

# North Yorkshire Council

## Richmond (Yorks) Area Constituency Committee

Minutes of the meeting held on Monday, 18th September, 2023 commencing at 10.00 am.

Councillor Yvonne Peacock in the Chair. plus Councillors Caroline Dickinson, Bryn Griffiths, Carl Les, Heather Moorhouse, Stuart Parsons, Karin Sedgwick, Steve Watson and David Webster.

In attendance: Councillor George Jabbour, Malcolm Warne and Connor Fox – Member of Youth Parliament for the Central Area of North Yorkshire

Officers present: Clive Thornton, Keisha Moore, Chloe Thwaites, Bart Milburn and Sarah Holbird.

Other Attendees: 7 members of the public.

Apologies: Councillors Alyson Baker, Kevin Foster, Angus Thompson, John Weighell OBE, Annabel Wilkinson and Peter Wilkinson.

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**Copies of all documents considered are in the Minute Book**

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### **48 Apologies for Absence**

Apologies noted (see above).

### **49 Minutes of the Meeting held on Monday, 12 June 2023**

That the Minutes of the meeting held on Monday, 12<sup>th</sup> June 2023 were confirmed and signed as an accurate record, subject to amendments to Minute No. 42 – Update on Delivery of North Yorkshire Flood Risk Strategy (2022-2023) to attribute the comments on the Kirbymoorside community event to Councillor George Jabbour and Minute No. 45 – Appointments to Outside Bodies to show only one appointment to the Richmond School Trust – Councillor Stuart Parsons.

### **50 Declarations of Interest**

There were no declarations of interest.

### **51 Public Participation**

Steven Hill of Middleton Tyas submitted a public question/statement in relation to Agenda Item 8 – Scotch Corner which was read out before the item was considered.

Northallerton Town Council provided the following public question/statement:-

1. Northallerton Town Council would like to request that North Yorkshire Council communities a formal opening date for the North Northallerton Sports Village, with a view to reassuring the public that the facility will be completed and opened soon. Further, Northallerton Town Council would like reassurance that the hedge bordering the facility, on Brompton Road, will be subject to a formal management plan to improve the safety of the adjacent shared cycle/footway and improve the hedge's very untidy

appearance.

Jo Ireland, Assistant Director for Culture, Leisure, Archives & Libraries provided the following response which was read out at the meeting:

Work is complete on the North Northallerton Sports Village, but unfortunately, we are unable to open the site formally to the public until some legal issues are resolved. We are working to resolve these issues as quickly as possible, however, at this point are unable to provide an exact date when we will be able to open the site.

2. Northallerton Town Council would like to request that plans for the new Special Educational Needs & Disability (SEND) facility on the site of the former Northallerton College is shared with the Town Council, to include progress on funding and the identification of operating body, as well as the intended footprint of the facility.

Andrew Dixon, Strategic Planning Manager Education and Skills provided the following response which was read out at the meeting:

The proposed new SEND facility on the site of the former Northallerton College is a project that is to be delivered and funded by the Department for Education (DfE) under their Free Schools Programme. The project is at an early stage, and the DfE have not yet confirmed their intended building design or proposed site layout to NYC. The DfE are progressing the process to select an Academy Trust to operate the new school, and it is expected that applicants will be interviewed in late 2023.

Richmond Town Council provided the following public question/statement:-

Following events during the COVID crisis, when Richmond Falls area of the town became a hotspot for large crowds with anti-social behaviour, alcohol and drug abuse, Richmondshire District Council formulated an action group which resulted in the passing of a legal entity in the form of a Public Space Protection Order:

The order started on 1 April 2021 and will be in place for three years. It gives Police and council officers powers to move groups on, fine them for unruly behaviour and prevent certain activities such as littering, lighting a fire or barbecue.

Richmond Town Council has had meetings recently with Richmondshire Police, and they have stressed that it is vital that this PSPO is renewed in April 2024 in order that they can continue their good work in keeping the area safe for Richmond residents and visitors who wish simply to enjoy the beauty of the area. We have had indications from the new unitary authority that this will go out for consultation in early 2024 and the Town Council would ask that North Yorkshire Council does indeed renew the PSPO and ensure that it doesn't lapse.

There is however an equally serious problem that sits alongside the problems caused by anti-social behaviour and that is the complete disregard of parking regulations at the Falls car park and Riverside Road, Richmond which is giving rise to serious concerns about the ability for emergency vehicles to access the area due to flagrant disregard of the yellow line system in place.

On Sunday 10<sup>th</sup> September 2023, which was an exceptionally warm day, Richmond Town Councillors received reports from residents who live near Riverside of a multitude of vehicles parked illegally. Accordingly, Town Councillors visited the area and noted that there were indeed numerous violations.

The problem is that there were no traffic enforcement officers in town – no vehicle had been ticketed and more vehicles continued to arrive and park illegally.

What can be done to ensure that on Bank Holidays and weekends when hot weather

occurs, that Richmond has traffic enforcement in what is obviously now a target for car users who have no compunction to follow parking restrictions so that they can be near the Falls and riverside? It is only a matter of time before an emergency will occur which due to the poor parking will cause problems for emergency vehicle access and in addition the narrowness of Riverside Road and complete absence of pavements is a real hazard for pedestrians who have to walk in the middle of the road to avoid illegally parked vehicles.

Odette Robson, Head of Community Safety and CCTV provided the following response which was read out at the meeting:

The current PSPO developed and implemented by Richmondshire District Council, will be reviewed as the statement suggests and those discussions have already started being mindful of future requirements for the unitary authority.

Steve Brown, Head of Parking Services also provided a response as shown below which was read out at the meeting:

Prior to LGR on the 1<sup>st</sup> April 2023, parking enforcement in North Yorkshire was divided into 2 component parts, the first part was Off- Street enforcement, i.e. council car parks that had the requisite Off-Street Traffic Regulation Order (TRO) placed upon it and the operation of those car parks, the enforcement of which fell to the Borough and District Councils.

The second component part was the On-Street Enforcement, the responsibility of which rested with the Highway Authority, which at the time, was North Yorkshire County Council (NYCC). It was collectively agreed by all of the Boroughs, Districts and County Council that two operational hubs, Scarborough and Harrogate Council's would carry out the enforcement operations via Service Level agreements (SLA's). The Borough and District Council's for Off-Street enforcement and with NYCC for On-Street Enforcement. These service agreements came with agreed budgets for personnel and equipment along with various financial contributions from the Boroughs and Districts regarding the amount of enforcement received by them, equally, any revenue that was generated by the Penalty Charge Notices (PCN's) was split by both agreement and statute, the 'On/Off-Street split'.

Since the 1<sup>st</sup> April 2023 these agreements mentioned above have been continued as 'business as usual', so far as the level of enforcement is concerned at least. I can further report that since the 1<sup>st</sup> April 2023 some 90 PCN's have been issued in the Fosse car park and Riverside Road which does demonstrate that a decent level of enforcement has been maintained. As for the future, like many of the council's services, parking is going through its restructure and with a Head of Service now appointed it moves on to appointing the service managers and then after that to re-model the service to meet the needs of the local transport plans, which, of course, will mean the enforcement levels around the whole region. Parking Services takes on board your points around Riverside Road, particularly during the hotter periods and Bank Holidays. I hope that this briefing explains the current and future position.

## **52 Connor Fox, Member of Youth Parliament for Central Area of North Yorkshire**

Considered –

Connor Fox, Member of Youth Parliament for Central North Yorkshire attended to the meeting and provided an overview of the work he had been undertaking in relation to the improvement of free school meals for those that need it the most and raised the issue of youth representation and his hope that it would be possible to create a youth council in the area like the newly created Selby Youth Council.

During debate the Committee praised the work being carried out and encouraged engagement with youth organisations in the area. Concerns were raised about the support

provided during school holidays and the impact of the transfer to secondary school.

**Resolved –**

That the information be noted and the Member of Youth Parliament for Central North Yorkshire be thanked for attending.

**53 EV Charging Points - Stokesley, Great Ayton and Easingwold**

Considered –

A report from the Corporate Director of Environment which provided an update on the delivery of Electric Vehicle Charging Infrastructure in the former Hambleton district.

The Committee were advised that the appointed installer had filed for insolvency having not fully completed the installations at the Showfield Car Park in Stokesley, the Galtres Centre in Easingwold and High Green in Great Ayton. The completion of the work in these car parks will now form part of the wider Electric Vehicle Charging Infrastructure rollout across North Yorkshire. As the underground infrastructure is in place it is hoped that these works can be completed in the first quarter of the 2024/25 financial year.

During debate Members:

- Requested that the assigned EV spaces be made available for general parking until the works can recommence as parking, particularly in the Great Ayton car park is very limited.
- Raised concerns about the grid capacity for the chargers and the impact of any delays on the associated costs of the project.
- Discussed the possibilities of collaborative working with Town and Parish Councils, Village Halls and the National Parks to increase provision.

**Resolved –**

That the background and update on delivery of EV Charging Infrastructure as delivered by the former Hambleton District Council be noted.

**54 Car Parking Charges across the Richmond (Yorks) Constituency Area**

Considered –

The Committee received details of the car parking charges across the constituency area following concerns being raised about inconsistencies. The information showed that charges were consistently applied across the car parks in the former Richmondshire area but varied from car park to car park across the former Hambleton area.

During debate Members indicated that car parking is an overwhelming common issue across many areas with concern raised around the provision of parking meters and the need for all car parks to have at least one machine capable of taking cash payments. Anomalies in the information provided was identified and Members were requested to make the necessary comments to the Democratic Services Officer.

The Committee were advised that a Car Parking Strategy is being produced and they would have an opportunity to feed into its development.

**Resolved –**

That the information be noted.

## 55 **Scotch Corner**

Steve Hill of Middleton Tyas provided the following public question/statement:-

I represent a group of residents from Middleton Tyas and surrounding villages, who have growing concern about the lack of a strategic plan covering the many developments around Scotch Corner, and the piecemeal approach to processing planning applications. At busy times, Scotch Corner roundabout becomes grid-locked causing major traffic delays, and the forecast 4m footfall per year for the approved Designer Outlet Village (DOV) and Garden Centre will make the situation significantly worse. In May, the NYCC planning committee approved the creation of a 37 unit warehousing and distribution facility on the former caravan park, which will increase the number of vans and HGVs entering the roundabout. There are plans to create 4 fast food drive thru restaurants at Scotch Corner, another petrol station, an amenity centre, expansion of the DOV by 50%, a film & TV unit, and a Rolls Royce advanced engineering facility. Add to this, the A66 upgrade scheduled to start in 2024 with a forecast increase in traffic of 35% travelling between Scotch Corner and Penrith. If all these developments gain approval, the largely agricultural and rural landscape will be destroyed, there will be an increase in noise and pollution, and the Scotch Corner roundabout will become overwhelmed and have a major impact on both local residents as well as travellers on the strategic highway network. Currently, there is no process in place to examine the holistic impact on the area of each of the planning applications in the pipeline.

The plans to create a Motorway Service Area (MSA) at J52 of the A1 at Catterick is directly related to the development plans at Scotch Corner. If this proceeds, why would there need to be all the planned fast food outlets 5 miles North? Additionally, the DOV plans to offer 27 cafes and restaurants to customers making nearby fast food outlets less viable.

A crucial issue for all the proposed facilities at Scotch Corner is the recruitment of employees, as the Richmond area currently enjoys full employment and retail shops are having problems obtaining staff. The DOV alone needs to attract over 1000 employees. This means attracting employees from further afield, such as Darlington, which then increases the numbers travelling by car putting further pressure on the roundabout. Aligned with this is the need to provide adequate public transport, and facilities for pedestrians and cyclists.

All these factors generate the need for a strategic assessment of the impact of all current applications together with those approved but not yet in operation. This should focus on the transport problems associated with Scotch Corner roundabout, public transport, employee recruitment, an assessment of the local retail market and the effects of creating new facilities on local towns, plus the impact on the landscape and environment. Whilst this strategic assessment is taking place, a hold should be placed on all current applications affecting Scotch Corner. This will also allow an accurate assessment of the impact of the DOV on traffic flow around Scotch Corner.

Bart Milburn, Planning Manager (Richmond locality) attended the meeting and provided the following in response to the issues raised:-

### **Planning Policy Background to development at Scotch Corner**

The guiding principles and policies for development at Junction 53 – (Scotch Corner) are set out within the adopted Richmondshire Local Plan Core Strategy 2012 – 2028.

Spatial Principle SP5: Scale and Distribution of Economic Development provides that:  
*'Appropriate economic development opportunities related to the A1 upgraded junctions at Catterick Central, Scotch Corner and Barton will be considered.'*

*subject to a detailed appraisal of their requirements to link directly with the strategic road network, the feasibility of this link and local conditions that exist in these locations.'*

The North Richmondshire Spatial Strategy states that:  
appropriate motorway related development will be considered subject to Spatial Principle SP5

There is clear justification to consider development opportunities at J53 (Scotch Corner) starting with the NPPF and guided by the principles and all other relevant policies in the Local Plan. Development proposals will also be scrutinised by National Highways and North Yorkshire Council Highways Authority to ensure capacity exists both on the national strategic and local highway networks.

### **Planning Applications**

Attached is a map (Scotch Corner Planning Applications Map.pdf) of live planning applications and granted planning permissions for Scotch Corner. Live applications of particular note which will be determined at Richmond (Yorks) Area Planning Committee are:

22/00790/OUT – Designer Village Extension  
23/00006/OUT - Class E Film and TV Production Studios incorporating Ancillary Offices  
22/00787/OUT - B2 advanced manufacturing facility with ancillary offices  
22/00402/OUT – fast food restaurant (McDonalds)

There is also the Dalesway application (22/00047/OUT) for two fast food restaurants, which seeks to demolish a former motel to facilitate the development. This is currently anticipated to be a delegated decision.

The impact of development on the landscape, ecology and existing town centres are material planning considerations in the determination of planning applications. Within the applications that have been approved and those that remain pending at Scotch Corner these matters will be carefully considered in the determination of the applications.

### **Cumulative Highways Impact**

For larger major applications or applications that will generate high traffic movements the Council require a Transport Assessment (TA) to be submitted for consideration as part of the supporting information. The TA considers cumulative impacts of all existing development together with approved planning permissions. At Scotch Corner, both Highways England and the Local Highway Authority are undertaking the technical assessment of the TA's and providing us with their findings. National Highways are also able to consider any scheduled road improvements including the upgrade to the A66.

For the first three applications listed above, the applicant's transport engineer and Highways England are currently working on forecasting the cumulative impact should they all be delivered.

### **Suspending determining planning applications at Scotch Corner**

The Council in its capacity as the Local Planning Authority are unable to put a moratorium on determining planning applications should they be submitted for consideration at Scotch Corner. In accordance with national legislation and policy, each application must be determined on its merits without unnecessary delay, with regard to the Development Plan and material considerations including the capacity of the highway network.

### **A new Local Plan for North Yorkshire**

The Council are progressing a North Yorkshire Local Plan with a target to be adopted within 5 years (2028). The North Yorkshire Local Plan will be prepared in consultation with the local community, statutory consultees such as National Highways and other key stakeholders. It will look afresh at local evidence and the needs of communities across

North Yorkshire and include all policies and allocations to guide future development and conservation of the area.

Until the adoption of the North Yorkshire Local Plan the Richmondshire Local Plan is the relevant Development Plan in the determination of planning applications.

Considered –

At the local division members request, this item had been placed on the agenda regarding the number of developments proposed at Scotch Corner and their potential impact. In the division members absence, their comments were presented by another Member who advised of their concerns of a lack of co-ordination in relation to the proposed developments at Scotch Corner. Scotch Corner is a key junction in North Yorkshire and a blanket response from Highways England of there being no issues when consulted on proposed developments in the vicinity is not acceptable.

Whilst there is engagement from Highways England in connection with live planning applications it is felt that there should be a level of local engagement in relation to the issues and the impacts on local residents.

**Resolved –**

That the position be noted.

Note: Councillor Carl Les left the meeting at 11.20pm, during consideration of the above item.

## **56 Work Programme**

Considered –

A report presenting the committee's 2023-24 work programme.

The Chairman introduced the Work Programme and invited Members to consider, amend and add to the Work Programme.

Members suggested the following items for the work programme:

- A further update on the position at Scotch Corner roundabout in 2024.
- Information on what is required of utility companies when seeking access to their apparatus, for both planned and emergency works and what powers North Yorkshire Council have.

**Resolved –**

That the work programme be noted and the agreed additions included.

## **57 Any Other Items**

There were no other items of business.

The meeting concluded at 11.40 am.