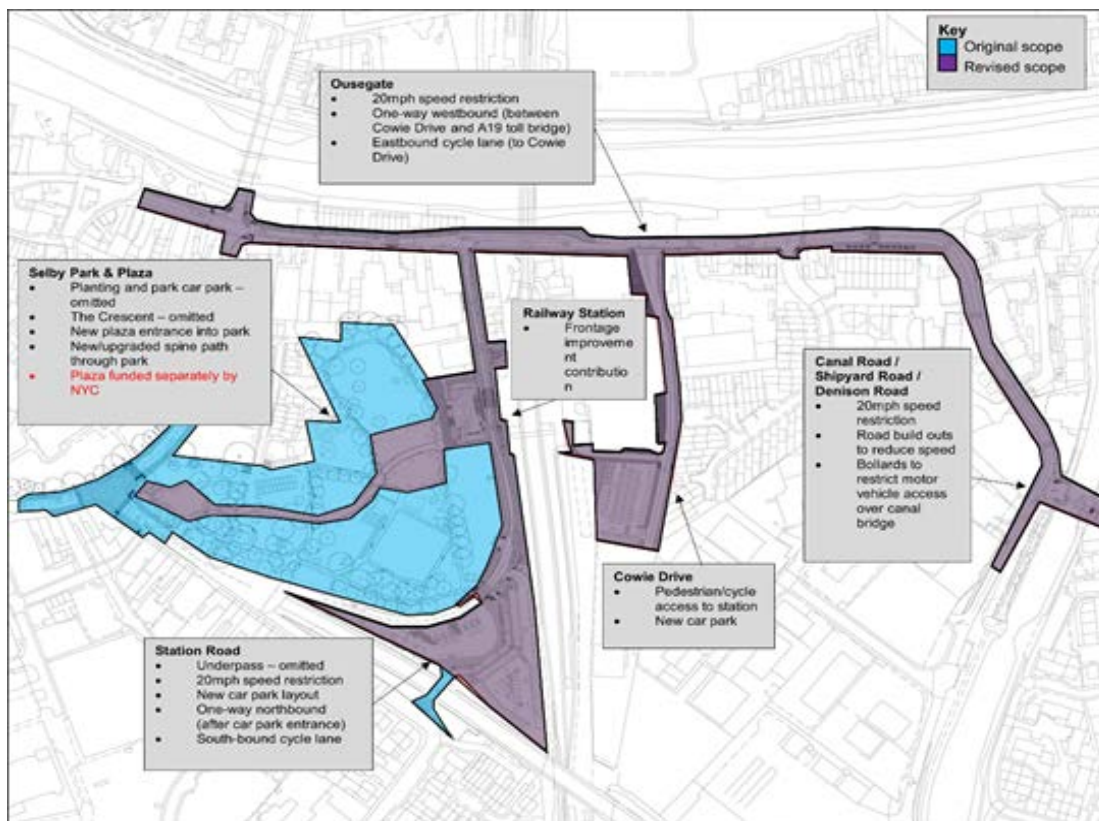
Stations in the future under Government proposals, currently going through Parliament, will become the responsibility of Great British Railways. <https://gbrtt.co.uk/>

All rail infrastructure is currently the responsibility of Network Rail <http://tinyurl.com/5dnvs2e4>

4.0 Rail Update

- 4.1 Selby Station Gateway – Transforming Cities Fund (TCF)
Full Business Case submitted 22 December to West Yorkshire Combined Authority (WYCA) for approval. It requests confirmation of funding for a first phase of works, with a second phase to be delivered as additional funding is identified (potentially from the new Mayoral Combined Authority), as was set out in the Executive report of 28 November 2023.

Phase 1 consists of: Selby Station Gateway (Station Road), Ousegate Active Travel Corridor, Eastern Station Access and Cowie Drive Car Park. Phase 2 being the Bawtry Road underpass, the Crescent/Bawtry Road junction and landscaping enhancements to Selby Park. Phase 1 no longer seeks to replace the station building due to cost increases and uncertainties around the independence or otherwise of the canopy structure. Instead, a contribution will be made to improve the Station Road frontage. NYC continues to work with Network Rail and Transpennine Trains to deliver a replacement building. NYC hope to have the WYCA decision in March.



Network Rail is looking to bring forward its planned renewal of the canopy structures to both platforms and working through design development plus permissions, including Listed Building Consent.

Network Rail is responsible for the Access for All scheme at the station, this includes lifts and improvements to the stairs and bridge. Work is ongoing and clarity on completion of the scheme has been raised with the Rail Minister.

4.2 Sherburn in Elmet Station

Work is on-going with the Business Forum to look at how access to the Business Park can be improved to/from the railway station and a working group is being created comprising of NYC officers, Forum members and the operators.

NYC are asking train operators to review their timetables to try and provide services at key shift pattern times. They have also been asked to see how areas in West Yorkshire can be better connected with Sherburn in Elmet going forward alongside better bus provision. Transpennine Trains in their latest timetable introduced a new Huddersfield – Wakefield – Castleford – York service, it was hoped that these trains would also stop at Sherburn in Elmet but this has not been possible as there is a need to invest in infrastructure including increasing the length and height of the platforms. NYC will continue to press for these trains to stop.

4.3 Church Fenton Station

Recent station improvements have included a deep clean and repaint of the station. The road entrance to the station car park has been re-surfaced by the local housing developer, thanks to work on all sides to understand the responsibilities for the road improvements.

There may be some opportunities under the Transpennine Route Upgrade for further relatively small improvements at this station.

4.4 Ulleskelf Station

Some recent improvements have been made with some parts of the station being re-painted. It is hoped that the local community may wish to adopt the station in the future.

4.5 South Milford, Whitley Bridge and Hensall Stations – no changes have been made recently.

4.6 Station Usage

Below is a Table of Station Usage with the year on year (April-March) change with all stations showing a healthy increase despite industrial action and poor punctuality on the previous years, the increase at Hensall and Whitley Bridge is probably a quirk of how the data is collected at places where there is a limited service.

Station	Operated by	Staffed	Pre Pandemic		2022/23	% Change between 2021/22 and 2022/23	Post Pandemic	Post Pandemic +1
			2019/2020	2021/2022			% Change between 2019/2020 and 2021/2022	% Change between 2019/2020 and 2022/2023
Church Fenton	Northern	No	119,332	105,804	126,423	19%	-11%	6%
Hensall	Northern	No	170	150	376	151%	-12%	121%
Selby	TPE	Yes	674,836	478,736	554,564	16%	-29%	-18%
Sherburn-in-Elmet	Northern	No	74,756	70,994	83,266	17%	-5%	11%
South Milford	Northern	No	177,066	79,192	97,572	23%	-55%	-45%
Ulleskelf	Northern	No	13,636	9,038	10,320	14%	-34%	-24%
Whitley Bridge	Northern	No	562	462	906	96%	-18%	61%
Total			1,060,358	744,376	873,427	17%	-30%	-18%

4.7 Train Performance and Punctuality

Details of the number of trains cancelled and of trains arriving within five minutes of the advertised time for routes in the Selby area are shown as Appendix A.

Many factors have meant that rail punctuality has been poor in 2023 with a high level of cancellations. Weather and particularly flooding and landslips have caused many issues in the latter part of the year. Industrial action and action short of a strike (not working overtime, not working rest days) have also taken their toll especially with Transpennine. Training of on-train staff and especially drivers (it takes about 18 months to fully train a driver) and having to learn new routes as part of Transpennine Route Upgrade have all contributed to the poor performance and was one of the reasons Transpennine was taken back into Government control. Northern have reported relatively high levels of sickness recently as another reason for a rise in cancellations. Infrastructure on the East Coast Main Line especially the Overhead Lines have also been an issue for passengers travelling to/from London especially.

- 4.8 Within the Government's announcement of cancellation of HS2 between Birmingham and Manchester there was the Network North announcement in October 2023 which contained positive news for Selby and Paragraph 43 within the document <http://tinyurl.com/3njyw9rt> is quoted below.

"Bring Hull into Northern Powerhouse Rail, electrifying and improving the line speed between Hull to Leeds and Hull to Sheffield. This will cut the journey between Leeds and Hull from 58 to 48 minutes; from Hull to Manchester from 107 to 84 minutes. This will enable two fast trains an hour to Leeds, double trains between Hull and Sheffield from one to two per hour and enable capacity to double."

- 4.9 Transpennine Route Upgrade and Transport Works Acts Orders (TWAOs)

The Transpennine Route Upgrade, <http://tinyurl.com/29eu4ejd> or TRU, is a transformative, multi-billion pound (a further £3.9billion of funding was recently announced by Government) railway programme that will better connect passengers in the North between Manchester, Huddersfield, Leeds and York.

TRU will transform the Transpennine main line into a high-performing, reliable railway, bringing more frequent, more reliable, faster, greener trains. The size of the project does mean that there will be planned disruption to services so the work can be delivered, however, there is a project commitment to keeping passengers moving on a train as often as possible, in comfort and on time.

Stretching across the North of England between Manchester and York, via Huddersfield and Leeds, the 70-mile Transpennine main line serves 23 stations, crosses over and dips under dozens of bridges and viaducts, passes through six miles of tunnels, and crosses over 29 level crossings.

TRU should also improve the access from Liverpool to Drax.

Considerable infrastructure work has already taken place especially east of Church Fenton and during this Christmas period a new railway bridge was proposed to be put in just south of Barkston Ash on the London Road, this led to the road being closed. Unfortunately, due to the high winds just before Christmas the bridge structures could not be installed. The work is now being planned for either Easter or May Bank Holiday. NYC will continue to work with the Network Rail team throughout the process.

Where there is significant work Network Rail have a planning process they can use to give them greater powers these are known as Transport Works Acts Orders (TWAOs) a "brief" guide is via this link <http://tinyurl.com/34wzyz68>. Network Rail have applied for two TWAOs within North Yorkshire and these are:

Church Fenton level crossing reduction:

After Public Inquiry (all NYC matters were resolved pre-Inquiry) the Secretary of State for Transport gave “Approval to confer powers on Network Rail to replace three private railway crossings in the Church Fenton area – Rose Lane, Adamsons and Poulters – to facilitate network improvements.” This approval will lead to a new link road off Common Lane and a new highways bridge to access the houses on Rose Lane and to the landowners. More information is available via this link <http://tinyurl.com/3mn32ant>. NYC will continue to work with Network Rail and the Transpennine Route Upgrade teams to discharge the “planning” conditions within the TWAO and work through an agreed side agreement for highways in the coming years.

The Network Rail (Leeds to Micklefield Enhancements):

This is at pre-Public Inquiry stage and NYC involvement is small and relates to the diversion of a Public Right of Way at Highroyds Wood <http://tinyurl.com/28ub5ay2> just inside the North Yorkshire border. NYC are working with Network Rail on an agreement for the diversion, once agreed this will again will not require attendance at the Public Inquiry.

- 4.10 Goole – Hensall - Whitley Bridge – Pontefract – Leeds line. Working with East Riding of York Council, Wakefield District Council and West Yorkshire Combined Authority a partnership has developed to build the case for an improvement in frequency on the route. Initial work on a business case has not been favourable on cost grounds but more work is likely.

5.0 FINANCIAL IMPLICATIONS

- 5.1 There are no financial implications arising directly from this report as it simply provides an update.

6.0 LEGAL IMPLICATIONS

- 6.1 There are no legal implications arising directly from this report as it is simply provides an update.

7.0 EQUALITIES IMPLICATIONS

- 7.1 There are no equalities implications arising directly from this report as it simply provides an update.

8.0 CLIMATE CHANGE IMPLICATIONS

- 8.1 There are no climate change implications arising directly from this report as it is simply provides an update.

9.0 RECOMMENDATION(S)

- 9.1 It is recommended that Members note the contents of this report.

APPENDICES:

Appendix A – Train Performance by route in Selby Area for 2023

Karl Battersby
Corporate Director – Environment
County Hall
Northallerton
05 January 2024
Report Author and presenter – Graham North Strategy and Performance Officer (Rail)

Appendix A - Train Performance by route in Selby Area for 2023

Operators		TPE - Northern		Northern		TPE - Northern - Hull Trains and LNER		Hull Trains - LNER	
ROUTE		Selby - Leeds and v.v.		Selby - York v.v.		Selby - Hull v.v.		Selby - London v.v.	
Month	Year	% Cancelled	Avg. <5 mins late %	% Cancelled	Avg. <5 mins late %	% Cancelled	Avg. <5 mins late %	% Cancelled	Avg. <5 mins late %
January	2023	11.8%	74%	1.4%	89%	7.3%	81%	1.1%	83%
February	2023	9.7%	79%	4.3%	87%	7.6%	83%	4.4%	83%
March	2023	7.6%	79%	1.9%	87%	6.0%	83%	2.4%	80%
April	2023	9.0%	78%	5.3%	85%	6.9%	82%	1.8%	80%
May	2023	10.6%	77%	5.9%	84%	9.1%	79%	4.5%	77%
June	2023	10.1%	74%	3.8%	80%	7.7%	76%	1.9%	76%
July	2023	6.8%	79%	3.1%	86%	5.7%	81%	1.3%	83%
August	2023	10.8%	78%	6.7%	83%	9.3%	79%	3.5%	80%
September	2023	4.2%	80%	5.6%	76%	3.8%	75%	1.6%	73%
October	2023	6.3%	76%	4.5%	81%	6.3%	81%	8.5%	69%
November	2023	4.9%	61%	4.6%	75%	4.6%	70%	1.4%	71%
December	2023	10.3%	70%	6.5%	74%	9.6%	73%	10.8%	63%

Operators		Northern		Northern		Northern		Northern	
ROUTE		Sherburn In Elmet - York v.v.		Church Fenton - York v.v.		Church Fenton to Leeds v.v.		Hensall - Leeds v.v.	
Month	Year	% Cancelled	Avg. <5 mins late %	% Cancelled	Avg. <5 mins late %	% Cancelled	Avg. <5 mins late %	% Cancelled	Avg. <5 mins late %
January	2023	2.3%	88%	4.2%	80%	5.9%	73%	0.0%	86%
February	2023	4.4%	86%	5.7%	83%	6.7%	79%	4.5%	84%
March	2023	2.7%	88%	4.5%	82%	6.1%	78%	0.0%	93%
April	2023	8.1%	83%	6.2%	82%	4.4%	81%	2.7%	94%
May	2023	6.3%	84%	5.7%	81%	5.3%	77%	3.0%	93%
June	2023	4.4%	82%	7.1%	76%	9.3%	71%	0.0%	92%
July	2023	4.4%	86%	6.6%	79%	8.3%	74%	4.5%	92%
August	2023	6.3%	84%	9.0%	77%	9.9%	76%	5.1%	88%
September	2023	6.5%	80%	8.5%	75%	10.2%	71%	4.5%	86%
October	2023	4.9%	80%	6.7%	75%	8.3%	71%	4.0%	76%
November	2023	6.1%	74%	8.7%	65%	11.1%	52%	3.8%	75%
December	2023	7.3%	73%	9.3%	69%	11.2%	63%	3.0%	82%

North Yorkshire Council

How the climate change strategy can help
inform the development of the local plan

and

How the local plan can help deliver our
climate change strategy

North Yorkshire - A great place to...

- Live
- Work
- Thrive
- Play
- Visit

North Yorkshire Council – A Step change in Performance

North Yorkshire Council 2023 – 28 Critical implementations and a superpower

- The Local Plan
- The Local Transport plan
- The Economic growth Strategy
- Climate Change strategy and Biodiversity

- The Council's power to convene (Super and soft Power)

We must all be Climate Change Champions now!

Owning and mitigating our impact on the world by measuring our carbon footprint and other actions we take on the natural world if we are to preserve this planet.

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As elected representatives we must play our part not only in regulation, scrutiny and investment but in influencing and enabling others to be part of the solution.

Maintain a determined focus on regional policy development and implementation of measures to mitigate and adapt to climate change

As Climate Change Champion: I Champion Councillors to make a difference to climate change.

- Making sure they have access to Climate Change Training starting with the in house program
- Encourage them to support local initiatives / Groups
- To interrogate all reports and policies through a lens of its impact on the climate and environment to ensure climate mitigation and adaptation is business as usual. To prioritise where climate change can help cut the cost of living.
- Encourage them to get their residents to respond to consultations – this is an opportunity to enable your residents to have their say!
- Talk to your parish councils
- To Support Chairs of Scrutiny in their roles from a climate change perspective.

As Climate Change Champion: I Champion the council's "power to convene" meetings and build partnerships with key strategic providers

- Brierley Companies
- NHS - ICB – our **Health**
- The Police and Fire - food fraud, rural crime, **climate change impact response**
- The Farming Community – **food security** – engaging with GROW Yorkshire
- North Yorkshire Food Partnership **Food Security**
- Yorkshire Water – **Water Security and flood management** – The River Nidd project
- Yorkshire Dales Rivers Trust
- Northern PowerGrid/ National Grid – **(Renewable) energy security**
- Further Education - green skills requirement (4 in 5 jobs relate to transition by 2050) **Resource**
- Business - through the now in house LEP promote the circular economy – working differently, minimising waste
- York City Council Liaison
- National Parks – Yorkshire Dales, North York Moors. 3 AONB.
- Yorkshire and Humber Climate Commission

Our Officers have already started preparing with
The Planning Policy Climate Change Day in July 23

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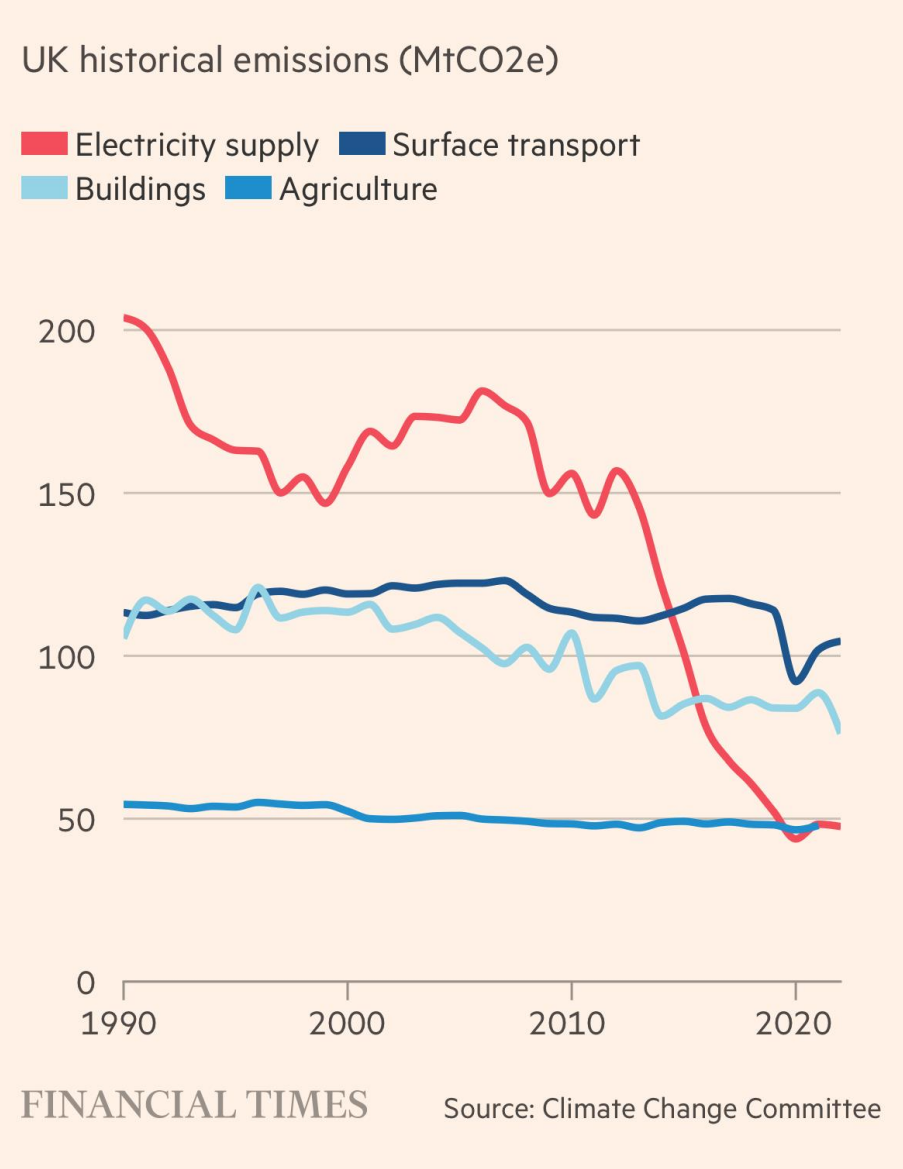
“A great Opportunity For our team of policy planners, our climate / sustainability officers along with representatives from other service areas and organisations to come together and start sharing knowledge on climate change.”

Nb Please Remember our officers are our trusted advisors

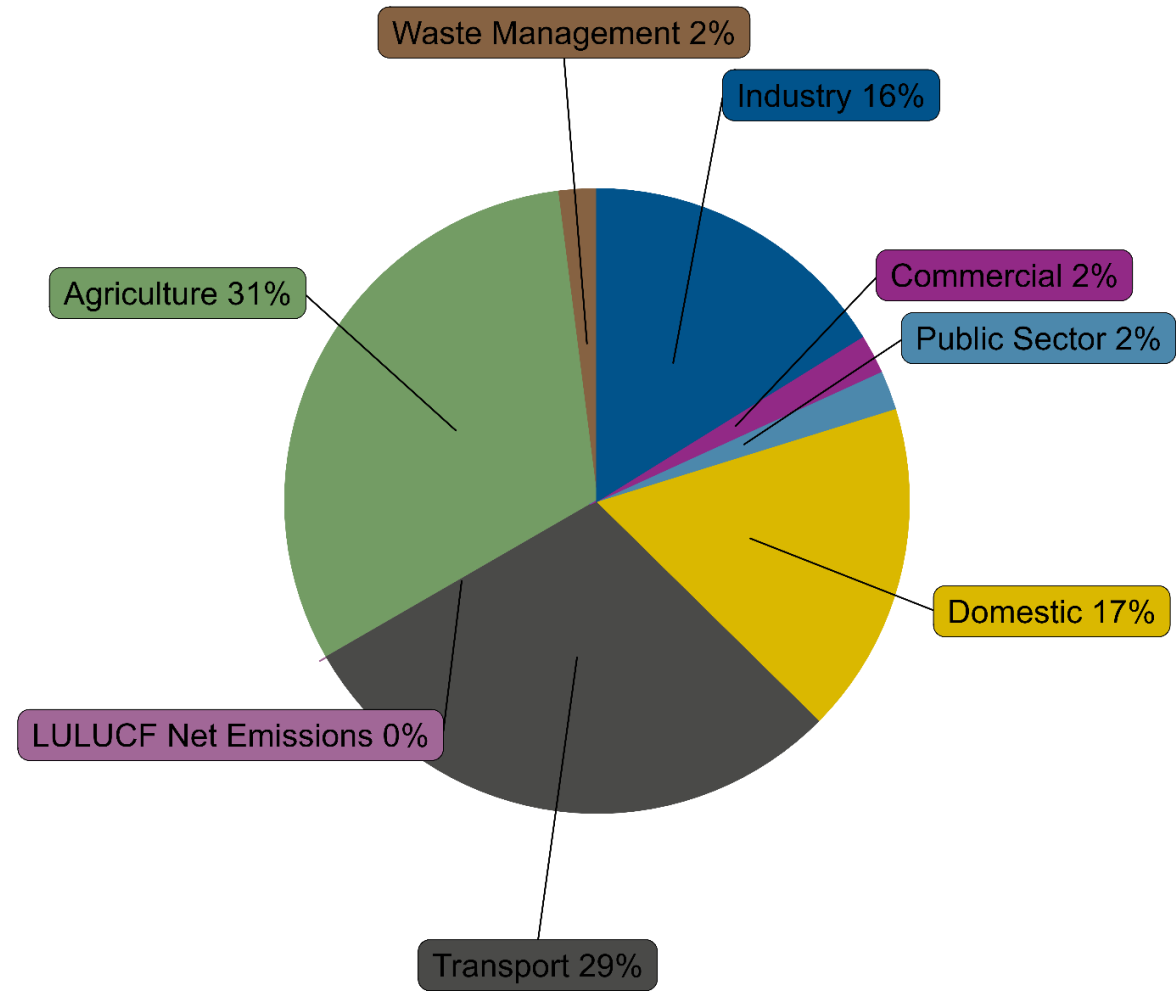
The local plan and climate change

- **The development of the new Local plan represents superb opportunities for both mitigation and adaptation of climate change and to really make a difference to the health and wellbeing of our residents.**
- **The local plan will, by law, need to contain climate change measures that are both Climate mitigation and Climate adaptation.**
- **Mitigation:** Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions; Mitigation can mean using new technologies and renewable energy, making buildings more energy efficient, or changing travel behaviour. It will also mean working with nature and the natural world.
- **Adaptation:** Adjustments to natural or human systems in response to the actual or anticipated impacts of climate change, to mitigate harm or exploit beneficial opportunities. Adaptation can mean changes to make development resilient to flooding and extreme weather

So, what's happened to date on CO2 emissions



And in NY -
our CO2
emissions!
How can we
help?



Planning and Climate Change - the Law

- Section 19(1A) of the Planning & Compulsory Purchase Act 2004 makes clear ***that reducing emissions, tackling climate change and specifically carbon reduction are legal and policy priorities for the planning system.***
- Paragraphs 152-154 of the NPPF, read in conjunction with footnote 53, **set out the need for 'radical reductions' in carbon emissions and for plans to take a 'proactive approach' to mitigating and adapting to climate change, 'in line with' the objectives and provisions of the Climate Change Act 2008.**
- **Local Authorities can lawfully set local buildings energy efficiency requirements that go above Building Regs, so long as they have the evidence to back this up and can prove whole plan viability.**
- **Key statutory document is: - The National Planning Policy Framework (NPPF 2021 onwards) (England)**

Environment Act New Duties

1. All planning permissions granted in England (with a few exemptions) will have to deliver at least 10% Biodiversity Net Gain from Nov 2023 (S98-101). - Climate and biodiversity crises – UK is bottom 10% globally and worst G7 nation for biodiversity loss. Nature is key to mitigating and adapting to climate change, and supporting health and wellbeing
2. Enhanced duty for LAs to conserve and enhance biodiversity (S102) and report on their actions (S103). LPAs will need to comply with the above duty and have regard to the Local Nature Recovery Strategy in local planning policy and decisions (S102).
3. Responsible authorities appointed by the Secretary of State (S105) to lead the Local Nature Recovery Strategy (LNRS), working with a broad range of stakeholders.

Building Regulations and code for sustainable homes (CFSH)

- Building Regs are (and were always meant to be) the bare minimum that homes should be built to.
- Volume developers will treat them as a benchmark and insist that exceeding them is a viability challenge.
- Relevant parts for building energy - Part L (conservation of fuel and power), and Part F (ventilation).
- Building Regs is a 'performance based' system; outcomes rather than prescriptive rules. Industry decides how to meet the standards. 'Approved Documents' provide certainty that BR has been met.
- 2006 – Code for Sustainable Homes introduced. CFSH1= slightly above BR. CFSH6 = 'zero carbon home (regulated)'. • Ratchet system – from CFSH1 in 2007, to CFSH6 in 2016
- ***Although CSFH has been scrapped is CSFH4 is not maximum threshold!***

The fundamental considerations of any Local plan

- **Place:** climate impacts play out very differently across the diverse geography of the North Yorkshire. Urban and rural areas, upland and coastal all require different and bespoke responses.
- **Space:** Building resilience requires interlocking measures from big spatial scale coastal realignment to the detail of the way buildings are wired to ensure they are flood resilient.
- **People:** Climate impacts affect people in different ways and particularly affect those social groups least equipped to be resilient. Adaptation has direct and lasting impacts on everyday lives so taking action means working with communities and communicating an effective narrative for change. We need to ensure costs and savings are fair and just as possible.
- **Time:** Building resilience requires thinking about the very long term and at least 100-year planning horizons. This implies new ways of thinking and working. What will a house of 2043 need to be like?
- ***What will our required services be especially to homes? For example, weekly food waste collection; health care provision; public transport access; active travel options etc***

Houses - ideas

- Highest insulation standards - saving residents money
- Developments with true equal choices of movement – active travel, public transport as well as car
- Developments to have default 20mph for cars to allow multi transport users
- Clean air by using clean fuelled transport/ heating/ cooking
- Powered by renewable energy
- Close to work, amenities and transport hubs
- Easy access for refuse collection
- Easy access for home healthcare

Houses - ideas

- Homes cost to retrofit = £20k each (whereas developers could have built to net zero for £5k each
 - could we incentivise developers to do the retrofit by offering £5K on completion of each house
 - could we suggest that if regulations are updated within the ten year guarantee that they must do the retrofit as part of their warranty.
- Planning Policy viability testing by larger councils such as Reading and Bristol, possibly York to force greater reductions in CO2 emissions
- Previous confusion has forced small councils to shrink from the arguments and settle for lower standards – but we are now a bigger council!!!
- The best ideas are stolen, and we need to look at best climate practice across local plans including our neighbours York and Leeds.

Social housing

- How much are we going to provide?
- What standard will it be?
- How will it be maintained?
- **Energy efficient social housing development completed in Harrogate and Skipton**
- ***This is only a small part of the local plan but it does show leadership!***

New Derby council houses generate more energy than they use

Derby Homes has completed the construction of four carbon negative council houses in Derby, which have been praised as a "monumental achievement". They utilise solar panels, insulation and an air source heat pump to reduce bills and emissions. The homes have an A rating for energy efficiency and produce -0.5 tonnes of carbon dioxide, surpassing the net-zero standard. Derby City Council aims to construct all future buildings to the same specification.

[BBC News](#)

References

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- [York Council invites public to see Passivhaus development | York Press](#)
- [Spatial planning for climate resilience and Net Zero \(CSE & TCPA\) - Climate Change Committee \(theccc.org.uk\)](#)
- [The Climate Crisis – a guide for local authorities on planning for climate change - Town and Country Planning Association \(tcpa.org.uk\)](#)
- [And an update: https://www.tcpa.org.uk/resources/the-climate-crisis-a-guide-for-local-authorities-on-planning-for-climate-change/](https://www.tcpa.org.uk/resources/the-climate-crisis-a-guide-for-local-authorities-on-planning-for-climate-change/)
- [rtpi-net-zero-transport-january-2021.pdf](#)
- [Climate Emergency Design Guide | LETI](#)
- [Climate Emergency Retrofit Guide | LETI](#)
- [RTPI | Cracking the Code](#)
- [How to achieve net zero carbon homes - Cotswold District Council](#)

Growth strategy - Use our Natural assets

Food Security is crucial

- Farming – Leading the way in regenerative farming
- Farming the Sea
- Agri tech
- Vertical Farms
- Further education Farming training
- University research into farming
- Food Production
- Food Processing
- Food waste and circular economy

References

- [Deliciously Yorkshire - supporting Yorkshire Food & Drink producers \(deliciouslyyorkshire.co.uk\)](https://deliciouslyyorkshire.co.uk)
- [Home - Pilgrim's \(pilgrimsuk.com\)](https://pilgrimsuk.com)
- [Food Waste Transformation | BioteCH4](#)
- [Global agrifood systems are the climate solution, new FAO report highlights | UN News](#)
- [Fischer Farms – The Future of Farming](#)
- [Indoor Vertical Farming | Plenty](#)
- [Strawberries - Dyson Farming](#)
- [Meet the team - Poole Harbour Nutrient Management Scheme \(pooleharbournitrates.org.uk\)](https://pooleharbournitrates.org.uk)
- [Agri-TechE supporting agri-tech innovation - Agri-TechE \(agri-tech-e.co.uk\)](https://agri-tech-e.co.uk)

References

- [Welcome to NIAB | NIAB](#)
- [Home - Common Ground Film](#)
- [Home | Rothamsted Research](#)
- [Naylor Nutrition](#)
- [North Norfolk Coastal Group – improving the biodiversity of the managed environment \(nncg.org.uk\)](#)
- [Home | AHDB](#)
- [Jones Food Company](#)
- [The Cornish Seaweed Company - organic edible seaweed](#)
- [SeaGrown - Wild Ocean Seaweed Farming](#)
- [algapelago](#)

Tourism

- The second largest business in North Yorkshire
- They come to see nature and get away from it all
- Great Local Produce supports great restaurants
- Access to destinations by various modes of transport
- Skilled people to support the sector
- Eco tourism

Other industries that our natural assets lend themselves to

- Renewable Energy Production including
 - Solar
 - Wind on and off shore
 - Tidal
 - Data centres
 - Minewater
 - Sewage
 - Geothermal
 - Hydro - rivers

Other industries that our natural assets lend themselves to

- Commercial Forestry - the UK imports more than 80% of its timber
- Recycling and reusing the recycling – not just collection
- “A new multimillion-pound recycling facility in Coventry, founded by eight West Midlands councils, will use robots and AI technology to sort rubbish. The facility, called Sherbourne Recycling, is the first of its kind in the UK and will process the rubbish of 1.5m people across the region. The plant aims to turn residential mixed recycling into high-quality materials to be returned to the UK market. The facility also has the capability to adapt to changes in composition and consumer habits. The plant is "a huge investment but a great return for all councils for the next 25 years", Cllr Carolyn Watson-Merret from **Rugby BC** said.”

Infrastructure: Road that support our plans, not inhibits them

On the basis that major investment is unlikely, how do we maximise the current infrastructure?

- Different parts of society use transport differently for example men and women.
- Transport hubs at key locations where transfer from one type of travel to another seamlessly
- Developments with true equal choices of movement – active travel, public transport as well as car
- Appropriate refuelling points
- Easy access for refuse (inc. food waste and recycling) collection, home healthcare and delivery
- Easy access to places of employment

Infrastructure – Transport Freight

- 90+% of goods / freight in North Yorkshire travel by road
- How does our transport plan facilitate the movement of freight by road?
- Day freight, overnight freight, part shipments, drop and swap to smaller vehicles for access to towns after being trunked long distance.
- Some thoughts:
 1. Suitable sized, conveniently placed laybys for drivers to rest, take a break, sort their tachographs, plan and programme sat nav for next delivery etc
 2. Refuelling – in day deliveries probably back at their base, but overnight. Electric and hydrogen.
 3. Access to quality food
 4. Access to toilet facilities
 5. Return loads

Infrastructure: Rail that support our plans, not inhibits them

On the basis that major investment is unlikely how do we maximise the current infrastructure.

- Create frictionless access and payment options
- Ensure all have access and support - inclusive
- Add small stations such as Claro road in Harrogate that would take thousands of cars off road whilst making transport to place of work easier
- Modify zebra crossings to maximise safe transport flows eg Starbeck crossing in Harrogate
- In the south of the county tap into Leeds Mass transit plans including access to Leeds Bradford airport

Infrastructure: Public Transport that support our plans, not inhibits them

- Create equality and safe options - inclusive
- How does it serve us?
- Do we have transport hubs that support the different options?
- Should hospitals / Leisure centres be transport hubs as well as town centres?
- How do we serve our schools?
- How would public transport serve the tourism sector which is huge in North Yorkshire?
- Consider public transport that carries small freight - “bus provided by Amazon?” and bill board advertising on the side

Transport - where is it hurting us

People can't get around on their choice of transport at ***a price the can afford or when its convenient and even when its inconvenient! It must be safe for all.***

It causes congestion

And Carbon emissions: by vehicle type

- Cars 56%
- Lorries 21%
- Busses 18%
- Other 5%
- But let's consider this - ***2/3rds of vehicle CO2 emissions come from journeys over ten miles - this means that effective public transport could be a major winner for interurban travel.***

Transport (Public) references

- Leicester City Council have used the enhanced partnership approach to their buses. [Leicester Enhanced Bus Partnership Scheme 2022-2025](#)
- Work place parking Levy to fund public transport – see Nottingham council [Ten years on: Nottingham’s Workplace Parking Levy keeps the city moving ahead – Transport Nottingham](#)
- [How Britain’s bus services have drastically declined | Policy and insight \(friendsoftheearth.uk\)](#)

Infrastructure – water security that can support our plans without polluting our county

Water Management to domestic, business and agriculture

- Supply – where are pipes good enough to support the increased volumes
- Sewage - where are pipes good enough to support the increased volumes, where do they need replacing?
- Flood – should all new houses have water butts as part of their surface water attenuation package as well as providing water in periods of drought?

Rivers (flood management, cleanliness)

Increasingly Heavy Rain in the winter is a consequence of climate change and we need to be able to adapt

- They are too straight – we need to put their wiggle back and not take any more wiggle out
- Combined sewage outflow
- Farmers field run off
- Other pollutants such as Old mining

Water Security - Sewage

- How do we ensure sewage doesn't overflow in peak water weather events?
- Please watch the testimony from an environment agency official on Thursday at the Harrogate and Knaresborough ACC and see if you come to same conclusions .
- [Live meetings | North Yorkshire Council](#) From about 1hour 13 mins
- We should probably treat sewage infrastructure like the road infrastructure, running simulation models to see if the pipes can cope with the extra excrement!

1/11/2024

Thoughts and Questions

Its helpful if you can contact me in advance but not essential on cllr.paul.Haslam@northyorks.gov.uk

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North Yorkshire Council

Selby and Ainsty Area Constituency Committee

19 January 2024

Work Programme

Purpose of Report

For Members to continue to utilise arrangements put in place to assist the development of the Work Programme for 2024/25 and for future years and to suggest issues to be included within that Programme.

Work Programme

The Work Programme for 2023/24 is attached for information at Appendix1. The formulation of the 2024/25 Work Programme is underway and issues will be carried forward to be incorporated into that. subsequent work programmes.

Following the implementation of the Local Government Review Work Programmes have been adapted to take account of the refresh of Area Constituency Committees. An annual work programming meeting of the Committee and mid-cycle briefings will be introduced to co-ordinate and enhance the development of the work programme, and to allow issues of local concern to be identified and added to the programme. The mid-cycle briefings will involve the Chair, Vice-Chair and Group Spokespersons and will be utilised to set the agenda for the next meeting. Informal, virtual meetings can also be utilised to develop the work programme.

Potential virtual meetings can be identified from the work programme and appropriate arrangements would be made for these to take place.

The following issues have been identified for the subsequent Area Constituency Committee work programmes:-

Themes and topics that could be brought to the committees for 'strong recommendations':

- Local Plan development (including the links with the National Parks and AONBs)
- Planning policy engagement (including the links with the National Parks and AONBs)
- Community safety strategic plan engagement
- Local Transport Plan development

- Health and Wellbeing Strategy development
- Parking policy and strategy
- Traffic Regulation Orders
- How the services in the new council work – AD led
- Economic growth strategies – development and implementation
- Economic development projects that are in the pipeline
- Destination development strategies.

Annual reports:

- Work programme setting session
- Review of the Council Plan and how this informs the work of the committees
- Schools performance and budget report
- Adult social care performance and budget report
- Housing development
- Council budget report
- Stronger communities report
- Report from the Police Fire and Crime Commissioner.

Reports for circulation (only discussed where members have raised a specific issue):

- Community safety (Police and Fire)
- 1/4ly performance and finance report that goes to the Executive
- Grant funding and seed funding available to local communities.

It is suggested that the Committee utilises the arrangements outlined to co-ordinate a purposeful Work Programme development process for 2023/24 and going forward.

Final Committee date for 2023/24

- 10am on Friday 26th April 2024

Schedule of Committee dates for 2024/25

- 10am on Thursday 13th June 2024
- 2.30pm on Thursday 19th September 2024
- 10am on Friday 17th January 2025
- 10am on Friday 25th April 2025

Recommendation

- (i) that the new arrangements put in place to assist the development of the Work Programme continue to be utilised to prepare a Work Programme for 2023/24 and for future years
- (ii) that the date and time of remaining scheduled 2023/24 meeting be noted
- (iii) that the dates and times of the scheduled 2024/25 meetings be noted.

Steve Loach
Democratic Services

January 2024

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Selby and Ainsty Area Constituency Committee Work Programme 2023/24

10am on Friday 28th April 2023	
Civil Parking Enforcement	To discuss Civil Parking Enforcement and how it is delivered in the Constituency Area
North Yorkshire Police	To discuss current policing issues and traffic speed enforcement, with particular reference to the current policy on Speed Enforcement cameras.
Local Internal Drainage Board – work and responsibilities	To consider the work and responsibilities of the local Internal Drainage Board
Stronger Communities – Annual Update	To provide an annual update on the work of the Stronger Communities Team in local communities within the Constituency Area.
Local Bus Services	To provide an update on any issues that have arisen in respect of local bus services since the previous meeting.
Report of Constituency MP, Nigel Adams	To consider issues raised by the MP in respect Constituency matters.
10am on Thursday 15th June 2023	
LGR, Devolution and future role of ACCS	To discuss the development of ACCs, their purpose and additional roles following the introduction of the new Unitary Authority.
Local Internal Drainage Board – work and responsibilities	To continue the consideration of this item, started at the previous meeting, with other representatives of local IDBs
Local Bus Services	To provide an update on any issues that have arisen in respect of local bus services since the previous meeting.
Report of Constituency MP, Nigel Adams	To consider issues raised by the MP in respect Constituency matters.
2.30pm on Thursday 21st September 2023	
Appointment to Outside Body	To consider an appointment to a local Internal Drainage Board
Civil Parking Enforcement	To consider a verbal update on the current situation in respect of CPE following LGR
Public Transport	A verbal update on the various issues affecting public transport in the Constituency area
Changes to Parliamentary boundaries – Impact on ACC	An opportunity for Members to discuss the impact on the ACC of the proposed Parliamentary boundary alterations
New Free SEND School - Selby	To consider the progress being made on the provision of a Free SEND School in Selby
North Yorkshire Council’s role in responding and recovering to emergencies	To receive a presentation in relation to North Yorkshire Council’s role in responding and recovering to emergencies
Selby Area Garden Waste Service	To receive an update on the implementation of a subscription garden waste service in the Selby area.
Introduction to new Constituency MP	To introduce the new Constituency MP, Kier Mather

2pm on Friday 19th January 2023

New Free SEND School - Selby	To consider the progress being made on the provision of a Free SEND School in Selby
Public Transport	A report on the various issues affecting public transport in the Constituency area
Climate Action Plan	To consider the development of the Selby Climate Action Plan, previously established by Selby District Council and the process for taking the Plan forward.
Area Constituency Committees - £50k per ACC seed funding pot for economic development	To consider the process and procedures for the £50k ACC seed funding pot for economic development
Selby Local Plan - Petition objecting to the development of the Central Area Car Park in Tadcaster for housing	To receive a presentation under the Council's petition scheme relating to the development of the Central Area Car Park in Tadcaster for housing
Local Development Plans	To consider Local Development Plans

10am on Friday 26th April 2024

Air and Water Quality in the Constituency Area	To consider air and water quality in the Constituency Area, how it is monitored and controlled.
Changes to Parliamentary boundaries – Impact on ACC	To discuss the impact on the ACC of the proposed Parliamentary boundary alterations
Public Transport	A verbal update on the various issues affecting public transport in the Constituency area
New Free SEND School - Selby	To consider the progress being made on the provision of a Free SEND School in Selby
Two Ridings – Heart of Yorkshire funding	To consider how this funding is being utilised since the creation of a unitary Authority
Constituency MP, Kier Mather	To receive an update on significant issues in the area from Constituency MP, Kier Mather

Future areas of work for Members' Virtual Meetings:-

Final Scheduled Committee date for 2023/24

- 10am on Friday 26th April 2024

Scheduled Committee date for 2023/24

- 10am on Thursday 13th June 2024
- 2.30pm on Thursday 19th September 2024
- 10am on Friday 17th January 2025
- 10am on Friday 25th April 2025

The Work Programme will be discussed at each meeting.

Possible future areas of work for themed meetings/Members' Virtual Meetings/ task and finish groups:

Transport

- Road Safety in the Constituency area
- Traffic management and traffic congestion
- Local Bus Services
- Cycling and cycling routes
- Roll out of electric vehicle charging points

Emergency Services

- Policing and Crime Updates (including - Trespass, poor/slow response by the police, provision of traveller and showmen sites within the Constituency area)
- North Yorkshire Fire and Rescue Service
- Yorkshire Ambulance Services

Local Environment

- Flooding issues in the Constituency Area
- Air Quality Measuring
- Follow up on Rural Commission recommendations
- Tourism

Post LGR issues

- Future use of land and buildings following LGR
- Interim Leisure Services
- Future role of ACC

Economic Development and employment

- Local enterprise and future investment/ Economic Development Strategies – LEPs
- The development of appropriate skills for emerging employment opportunities

Information for future meetings

- Details from OFSTED and CQC in respect of local facilities

Service Updates – Annual

Educational attainment, schools and finance
Stronger Communities

Health Service issues

Council Service area issues

Issues arising

Issues identified by Members

Author:

Steve Loach

Democratic Services

September 2023

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