

North York Moors National Park Authority

Scarborough Borough Council (North) Parish: Egton	App No. NYM/2017/0593/R3
Proposal: application under Regulation 3 (Town and Country Planning General Regulations 1992) for creation of 2 no. bridleway user holding areas	
Location: north and south side of the A171 west of the entrance to Moorcock Farm, Whitby,	
Applicant: North York Moors National Park Authority, fao: Mrs Briony Fox, The Old Vicarage, 15 Bondgate, Helmsley YO62 5BP	
Date for Decision: 13 October 2017	Grid Ref: NZ 483734, 508567

Director of Planning's Recommendation

Approval subject to the following conditions:

1. TIME01 Standard Three Year Commencement Date
2. PLAN01 Strict Accordance With the Documentation Submitted or Minor Variations - Document No.s Specified (inserts - Site Plan - Scale 22 September 2017 - 2 October 2017 and Equestrian Crossing A171 Birds - eye view - not received yet)

Consultations

Parish – The Parish Council support the application as it will reduce the risk of accidents to riders crossing the A171 main road.

Historic England – On the basis of the information available to date, we do not wish to offer any comments. We suggest that you seek the view of your specialist conservation and archaeological advisers, as relevant.

Byways and Bridleways Trust

The Trust strongly supports this proposal to create a safer crossing of the A171, which will be of benefit to walkers, cyclists and horse riders. The current staggered crossing, forcing people to go along the fast carriageway, is a serious deterrent to the public and effectively cuts them off from the enjoyment and health benefit of public rights of way on the other side of the main road. Please pass on our thanks to the National Park Ranger Naomi Green for negotiating this improvement.

Mrs Catriona Cook MBE, Burgate Farm, Harwood Dale, Scarborough

The British Horse Society supports the proposal; and is grateful for the potential public benefits.

I have the following reservations as to the design as regards the safety of riders waiting in the corral to cross the road:

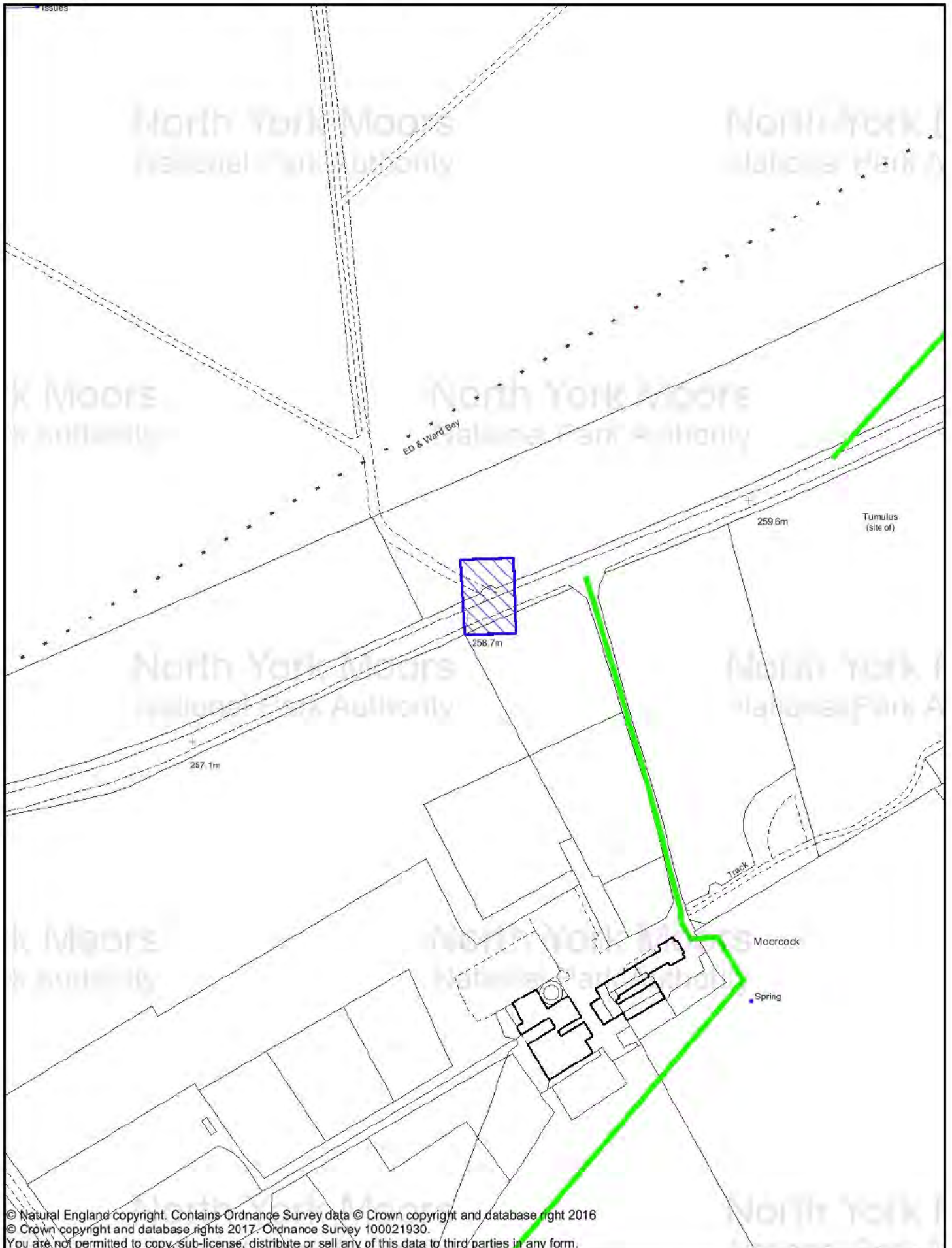
- Horses are herd animals which means that if there are three horses, they all need to cross at the same time. One horse cannot be left behind in the event of a speeding vehicle approaching before they have to cross behind the first two riders.



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Consultations continued

- This means that the safest way to cross is to line up standing facing the carriageway, all next to each other. On command from one rider they all cross at once and then turn to ride single file having reached the other side, or in this case reached the sanctuary of the corral.
- Since there is fencing and presumably a gate between the corral and the field, I see no use for the two sets of guard rails that are parallel to the carriageway and form a trackehner within the corral. They are an obstruction to free use of all the corral, which is necessary for three horses. If a waiting horse should spook at say a fast HGV, it will spin away from the road and crash into these rails, causing an accident.

Advertisement Expiry Date – 29 September 2017

Others – Mr B Tait, Chairman of Ryedale Bridleways Group and Guide Leader for Ride Yorkshire Foundation

I fully support the application. The A171 is a fast and busy road and the re-aligning of the south and north bridleways will improve safety for horse riders, cyclists and walkers. This is a very important and useful link for horse riders wanting to use the network of Bridleways on either side of the A171 who are put off at present because of the time they have to spend on the A171.

Dr J Cochrane of Ride Yorkshire, The Forge, Middlesborough

On behalf of the Ride Yorkshire Foundation, I welcome the proposed improvements to the crossing of the A171 near Moorcock Farm. The public rights of way network is not fit for modern purposes in many places, especially when interrupted by a busy main road, as in this case. The plan to make the crossing safer will benefit riders as well as walkers and cyclists, and reduce the likelihood of an accident occurring. There are fewer and fewer options for riders to ride in open country, and I fully support the efforts of the National Park Authority to facilitate this.

Miss S Willmington, Red Barn, Littlebeck

I recommend permission for this application.

Mrs A Fuller, 98 Outgang Road, Pickering

I fully support the scheme. The A171 is a busy fast road and the lack of safe crossing has basically severed the bridleway network in this area. This scheme will not only help local walkers, horse riders and cyclists but also those who want to travel further eg. on a holiday. This type of improvement to the rights of way network encourages sustainable travel and tourism.

Mr C Proctor, Forest Edge, Snainton, Scarborough

This will be a much needed and welcome improvement for all horse riders over the current hazardous situation of having to ride along the busy A171.

Background

This application concerns the realignment of the crossing point of two public bridleways with the A171 in the vicinity of Hutton Woods to improve the safety for users of the bridleways.

Following discussions with the North York Moors National Park Authority Public Rights of Way team and the North Yorkshire County Council Highways Team, it has been agreed that a single point of crossing for the A171 in the vicinity of Hutton Mulgrave Woods would be a

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Background continued

far safer alternative to the current situation that forces bridleway users to walk along the carriageway for approximately 130m before crossing the A171 into a farm entrance.

The proposed Pegasus crossing will provide a safe place to cross the A171 for horses, cyclists and pedestrians. The crossing area will be unsignalled and will provide a holding area either side of the road to allow users to safely wait for a place to cross. The crossing will connect two sections of bridleway (no's 310057 and 310221) which have been diverted to enable one safe crossing point and to remove the need for users to travel along the carriageway.

Warning signs of the new crossing may need to be installed by NYCC Highways and this will be agreed with them if required.

The crossing areas will be 10m x 10m and will be surfaced with crushed hardcore. The holding areas will be 5m x 10m and fenced to guide equestrians and cyclists. The entrance to the carriageway will be 5m from the holding area and a dropped kerb provided on both sides to allow easy access across the road. The fencing will be post and rail fencing three rails high with 4x4cm posts centred.

A section of wall will need to be removed to incorporate the holding area. During the processing of the application the width of drystone wall proposed to be removed has been reduced to 5m from 10m which previously consisted of 5m open and 5m fenced.

A section of fencing is proposed between the holding area and the farm track to enclose the field at Moorcock Farm and a similar situation will also operate on the other side too. Further details of how the existing access on the north side of the road will also be maintained has also been provided.

The crossing will allow safer access across the highway for a wide range of users. The crossing will connect into the PROW network which is currently being realigned to improve safety.

Main Issues

The relevant NYM Local Development Framework Policies are Core Policy A (Delivering National Park Purposes and Sustainable Development) and Development Policy 14 (Tourism and Recreation).

Policy Context

Core Policy A of the NYM Local Development Framework seeks to ensure that new development conserves and enhances the Park's special qualities; with priority being given to ensuring development does not detract from the quality of life of local residents and supports the character of a settlement.

Development Policy 14 states that the quality of tourism and recreation provision in the National Park is to be maintained and improved. New tourism development and the expansion of existing tourism business will be supported where the facilities will increase the awareness and understanding of the special qualities of the National Park in a way that conserves and enhances the special qualities. The development should also be accessible from the road network or other sustainable modes of transport. The proposed development should not generate an unacceptable increase in activity.

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PROW and Safety

This application seeks to improve the current provision of Public Rights of Way within the National Park. The proposed scheme is considered to result in an improvement to access on this section of the bridleway network removing walkers, cyclists and horse riders from travelling along the carriageway at this fast point of the A171. The application has been supported by all parties who have commented as well as the Authority's Local Access Forum. One individual has commented on the design of the proposed scheme, however with the walls and fences being located 5m back from the carriageway edge and being 10m wide, it is considered that there is ample space for three horses to line up to cross at the same time.

Other Considerations

Although it is regrettable that a small section of dry stone wall will be removed, the extent of it has been halved during the processing of this application to reduce the overall visual impact of the proposal.

Recommendation

The proposed crossing point will safely link the diverted public bridleways allowing increased use of the existing network to each side of the A171. It is considered to increase the enjoyment of the National Park by visitors and encourage the use of sustainable means of transport around the Park. The activity levels associated with the development are considered to be acceptable in this location and there is unlikely to be any adverse impact on any neighbouring properties as the location is not immediately adjacent to any residential properties or adverse impact on the appearance or character of the locality.

In view of the above, Officers consider that the proposal, would not adversely impact upon the character of the area but would greatly aid the enjoyment of its users and therefore approval is recommended as the proposal accords with Core Policy A and Development Policy 14 of the NYM Local Development Framework.

Contribution to Management Plan Objectives

Approval is considered likely to help meet Policy U2 which seeks to increase the public's enjoyment of the National Park using the rights of way network.

Explanation of how the Authority has Worked Positively with the Applicant/Agent

The Authority's Officers have appraised the scheme against the Development Plan and other material considerations and recommended changes to the proposal including the reduction of the width of drystone wall proposed to be removed, so as to deliver sustainable development.