



PLANNING COMMITTEE

Tuesday 8 May 2018 following the Licencing Committee that commences at
6.00pm.

Council Chamber - Ryedale House, Malton, North Yorkshire YO17 7HH

Agenda

21 **Late Observations**

(Pages 2 - 36)

Agenda Item 21

RYEDALE
DISTRICT
COUNCIL



Please Contact: Mrs Karen Hood

Extension 386

Email: karen.hood@ryedale.gov.uk

All Members of the Planning Committee
Council Solicitor
Head of Planning
Senior Customer Services Officer (Place)

Ref: Agendas/Planning/2017/2018

4th May 2018

Dear Councillor

Meeting of the Planning Committee – 8th May 2018

With reference to the above meeting I enclose for your attention the late observations received since despatch of the agenda.

Yours sincerely

A handwritten signature in black ink, appearing to read 'K Hood', is written over a light blue horizontal line.

Mrs Karen Hood
Senior Customer Services Officer (Place)

APPLICATION NO: 17/01238/MFUL

PROPOSAL: Erection of 7no. four bedroom dwellings, 33no. three bedroom dwellings and 6no. two bedroom dwellings with associated garaging, parking, amenity areas, landscaping, bridge across Spittle Beck, associated infrastructure, public open space and formation of vehicular access.

LOCATION: Land at Riccal Drive Helmsley YO62 5DP

UPDATE REPORT

Following the circulation of the Officer report, the following responses/information have been received: **Helmsley Town Council** – In addition to their earlier points, which were addressed in the Officer report, Helmsley Town Council has raised the following issues:

- They suggest access to and a bridge across Spittle Beck from each of the two cul de sacs;
- They are concerned regarding flooding and possible pollutants entering the Spittle Beck; and,
- Concerned regarding the pressures upon the infrastructure in Helmsley and ask that the CIL from the development is solely used on the roads, doctor's surgeries and schools in Helmsley.

The issues of flooding and potential pollutants entering Spittle Beck has been addressed in the earlier Officer appraisal. Officer have negotiated one bridge crossing over the bridge, it would not be possible to secure another bridge crossing from the applicants. Moreover, it is not considered that another bridge is necessary to make the development acceptable, and the proposed bridge is considered to adequately serve the proposed development. The use of CIL payments from this site is a separate policy matter.

The **NYCC Archaeologist** has confirmed that he has no objection to the proposed scheme. **Historic England** has confirmed they have no objection to the proposed development following the submission of the Archaeological Evaluation and defer to the opinion of NYCC Archaeology.

The **Council's Housing Officer** has confirmed the Affordable Housing provision along with an off-site contribution of £186,990 is acceptable, and this will need to be delivered through a S106 Agreement.

Two further neighbour letters of objection have been received raising concern at the design and appearance of the scheme; the use of brick; the density of the development and garden sizes; and flood risk. Again, these are matters that have been addressed in the Officer report. A combination of natural stone and brick is not considered to be out of character in this part of Helmsley. The site is already allocated for 45 dwellings, and the proposed scheme is considered to make an efficient use of land in a sustainable location.

The applicant has provided details of how Spittle Beck will be managed/maintained, this is considered to be acceptable. At the point of writing this report no further information has been received from the agents/applicants. It is therefore considered appropriate to include conditions in respect of providing measures to use renewable energy and building sustainability. After further consideration the views of the DOCO are better addressed through an informative.

In view of the above, the recommendation is one of approval.

RECOMMENDATION: APPROVAL – subject to S106 Agreement in respect of Affordable Housing

1. The development hereby permitted shall be begun on or before .

Reason: To ensure compliance with Section 51 of the Planning and Compulsory Purchase Act 2004.

2. Before the development hereby permitted is commenced, or such longer period as may be agreed in writing with the Local Planning Authority, details and samples of the materials to be used on the exterior of the building the subject of this permission shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure a satisfactory external appearance and to satisfy the requirements of Policy SP16 of the Local Plan Strategy.

3. Prior to the commencement of the development hereby permitted, the developer shall construct on site for the written approval of the Local Planning Authority, a one metre square free standing panel of the external walling to be used in the construction of building. The panel so constructed shall be retained only until the development has been completed.

Reason: To ensure a satisfactory external appearance and to satisfy the requirements of Policy SP20 of the Ryedale Plan - Local Plan Strategy.

4. Before any part of the development hereby approved commences, plans showing details of landscaping and planting schemes shall be submitted to and approved in writing by the Local Planning Authority. The schemes shall provide for the planting of trees and shrubs and show areas to be grass seeded or turfed where appropriate to the development. The submitted plans and/or accompanying schedules shall indicate numbers, species, heights on planting, and positions of all trees and shrubs including existing items to be retained. All planting, seeding and/or turfing comprised in the above scheme shall be carried out in the first planting season following the commencement of the development, or such longer period as may be agreed in writing by the Local Planning Authority. Any trees or shrubs which, within a period of five years from being planted, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar sizes and species, unless the Local Planning Authority gives written consent to any variation.

Reason: To enhance the appearance of the development hereby approved and to comply with the requirements of Policy SP20 of the Ryedale Plan - Local Plan Strategy.

5. The development hereby permitted shall be carried out in accordance with the following approved plan and document(s):

01 Site Plan	P
02 Plan Only	B
03 Boundary Details	G
04 Fencing Details	B
05 Location Plan	B
06 Plot Boundaries	G
07 Landscape Details	E
09 Planting to Beck	A

11 Street Scape 1-2-3	F
12 Street Scape 4-5	F
13 Street Scape 6-7	F
15 Perspective Views	E
16 Footbridge Sketch	B
20 2 bed 3p Birkdale	A
21 2 bed 3p Birkdale	A
30 3 Bed 4p Fossdale	A
31 3 Bed 4p Fossdale	A
33 3 Bed 4p Fossdale with Apex	A
34 3 Bed 4p Fossdale with Apex	A
36 3 Bed 4p Fossdale Terrace	B
37 3 Bed 4p Fossdale Terrace	B
40 4 Bed 6p Malhamdale	B
41 4 Bed 6p Malhamdale	B
50 Garages	A

Beck Inspection and Maintenance Plan prepared by GRITT
 Flood Risk Mitigation prepared by Carley Daines & Partners dated 24 January 2018
 Flood Risk Assessment & Drainage Strategy Report by Carley Daines & Partners

Reason: For the avoidance of doubt and in the interests of proper planning.

- 6 The accommodation hereby approved shall only be used as an annex to the property currently known as Norton Grange and shall not be sold off or let off separately from the aforementioned dwelling.

Reason: In order to ensure it functions as annex pursuant to the planning application submitted and to satisfy Policy SP20 of the Local Plan Strategy.

- 7 Prior to the commencement of the development, details of all windows, doors and garage doors, including means of opening, depth of reveal and external finish shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure an appropriate appearance and to comply with the requirements of Policy SP20 of the Ryedale Plan, the Local Plan Strategy.

8. Prior to the occupation of the first dwelling hereby approved, the new bridge over Spittle Beck along with improvements to the ground surfacing of the public footpath on the eastern side of the Beck shall have been completed. The precise details of the bridge and ground surfacing details shall have first been agreed in writing with the Local Planning Authority.

Reason: In order to ensure safe and accessible public open space and to satisfy Policy SP11, SP13 and SP16 of the Local Plan Strategy.

9. Prior to the commencement of the development hereby approved a 20 year management plan for the areas of Public Open Space shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In order to ensure the POS remains available and usable, to protect the character and appearance of the area and to satisfy Policies SP11, SP13 and SP20 of the Local Plan Strategy.

10. Prior to the commencement of the development precise details of the ground floor surface materials shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In order to ensure a satisfactory external appearance and to satisfy Policy SP20 of the Local Plan Strategy.

11. Prior to the commencement of the development precise details of the eaves detailing shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In order to ensure a satisfactory external appearance and to satisfy Policy SP20 of the Local Plan Strategy.

12. Prior to the commencement of the development precise details of existing spot ground levels and the finished floor levels of each dwelling measured in relation to a fixed datum point shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In order to ensure a satisfactory external appearance and to satisfy Policy SP20 of the Local Plan Strategy.

13. Development shall not begin until an investigation and risk assessment of land contamination has been completed by competent persons and a report of the findings submitted to and approved in writing by the Local Planning Authority. This shall include an appropriate survey of the nature and extent of any contamination affecting the site, and an assessment of the potential risks to human health, controlled waters, property and ecological systems. Reports shall be prepared in accordance with Contaminated Land Report 11 and BS 10175 (2013) Code of practice for the investigation of Potentially Contaminated Sites.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other receptors and to satisfy Policy SP17 of the Local Plan Strategy and NPPF.

14. Where land affected by contamination is found which poses risks identified as unacceptable, no development or remediation shall take place until a detailed remediation scheme to bring the site to a condition suitable for the intended use has been submitted to and approved in writing by the local planning authority. The scheme must include proposed remediation objectives and remediation criteria, an appraisal of remedial options and proposal of the preferred option(s), all works to be undertaken, and a description and programme of the works to be undertaken including the verification plan.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other receptors and to satisfy Policy SP17 of the Local Plan Strategy and NPPF.

15. Unless otherwise agreed in writing by the local planning authority, none of the dwellings shall be occupied (or the site shall not be brought into use) until the approved scheme of remediation has been completed, and a verification report demonstrating the effectiveness of the remediation carried out has been submitted to and approved in writing by the local planning authority. The verification report shall include a description of the works undertaken and a photographic record where appropriate, the results of any additional monitoring or sampling, evidence that any imported soil is from a suitable source, and copies of relevant waste documentation for any contaminated material removed from the site.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other receptors and to satisfy Policy SP17 of the Local Plan Strategy and NPPF.

16. In the event that contamination is found at any time when carrying out the approved development, that was not previously identified, it must be reported immediately to the local planning authority, and work must cease until an appropriate investigation and risk assessment must be undertaken. Where remediation is necessary, a remediation scheme must be prepared by competent persons and submitted to the local planning authority for approval. Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be submitted to and approved in writing by the local planning authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other receptors and to satisfy Policy SP17 of the Local Plan Strategy and NPPF.

17. Unless otherwise approved in writing by the Local Planning Authority, there shall be no excavation or other groundworks, except for investigative works or the depositing of material on the site, until the following drawings and details have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority:

- a. Detailed engineering drawings to a scale of not less than 1:500 and based upon an accurate survey showing:
 - the proposed highway layout including the highway boundary
 - dimensions of any carriageway, cycleway, footway, and verges
 - visibility splays
 - the proposed buildings and site layout, including levels
 - accesses and driveways
 - drainage and sewerage system
 - lining and signing
 - traffic calming measures
 - all types of surfacing (including tactiles), kerbing and edging.
- b. Longitudinal sections to a scale of not less than 1:500 horizontal and not less than 1:50 vertical along the centre line of each proposed road showing:
 - the existing ground level
 - the proposed road channel and centre line levels

- full details of surface water drainage proposals.
 - c. Full highway construction details including:
 - typical highway cross-sections to scale of not less than 1:50 showing a specification for all the types of construction proposed for carriageways, cycleways and footways/footpaths
 - when requested cross sections at regular intervals along the proposed roads showing the existing and proposed ground levels
 - kerb and edging construction details
 - typical drainage construction details.
 - d. Details of the method and means of surface water disposal.
 - e. Details of all proposed street lighting.
 - f. Drawings for the proposed new roads and footways/footpaths giving all relevant dimensions for their setting out including reference dimensions to existing features.
 - g. Full working drawings for any structures which affect or form part of the highway network.
 - h. A programme for completing the works.
- The development shall only be carried out in full compliance with the approved drawings and details unless agreed otherwise in writing by the Local Planning Authority with the Local Planning Authority in consultation with the Highway Authority.

INFORMATIVE

In imposing condition number above it is recommended that before a detailed planning submission is made a draft layout is produced for discussion between the applicant, the Local Planning Authority and the Highway Authority in order to avoid abortive work. The agreed drawings must be approved in writing by the Local Planning Authority for the purpose of discharging this condition.

Reason: In accordance with Policy SP20 of the Local Plan Strategy and to secure an appropriate highway constructed to an adoptable standard in the interests of highway safety and the amenity and convenience of highway users.

18. No dwelling to which this planning permission relates shall be occupied until the carriageway and any footway/footpath from which it gains access is constructed to basecourse macadam level and/or block paved and kerbed and connected to the existing highway network with street lighting installed and in operation. The completion of all road works, including any phasing, shall be in accordance with a programme approved in writing with the Local Planning Authority in consultation with the Highway Authority before the first dwelling of the development is occupied.

Reason: In accordance with Policy SP20 of the Local Plan Strategy and to ensure safe and appropriate access and egress to the dwellings, in the interests of highway safety and the convenience of prospective residents.

19. There shall be no access or egress by any vehicles between the highway and the application site until full details of any measures required to prevent surface water from non-highway areas discharging on to the existing or proposed highway together with a programme for their implementation have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The works shall be implemented in accordance with the approved details and programme.

Reason: In accordance with Policy SP20 of the Local Plan Strategy and in the interests of highway safety.

20. There shall be no movement by construction or other vehicles between the highway and the application site (except for the purposes of constructing the initial site access) until that part of the access(es) extending 20 metres into the site from the carriageway of the existing highway has been made up and surfaced in accordance with the approved details and/or Standard Detail number A1 and the published Specification of the Highway Authority. All works shall accord with the approved details unless otherwise approved in writing by the Local Planning Authority in consultation with the Highway Authority. Any damage during use of the access until the completion of all the permanent works shall be repaired immediately.

INFORMATIVE

You are advised that a separate licence will be required from the Local Highway Authority in order to allow any works in the adopted highway to be carried out. The ‘Specification for Housing and Industrial Estate Roads and Private Street Works’ published by North Yorkshire County Council, the Highway Authority, is available at the County Council’s offices. The local office of the Highway Authority will also be pleased to provide the detailed constructional specification referred to in this condition.

Reason: In accordance with Policy SP20 of the Local Plan Strategy and to ensure a satisfactory means of access to the site from the public highway in the interests of vehicle and pedestrian safety and convenience.

21. There shall be no access or egress by any vehicles between the highway and the application site (except for the purposes of constructing the initial site access) until visibility splays providing clear visibility of 2 metres x 2 metres measured down each side of the access and the back edge of the footway of the major road have been provided. The eye height will be 1.05 metre and the object height shall be 0.6 metres. Once created, these visibility areas shall be maintained clear of any obstruction and retained for their intended purpose at all times.

INFORMATIVE

An explanation of the terms used above is available from the Highway Authority

Reason: In accordance with Policy SP20 of the Local Plan Strategy and the interests of road safety to provide drivers of vehicles using the access and other users of the public highway with adequate inter-visibility commensurate with the traffic flows and road conditions.

22. Unless otherwise approved in writing by the Local Planning Authority, there shall be no excavation or other groundworks, except for investigative works, or the depositing of material on the site in connection with the construction of the access road or building(s) or other works hereby permitted until full details of the following have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority:

1. Cycle parking

Reason: In accordance with Policy SP20 of the Local Plan Strategy and the interests of road safety to provide drivers of vehicles using the access and other users of the public highway with adequate inter-visibility commensurate with the traffic flows and road conditions.

23. No part of the development shall be brought into use until the approved vehicle access, parking, manoeuvring and turning areas approved under condition number 22 (above) are available for use unless otherwise approved in writing by the Local Planning Authority.
Once created these areas shall be maintained clear of any obstruction and retained for their intended purpose at all times.

INFORMATIVE

The proposals shall cater for all types of vehicles that will use the site. The parking standards are set out in the North Yorkshire County Council publication 'Transport Issues and Development – A Guide' available at www.northyorks.gov.uk

Reason: In accordance with Policy SP20 of the Local Plan and to provide for appropriate on-site vehicle facilities in the interests of highway safety and the general amenity of the development.

24. No dwelling shall be occupied until the related parking facilities have been constructed in accordance with the approved drawing number Site Plan M4186 01 Rev. P. Once created these parking areas shall be maintained clear of any obstruction and retained for their intended purpose at all times.

Reason: In accordance with Policy SP20 of the Local Plan Strategy and to provide for adequate and satisfactory provision of off-street accommodation for vehicles in the interest of safety and the general amenity of the development.

25. Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 1995 or any subsequent Order, the garage(s) shall not be converted into domestic accommodation without the granting of an appropriate planning permission.

Reason: In accordance with Policy SP20 and to ensure the retention of adequate and satisfactory provision of off-street accommodation for vehicles generated by occupiers of the dwelling and visitors to it, in the interest of safety and the general amenity the development.

26. No development for any phase of the development shall take place until a Construction Method Statement for that phase has been submitted to, and approved in writing by, the Local Planning Authority in consultation with the Local Highway Authority. The approved Statement shall be adhered to throughout the construction period for the phase. The statement shall provide for the following in respect of the phase:

- a. the parking of vehicles of site operatives and visitors
- b. loading and unloading of plant and materials
- c. storage of plant and materials used in constructing the development
- d. erection and maintenance of security hoarding including decorative displays and facilities for public viewing where appropriate
- e. wheel washing facilities
- f. measures to control the emission of dust and dirt during construction
- g. a scheme for recycling/disposing of waste resulting from demolition and construction works

Reason: In accordance with Policy SP20 of the Local Plan Strategy and to provide for appropriate on-site vehicle parking and storage facilities, in the interests of highway safety and the general amenity of the area.

27. Development shall not commence until a scheme detailing foul and surface water drainage has been submitted to and approved in writing by the Local Planning Authority. The scheme shall detail phasing of the development and phasing of drainage provision, where appropriate. Principles of sustainable urban drainage shall be employed wherever possible. The works shall be implemented in accordance with the approved phasing. No part or phase of the development shall be brought into use until the drainage works approved for that part or phase have been completed.

Reason: To prevent the increased risk of flooding; to ensure the provision of adequate and sustainable means of drainage in the interests of amenity and to satisfy Policy SP17 of the Local Plan Strategy and NPPF.

28. Development shall not commence until a scheme restricting the rate of development flow runoff from the site has been submitted to and approved in writing by the Local Planning Authority. The flowrate from the site shall be restricted to a maximum 1 in 1 year flowrate of 1.4 litres per second per hectare. A 30% allowance shall be included for climate change effects and an additional 10% allowance for urban creep for the lifetime of the development. Storage shall be provided to accommodate the minimum 1 in 100 year plus climate change plus urban creep critical storm event. The scheme shall include a detailed maintenance and management regime for the storage facility. No part of the development shall be brought into use until the development flow restriction works comprising the approved scheme have been completed. The approved maintenance and management scheme shall be implemented throughout the lifetime of the development.

Reason. To mitigate additional flood impact from the development on the wider environment and to satisfy Policy SP17 OF THE Local Plan Strategy and NPPF.

29. Development shall not commence until a scheme, detailing the treatment of all surface water flows from parking areas and hardstanding through an oil interceptor, road side gullies, reedbed or alternative treatment system, has been submitted to and approved in writing by the Local Planning Authority. Use of the parking areas/hardstanding shall not commence until the works comprising the approved treatment scheme have been completed. Roof water shall not pass through the treatment scheme. Treatment shall take place prior to discharge from the treatment scheme. The treatment scheme shall be retained, maintained to ensure efficient working and used throughout the lifetime of the development.

Reason: To prevent pollution of the water environment from the development site and to satisfy Policy SP17 of the Local Plan Strategy and to satisfy NPPF.

30. Development shall not commence until a scheme for the accommodation of additional flows impacting upon the watercourse network have been submitted to and approved in writing by the Local Planning Authority. The scheme shall cater for the impact resulting from the minimum 1 in 100 year return period storm event including a 30 % allowance shall be included for climate change effects for the lifetime of the development. No part of the development shall be brought into use until the works comprising the scheme approved under this condition have been completed.

Reason: To accommodate flows in storm events and allow for future maintenance, whilst mitigating the impact of the development on the existing watercourse network and to satisfy Policy SP17 of the Local Plan Strategy and NPPF.

31. No development shall take place until an ecological scheme addressing becksides, tree and grassland habitat protection and enhanced has been submitted to and approved by the Local Planning Authority.

The restoration strategy shall include the following:-

- Purpose and conservation objectives for the works
- Review of site potential and constraints
- Detailed designs and working methods
- Extent and location of proposed works
- Timetable
- Responsible person
- Details of aftercare and long term maintenance
- Monitoring and remedial measures

The strategy shall be implemented in accordance with the approved details and all features shall be retained in that manner thereafter.

Reason: In order to satisfy Policy SP14 of the Local Plan Strategy.

32. Prior to the commencement of the development a drawing showing the alignment for the protection of those trees and hedgerows shown to be retained in the tree report shall be submitted to the Local Planning Authority for approval in writing. The design of the protective fencing and its alignment shall be in accordance with BS 5837:2012 Trees in relation to demolish, design and construction – Recommendations, or a similar design agreed in writing with the Local Planning Authority. The approved fencing shall be erected prior to the commencement of the development including any soil stripping.

Reason: to ensure that the long-term health of the trees to be retained is not compromised as a consequence of development and in accordance with Policy SP13 – Landscapes - Ryedale Local Plan Strategy.

33. The development shall be carried out in accordance with the details shown on the submitted Flood Risk assessment and Drainage Strategy Report prepared by Carley Daines & Partners (Report 17-B-11058/Riccal Drive dated 21/06/2017), unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interest of satisfactory and sustainable drainage and to satisfy Policy SP17 of the Local Plan Strategy and NPPF.

34. Prior to the commencement of the development precise details of the maintenance of the section of Spittle Beck within the application site shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be undertaken in accordance with the details thereby agreed.

Reason: In order to ensure the free flow of water within the Spittle Beck network and to satisfy Policy SP17 of the Local Plan Strategy and NPPF.

- 35 Prior to the commencement of the development hereby approved precise details of the measures to address renewable energy, low carbon and sustainable building within the scheme shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be undertaken in accordance with the details thereby agreed.

Reason: In order to satisfy the requirements of Policy H10 of the Local Plan Strategy.

INFORMATIVES

1. No works are to be undertaken which will create an obstruction, either permanent or temporary, to the Public Right of Way adjacent to the proposed development.
Applicants are advised to contact the County Council's Access and Public Rights of team at County Hall, Northallerton via paths@northyorks.gov.uk to obtain up-to-date information regarding the line of the route of the way. The applicant should discuss with the Highway Authority any proposals for altering the route.
2. You should satisfy yourself, prior to commencement of any work related to this project, that no part of the works hereby approved (including foundations and/or guttering) extended onto or over adjoining land unless you have first secured the agreement of the appropriate landowner(s).
3. The applicant/developer is advised to consider the recommendations of the Design out Crime Report submitted by North Yorkshire Police dated 8 November 2018.

RICCAL DRIVE

BECK INSPECTION AND MAINTENANCE



WINTER RISK MANAGEMENT | GROUNDS MAINTENANCE | POTHOLE REPAIRS

0113 244 6003 | 07714 248 045 | www.gritit.com | Unit 29-34, Crossland Court, Czar Street, Leeds, LS11 9PR.

GRITIT is registered in England & Wales | Registration 05161189 | North Reading Bridge House, George St, Reading RG1 8LS

Maintenance details for Yorkshire Housing:

On-going maintenance of beck for Yorkshire housing. Land that lies in Yorkshire Housing ownership. Clearing of each side of the beck to be on a 2-yearly cycle. It is considered that adequate access is currently provided in the current planning proposals made by Yorkshire housing. Yorkshire Housing have made a commitment for no new permanent structure to be built within 5m of the centre of the beck for perpetuity. This is to be included in future sales covenants.

Planned maintenance Schedule:

Frequency	Description	Equipment
Monthly	1 metre buffer either side of public footpath mown. Litter pick to footpath and bankings.	Pedestrian rotary mower
6 monthly (late spring, late autumn)	Inspection report (including Riparian, obstruction, flow and stabilisation/erosion)	PDA
Biennial year 1 (Sept)	Development side of beck. (Vegetation strimmed and removed to minimum of 6 inches)	Strimmer, hedge cutters
Biennial year 2 (Sept)	Public footpath side of beck. (Vegetation strimmed and removed to minimum of 6 inches)	Strimmer, hedge cutters
Ad Hoc	Invasive species spot control. Obstruction removal. Banking repair (if required)	

Watershed-Friendly Community Stream Maintenance Inspections	
Date:	Weather:
Stream Name:	Inspection Number:
Personnel:	Left Bank, Right Bank, Center of Stream:
Upstream GPS:	
Downstream GPS:	
Upstream Picture Number (s):	Downstream Picture Number (s):
Obstruction Picture Number (s):	Riparian Picture Number (s):
Other Picture Number(s) and note(s):	
Comments:	
Streambank Erosion Inspection: Answer Yes or No Questions below	
Streambank Erosion Inspection Questions:	Yes/No
Does the streambank have less than 50% protection? (embedded rocks, wood, vegetation)	
Is more than 50% of the streambank exhibiting an undercut of 0.5 foot or more?	
Is more than 50% of the bank exhibiting overhanging roots?	
Is more than 50% of the bank void of vegetation?	
Streambank Erosion Follow Up Questions:	Yes/No
Yes to three or more Streambank Erosion Inspection questions?	
If yes to two questions: Does the streambank display evidence of an improperly functioning riparian buffer? i.e. lack of streambank root structure support	
Streambank Stabilization Needed?	Yes/No
If Yes to one of the follow up questions, streambank stabilization may be needed.	
Obstruction Inspection: Check the appropriate condition. Conditions 3 & 4 may require intervention	
Condition One: Acceptable flow, minor debris/obstruction	
Condition Two: No currently major flow impediments, future obstruction likely to occur	
Condition Three: Unacceptable problems, large debris accumulations impeding flow	
Condition Four: Major blockage causing flow problems	
Condition Five: Unique, sensitive, or valuable resource that requires specialist attention	
Type of Obstruction (Insert description of obstruction):	
Riparian Inspection: Answer Yes or No Statements below (leave blank if unsure)	Yes/No
85% or more of the riparian area is covered with vegetation (of any kind)	
More than 50% of the riparian plants are taller than knee height	
Shrubs are growing near or along the stream	
There are young trees and shrubs that will replace old ones over time	
No exposed soils and slumping banks due to recreational activities, yard equipment, or deer paths.	
The stream does not appear ditched, channelized, entrenched, and can flow over its banks	
Water in the stream is clear and not cloudy or full of sediment	
There are no retaining walls, rip-rap or other bank stabilization structures	
Invasive weeds make up less than 15% of the plants growing in the riparian area	
Native plants dominate (50% or more) the riparian area	
Number of Yes Statements:	If No to 3 or more then riparian buffer enhancement is likely needed.
Number of No Statements:	
Riparian area looks to be vegetated with stable streambanks?	

Item 7

From: Helmsley Town Council

Sent: 01 May 2018 10:11

To: Development Management <development.management@ryedale.gov.uk>

Subject: 17/01238/MFUL

Hi

At its meeting on the 30th April, Helmsley Town Council made the following decisions:

Application [17/01238/MFUL](#) **Location** Land at Riccal Drive, Helmsley YO62 5DP **Proposal** Erection of 7no. four bedroom dwellings, 33no. three bedroom dwellings and 6no. two bedroom dwellings with associated garaging, parking, amenity areas, landscaping, bridge across Spittle Beck, associated infrastructure and formation of vehicular access.

Decision The council reiterated its previous comments – that it supports this application but asked that the following be considered:

- There will be increased traffic at the northern end of Riccal Drive and a mini-roundabout would enable traffic to flow smoothly but act as a traffic calming measure as well on traffic entering and leaving town. Given that the industrial site will be developed in due course, safe access to the A170 is an important consideration for all road users.
- The council would like the developers to provide at least two litterbins for the development close to where it joins Riccal Drive.

Additional comments were made at the meeting on the 30th April. The council

- suggests that the developers provide access and a bridge over Spittle Beck from each cul-de-sac to create walks for all residents and a longer beckside circular walk. These two bridges would be in addition to the bridge on the Public Right of Way at the northern end of the site.
- is concerned about drainage of the site and flooding as the site has previously flooded, and the potential for the pollution of Spittle Beck from the drainage scheme. Efforts are being made by the *Ryevitalise Landscape Partnership* to improve the water quality and landscape, and the water level management of the River Rye and its tributaries in the upper catchment area and the project area includes Spittle Beck.
- is concerned about the pressures on the infrastructure of Helmsley by the increasing population and would like RDC to dedicate the Community Infrastructure Levy received from this development towards improving Helmsley's infrastructure – e.g. the school, the doctors' surgery and the roads.

Best regards

Victoria

Ms Victoria Ellis
Town Clerk
Helmsley Town Council
The Old Vicarage
Bondgate
Helmsley, York
YO62 5BP



30 APR 2018

DEVELOPMENT MANAGEMENT

Mr Alan Hunter
Ryedale District Council
Ryedale House
Malton
North Yorkshire
YO17 7HH

Direct Dial: 01904 601988

Our ref: P00770031

25 April 2018

Dear Mr Hunter

T&CP (Development Management Procedure) (England) Order 2015 & Planning (Listed Buildings & Conservation Areas) Regulations 1990

LAND AT RICCAL DRIVE, HELMSLEY, NORTH YORKSHIRE YO62 5DP Application No. 17/01238/MFUL

Thank you for your letter of 19 April 2018 regarding further information on the above application for planning permission. On the basis of this information, we offer the following advice to assist your authority in determining the application.

Historic England Advice

Historic England has previously provided advice on this development proposal on 23rd January 2018.

At that time we stated that we had 'concerns' on heritage grounds because the application was not supported by any archaeological assessment or statement even though the proposed development site is located close to a small group of nationally important Scheduled Bronze Age barrows.

The Amendments to the application include copy of:

- a Written Scheme of Investigation (WSI) for a programme of archaeological evaluation (On Site Archaeology, December 2017), and
- a Report on an archaeological evaluation (On Site Archaeology, February 2018)

We consider that these two documents adequately address our concerns with regard to the archaeological component of the proposed application site.

Historic England is content to defer to the advice and recommendations of the Principal Archaeologist, North Yorkshire County Council, with regard to any archaeological mitigation he considers appropriate.



37 TANNER ROW YORK YO1 6WP

Telephone 01904 601948
HistoricEngland.org.uk





Historic England

YORKSHIRE OFFICE

Recommendation

Historic England has no objection to the application on heritage grounds. We consider that the application meets the requirements of the NPPF, in particular paragraph numbers 128, 129, 135, 139 and 141.

In determining this application you should bear in mind the statutory duty of section 38(6) of the Planning and Compulsory Purchase Act 2004 to determine planning applications in accordance with the development plan unless material considerations indicate otherwise.

Your authority should take these representations into account in determining the application. If there are any material changes to the proposals, or you would like further advice, please contact us. Please advise us of the decision in due course.

Yours sincerely

Keith Emerick

Ancient Monuments Inspector

E-mail: Keith.Emerick@HistoricEngland.org.uk

cc: Peter Rowe, Principal Archaeologist, NYCC.
Jonathan Turner, Yorkshire Housing.



37 TANNER ROW YORK YO1 6WP

Telephone 01904 601948
HistoricEngland.org.uk





Please Ask For: Colin Huby

Email: colin.huby@ryedale.gov.uk

Date: 3 May 2018

Development Management

Development Management,

Re: Erection of 7no.four bedroom dwellings, 33 three bedroom dwellings and 6no. two bedroom dwellings with associated garaging, parking and amenity areas, landscaping, bridge across Spittle Beck, associated infrastructure and formation of vehicular access on land at Riccal Drive, Helmsley, North Yorkshire – 17/01238/MFUL

In response to your consultation on the above application I would make the following points:

- The Council's 2015 Strategic Housing Market Assessment indicates that Ryedale will be required to provide for a net annual affordable housing need of approximately 79 dwellings per annum over the period 2014 to 2035 (based on a 30% affordability threshold) in order to both clear the existing waiting list backlog and meet future arising household need.
- The SHMAs assessment of affordable housing needs also indicates that, in delivering affordable units, a HMA wide mix target of 20% intermediate and 80% social or affordable rented homes would be appropriate. Any strategic policy should however retain a degree of flexibility both to take account of local level variations which the Council has identified, as well as any site specific issues.
- In terms of size mix, the Council's SHMA concludes that the mix of affordable homes should be as follows; 25-30% x 1beds, 40-45% x 2beds, 20-25% x 3beds and 5-10% x 4+beds.
- The proposed scheme is for 46 units and therefore the Council's SP3 Affordable Housing policy of 35% requires the provision of 16.1 affordable units. In addition to the Council's requirement of 35%, the Helmsley Plan also requires an off-site contribution of 5%. The Developer (Yorkshire Housing) is proposing 16 affordable units made up of 10 three bedroom units, 3 two bedroom units and 3 three bedroom Intermediate (Rent to Buy) units so the affordable unit provision is acceptable. The other 13 affordable units will be affordable rent. The size of the two bed 3 person units are 71m² and the three bed 4 person units are 87.2m². The Council does not have recommended GIFA sizes for 2b 3p and 3b 4p units, but as the developer is an RP who'll be letting the properties, then these sizes are acceptable to the Council. The tenure mix is also acceptable.
- In addition to the 16 affordable units, there is a commuted sum of 0.1 of a unit to be paid to the Council to meet the affordable provision in full. The 5% off-site contribution is calculated as follows: 5% of 46 dwellings equates to 2.3 dwellings. With the average 3 bed property on the open market in Helmsley at £165,000 then this is multiplied by 2.3 = £379,500. From this amount, we deduct the transfer price of a 3 bed rented house x 2.3 = £83,700 + £83,700 + £25,110 = £192,510. Therefore £379,500 minus £192,510 = **£186,990**. This amount is the 5% off site contribution.



- This development will deliver much needed two and three bedroomed affordable properties for Helmsley. Other developments in Helmsley are delivering a good spread of one and two bedroomed affordable units therefore these house types will help to meet the overall need.
- Delivery/Frontline Services supports this proposal which will deliver 16 much needed affordable homes for Helmsley.
- Ryedale District Council recognizes that the district will face damaging social and economic effects should insufficient low cost homes not come forward over the next 15 years. Ryedale has a significant low wage economy and if people cannot afford to live here then this will affect the viability of local businesses, such as in manufacturing, shops and tourism, through an inability to recruit workers. It will also affect other important aspects such as the care of older people.
- In recognition of the above issue, two of Ryedale District Council's Aims, as contained in the Corporate Plan, are to meet housing needs and to create the conditions for economic success. Without schemes such as this the Council's aims will not be achieved and the community as a whole will not prosper.

Yours sincerely

Kim Robertshaw
Principal Specialist People

Your ref: 17/01238/MFUL
Our ref: 3058 MD CNY15969
Contact: Melanie Dalton
Direct dial: 01609 533309
email: melanie.dalton@northyorks.gov.uk

Heritage Services

Growth, Planning and Trading Standards
Business and Environmental Services
North Yorkshire County Council
Northallerton
DL7 8AH
www.northyorks.gov.uk

FAO Mr Alan Hunter

Ryedale District Council Development Control
Development Control Manager
Ryedale House
Malton
YO17 7HH

27 April 2018

Dear Sir or Madam,

Application No: 17/01238/MFUL

Proposed Development: Land At Riccal Drive Helmsley
Erection of 8no. four bedroom dwellings, 33no. three bedroom dwellings
and 4no. two bedroom dwellings with associated garaging, parking,
amenity areas, landscaping, associated infrastructure and formation of
vehicular access

Thank you for seeking archaeological planning advice on this proposal.

Archaeological Background:

Thank you for the consultation on the additional information which includes an archaeological trial trenching report.

The trial trenching strategy provided a robust assessment of the site with a high sampling rate given the proximity to the known Bronze Age burial mounds to the north-east. The results of this archaeological field evaluation provide sufficient information from which to form a reasonable assessment of the impact of the proposal on the significance of archaeological remains (NPPF para 128).

Features identified by the trial trenching were either undated or thought to be recent agricultural features. Given the largely negative results I agree with the conclusions of the report that the site is unlikely to contain significant archaeological remains.

/Continued..

Recommendation:

I have no objection to the proposal and have no further comments make. It is not necessary to consult us again on this application.

Please do not hesitate to contact me if you have any queries.

Yours faithfully,

Melanie Dalton
Heritage Officer

From: CHRISTOPHER ROSE
Sent: 01 May 2018 16:58
To: Karen Hood <karen.hood@ryedale.gov.uk>
Subject: Riccal Drive 17/01238MFUL

Dear Karen,

Herewith some additional observations on the development at Riccal drive:

- The proposed flood defences remain woefully naive & inadequate.
- There is still a fifty percent presence of the dreaded and widely disliked red brick.
- It is much too high density. "Pocket handkerchief" gardens will hold little appeal to people with young families, which means, inevitably, that many of the properties will become second homes or retirement homes.

Best regards,

Chris

From: CHRISTOPHER ROSE
Sent: 02 May 2018 14:14
To: Development Management <
Subject: Ricall Drive 17/01238/MFUL

Dear Alan

Many thanks for your swift response.

I omitted the inclusion of something critical in my recent comments. When I moved to Storey Close, I was declined insurance by several insurance companies, including Co-operative Insurance, as my house was deemed to be at grave risk of flooding.

The properties in the proposed development will probably be deemed to be at even greater risk, which means that they may prove impossible to insure. This will result in mortgage companies being unwilling to provide mortgages.

The effect of all this would be that potential buyers would be individuals who did not need mortgages. No doubt they would compromise mostly of people looking for second homes and holiday homes. Those occupying the affordable properties would no doubt be grateful to have a home.

Clearly, it is heartbreaking to witness the destruction of our beloved North Yorkshire, but good quality, well thought out developments have a far less detrimental impact.

Yours sincerely,

Christopher Rose

Item 7

From: dm@ryedale.gov.uk [<mailto:dm@ryedale.gov.uk>]

Sent: 30 April 2018 12:04

To: Alan Hunter <alan.hunter@ryedale.gov.uk>

Subject: Comments for Planning Application 17/01238/MFUL

Application Summary

Address: Land At Riccal Drive Helmsley YO62 5DP

Proposal: Erection of 7no. four bedroom dwellings, 33no. three bedroom dwellings and 6no. two bedroom dwellings with associated garaging, parking, amenity areas, landscaping, bridge across Spittle Beck, associated infrastructure, public open space and formation of vehicular access

Case Officer: Alan Hunter

[Click for further information](#)

Customer Details

Name: Mr James Hare

Email:

Address: Estate Office, Duncombe Park, Helmsley, North Yorkshire YO62 5EB

Comments Details

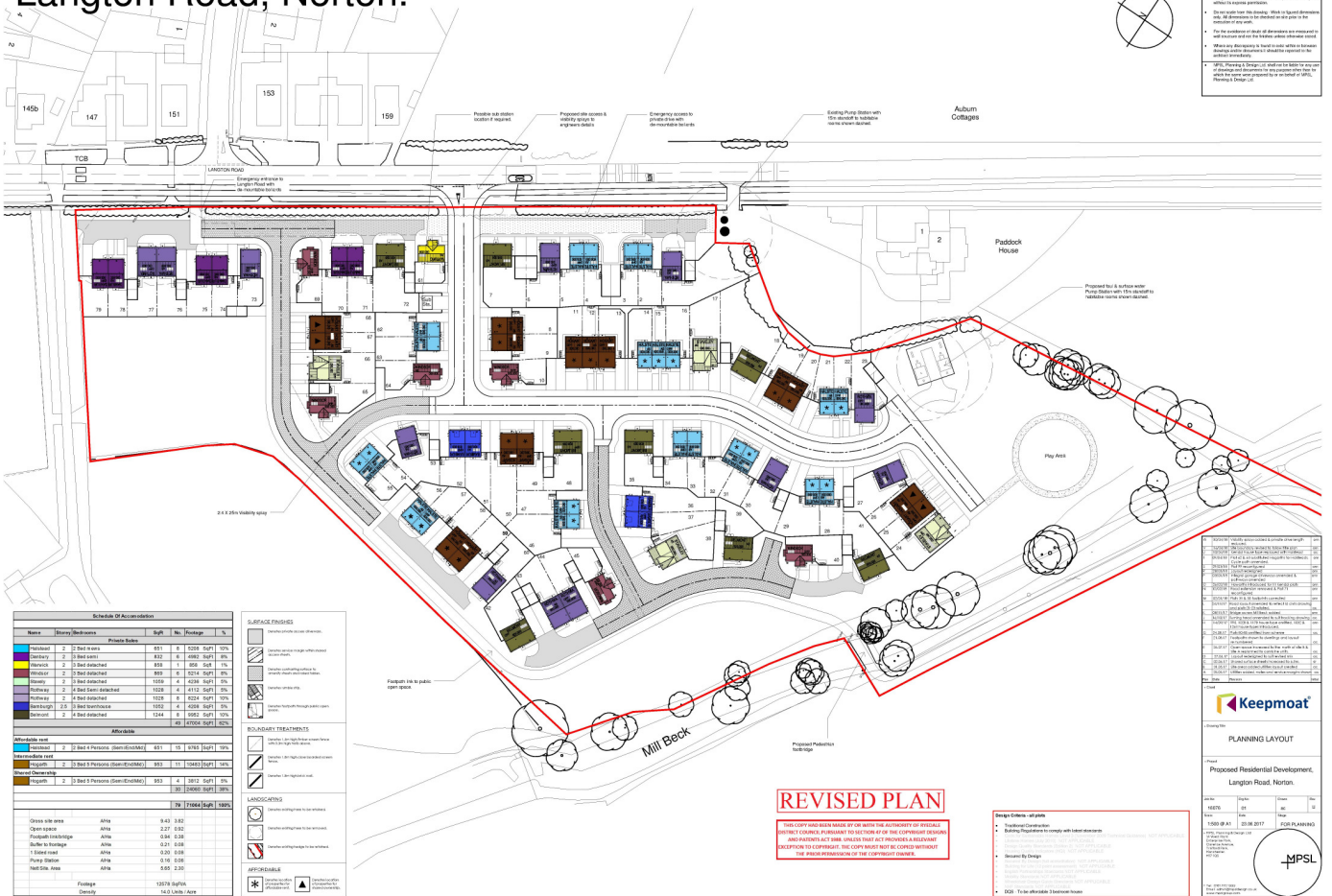
Commenter Type: Neighbour

Stance: Customer made comments neither objecting to or supporting the Planning Application

Reasons for comment:

Comments: The application remains uninspiring in terms of design and materials proposed. If compared with the recent and current developments at Linkfoot Close and Swanland Road the uniform layout and linear nature of the housing is bland.
Progress on the site is however welcomed.
It is desirable to see use of stone rather than brick on the entire site to match the other recent developments in the town.

Langton Road, Norton.



The copyright of this document is retained by MPSL. Permission to reproduce or copy any part of the document is granted on the following conditions:

- The user must not be a competitor of MPSL.
- The user must not be a competitor of MPSL.
- The user must not be a competitor of MPSL.
- The user must not be a competitor of MPSL.

Schedule of Accommodation

Name	Element/Bedrooms	Depth	No.	Plots	%
Private Res.	3-Bed Semi	151	8	1025	10%
	3-Bed Semi	152	8	1025	10%
	3-Bed Detached	153	1	1025	1%
	3-Bed Detached	154	1	1025	1%
	4-Bed Detached	155	4	4112	4%
	3-Bed Detached	156	4	1525	15%
	3-Bed Detached	157	4	1525	15%
Public Res.	1-Bed	158	40	1525	15%
	2-Bed	159	40	1525	15%
	3-Bed	160	40	1525	15%
	4-Bed	161	40	1525	15%
Other	Open Space	162	8	1025	10%
	Pond Area	163	1	1025	1%
	Miscellaneous	164	1	1025	1%
TOTAL					100%

Surface Finishes

- [Symbol] Pavement - high quality concrete
- [Symbol] Pavement - standard concrete
- [Symbol] Pavement - brick
- [Symbol] Pavement - granite
- [Symbol] Pavement - asphalt

Boundary Treatments

- [Symbol] Boundary - stone wall
- [Symbol] Boundary - brick wall
- [Symbol] Boundary - timber fence
- [Symbol] Boundary - metal fence

Landscaping

- [Symbol] Mature trees
- [Symbol] Young trees
- [Symbol] Shrubs
- [Symbol] Grass

Services

- [Symbol] Sewer
- [Symbol] Water
- [Symbol] Gas

No.	Description	Date	By
1	Issue for Tender	15/08/2017	[Signature]
2	Accepted for Construction	15/08/2017	[Signature]
3	Issue for Construction	15/08/2017	[Signature]

KEEPMOAT
PLANNING LAYOUT

Proposed Residential Development,
Langton Road, Norton.

Scale: 1:500
Date: 15/08/2017
MPSL

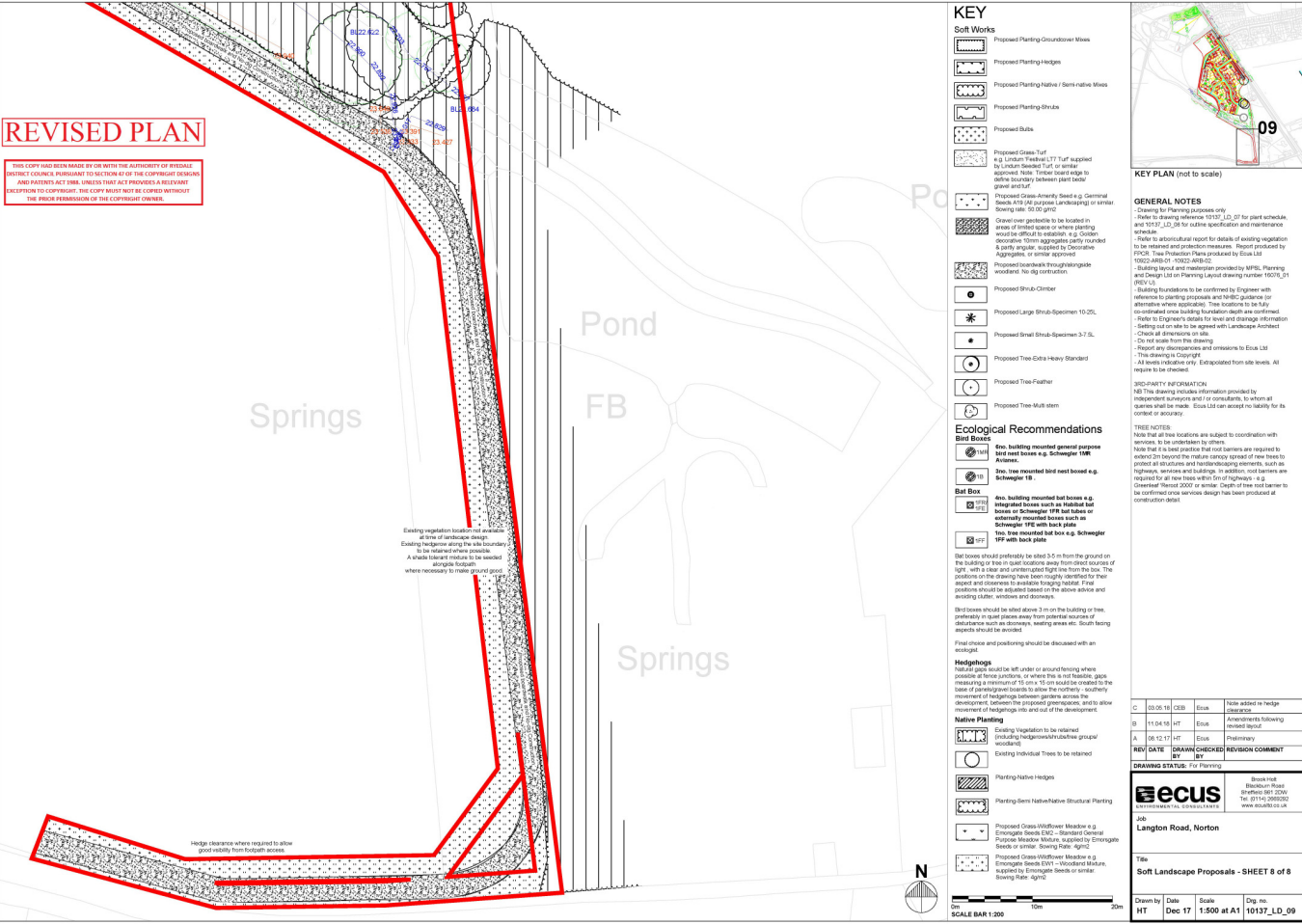
REVISED PLAN

THIS COPY SHALL BE VALID ONLY IF IT IS THE CURRENT COPY OF THE COMPROMISED DESIGN. ANY OTHER COPY OF THIS DOCUMENT SHALL BE CONSIDERED INVALID. THIS DOCUMENT IS THE PROPERTY OF THE COMPROMISED OWNER AND SHALL BE RETURNED TO THEM UPON COMPLETION OF THE COMPROMISED WORK.

- Design Criteria - All plots**
- Plot width to be consistent with adjacent plots.
 - Plot depth to be consistent with adjacent plots.
 - Plot area to be consistent with adjacent plots.

REVISED PLAN

THIS COPY HAS BEEN MADE BY OR WITH THE AUTHORITY OF RETAILA. ANY OTHER CHANGES, MODIFICATIONS TO THE COPYRIGHT DESIGN AND PATENTS ACT 2008, UNLESS THAT ACT PROVIDES A RELEVANT EXCEPTION TO COPYRIGHT, THIS COPY MUST NOT BE COPIED WITHOUT THE WRITTEN PERMISSION OF THE COPYRIGHT OWNER.



Existing vegetation located not suitable at time of landscape design. Existing hedges along the site boundary to be retained where possible. A hedge layout notice to be issued alongside footpath where necessary to ensure ground goes

Hedge clearance where required to allow good visibility from footpath access.

KEY

Soft Works

- Proposed Planting Geocoverover Mews
- Proposed Planting Hedges
- Proposed Planting Native / Semi-native Mews
- Proposed Planting Shrubs
- Proposed Paths
- Proposed Grass Turf
- Proposed Grass-Anemoly Seed e.g. Central Seeds 450 g/m² purpose (Landscape) or winter Sowing rate: 50.0 g/m²
- Other tree plantings to be located in areas of limited space or where planting would be difficult to establish, e.g. Green decorative 10mm aggregate partly rounded & earth aggregate, accepted by Operations Aggregates, or similar approved
- Proposed treehouse through landscape woodland. No dig construction
- Proposed Shrub Cluster
- Proposed Large Shrub-Specimen 10/20L
- Proposed Small Shrub-Specimen 5/7.5L
- Proposed Tree Extra-Heavy Standard
- Proposed Tree Feather
- Proposed Tree Multi stem

Ecological Recommendations

- Bird Boxes**
 - No. building mounted general purpose bird nest boxes e.g. Schwegler 100
 - No. tree mounted bird nest boxes e.g. Schwegler 10
 - No. building mounted bat boxes e.g. integrated boxes such as habitat bat boxes or Schwegler FFR tubes or externally mounted boxes such as Schwegler FFR with back slide
 - No. tree mounted bat box e.g. Schwegler FFR with back slide

Bird boxes should preferably be sited 3.5m from the ground on the building or tree on quiet locations away from direct sources of light, with a clear and unobstructed flight to the box. The position of the drawing box, been thought, identified for their aspect and clearance to available foraging habitat. Final positions should be agreed based on the above advice and existing site, windows and doorways.

Bat boxes should be sited above 3m on the building or tree, preferably on quiet places away from potential sources of disturbance such as doorways, seating areas etc. South facing aspects should be avoided.

Final choice and positioning should be discussed with an ecologist.

Hedgehogs

Final all gaps suitable left under or around fencing where possible at fence junctions, or where this is not feasible, gaps measuring a minimum of 15 cm x 15 cm could be created for the base of (unreinforced) boards to allow the northern, southern movement of hedgehogs between gardens across the development. Between the proposed garages, and to allow movement of hedgehogs into and out of the development.

Native Planting

- Planting Native Hedges
- Planting Semi-Native/Structural Planting
- Proposed Grass/Wildflower Meadow e.g. Ecovillage Seeds 600g - Specialist Central Seeds or similar. Sowing Rate: 40g/m²
- Proposed Grass/Wildflower Meadow e.g. Ecovillage Seeds 600g - Woodland Mix, Specialist Ecovillage Seeds or similar. Sowing Rate: 40g/m²



GENERAL NOTES

- Drawing for Planning purposes only
- Refer to drawing reference 10137_LD_07 for plant schedule and 10137_LD_08 for outline specification and maintenance schedule
- Refer to architectural report for details of existing vegetation to be retained and protection measures. Report produced by ECUS Tree Protection Plans produced by Ecus Ltd 10137-08-01-10137-08-02
- Building layout and materials provided by NPL, Planning and Design Unit for Planning Layout drawing number: 10137_01-01-13
- Building foundations to be confirmed by Engineer with reference to geology, ground conditions and building regulations or alternative where applicable. These locations to be fully coordinated once building foundation depth has been confirmed
- Refer to Engineer's details for soil and drainage information
- Check all dimensions on site
- Do not scale from the drawing
- Report any discrepancies and omissions to Ecus Ltd
- This drawing is Copyright
- All levels indicative only. Extrapolated from site levels. All require to be checked.

3RD-PARTY INFORMATION

NE This drawing includes information provided by 3rd parties and is not intended to be relied upon for any purpose and is not intended to be used for any purpose and is not intended to be used for any purpose and is not intended to be used for any purpose.

TREE NOTES

Note that all tree locations are subject to confirmation with services. To be undertaken by others. Note that it is best practice that root barriers are required to extend 2m beyond the mature canopy spread of new trees to protect all structures and landscaping elements, such as highways, services and buildings. In addition, root barriers are required for all new trees when ground highways, e.g. Greater London Council 2007 or similar. Depth of the root barrier to be confirmed once arboriculture design has been produced at construction detail.

REV	DATE	DRAWN	CHECKED	REVISION COMMENT
C	03.05.18	CEB	ESK	Final address in hedge
B	11.04.18	HT	ESK	Amendments following meeting
A	08.12.17	HT	ESK	Final

ECUS Ecus Ltd
 10137-08-01-10137-08-02
 www.ecus.co.uk

Job
 Langton Road, Norton

Title
 Soft Landscape Proposals - SHEET 8 of 8

Drawn by	Date	Scale	Disc No.
HT	Dec 17	1:500 at A1	10137_LD_09

FAO Mrs R Tierney
Town Clerk
Norton-on-Derwent Town Council
Council Chamber and Office
The Old Courthouse
84B Commercial Street
Norton-on-Derwent
Malton
North Yorkshire
YO17 9ES

Keepmoat Homes
Waterfront
Lakeside Boulevard
Doncaster
DN4 5PL
t. **01302 346620**
w. **keepmoat.com**

Dear Town Council

Re: Planning Application Ref No. 17/01517/REMM – Land Adjacent to Auburn Cottages, Langton Road, Norton, Malton

We would like to thank you for correspondence with the local planning authority regarding the above planning application. The points of your letter were fed into the planning process and I would like to take this opportunity to explain how we have dealt with each individual concern that has allowed the planning officer to put the scheme forward with a recommendation for approval.

1. Lack of Character

The frontage along Langton Road has been amended to provide a variety in property orientation and a mixture of detached and semi-detached properties. All 3 storey properties have been removed from this area of the site to allow it to blend better with the 1 and 2 storey properties opposite. A variety of materials have been utilised to provide the mixture seen in the local vernacular. Clay pantile roofs and grey tiles will be used with 2 no. bricks that reflect those seen in Norton and Malton.

2. Flooding Issues

The engineering solution for the site has had a redesign to:

- a. Reduce the increase in levels across the site
- b. Ensure no water outfall to the play area within the south eastern corner.

The lower edge of the site will be raised by a maximum of 0.75m to ensure both the properties and the play area would not be in any danger of flooding. The scheme has received approval from the local flood authority.

3. Proposed Footpath

The footpath that follows the perimeter of the site and connects through to Bazeleys Lane is a requirement from the Development Framework Plan that was approved through the Outline Planning Permission at appeal. The implemented scheme will incorporate removal of sufficient hedgerow where the path connects with Bazeleys Lane to provide sufficient visibility to ensure the safety of pedestrians / cyclists and motorists.

4. Future Development

The plan that was submitted originally showed a dotted extension of the road layout as we were considering a full adoptable road solution to the edge of the development. This was in error and the layout has changed since that point in time to ensure the development boundary matches exactly that shown on the approved Development Framework Plan. Keepmoat are not involved in any plans for future development beyond the site boundary.

5. Congestion

The site is designed with 2 no. parking spaces for each property and areas highlighted within the highway for visitor parking. Specific vehicle tracking is carried out on the entire layout to ensure that emergency and refuse vehicles will easily gain access to the site. North Yorkshire County Council Highways department assesses the layout for these concerns and all their recommendations have been included.

6. Congestion off site on Langton Road and beyond

A Traffic Assessment was carried out to accompany the planning application and this monitors existing local traffic volume and extrapolates the proposed increase in traffic volumes based on the housing numbers. This data is taken into account when the local planning authority and highways authority make their recommendations for any off site highways / infrastructure works. The conclusion of the report was there would be a small impact on the current traffic situation surrounding the development site but not sufficient to warrant a refusal for the development.

It is probably worth highlighting that the scheme will deliver much needed affordable housing to the area across a variety of tenures and offering a mix of 2 and 3 bed homes. The affordable housing officer has approved the scheme and Keepmoat are soon to enter into contract with Yorkshire Housing to secure this delivery.

I hope this addresses your concerns but if you would like further clarity on any of the points please feel free to contact me ahead of the planning committee meeting on Tuesday 8th May 2018.

Kind regards,

A handwritten signature in blue ink that reads 'Amber Beare'.

Amber Beare
Architectural Manager
Amber.Beare@keepmoat.com

Your ref: 17/01517/MREM
Our ref: 3096 PR CNY16088
Contact: Peter Rowe
Direct dial: 01609 532316
email: peter.rowe@northyorks.gov.uk

Heritage Services

Growth, Planning and Trading Standards
Business and Environmental Services
North Yorkshire County Council
Northallerton
DL7 8AH
www.northyorks.gov.uk

FAO Mr Alan Hunter

Ryedale District Council Development Control
Development Control Manager
Ryedale House
Malton
YO17 7HH

02 May 2018

Dear Sir or Madam,

Application No: 17/01517/MREM

Proposed Development: Land Adjacent To Auburn Cottages Langton Road Norton Malton
Erection of 20no. four bedroom dwellings, 41no. Three bedroom dwellings and 18no. two bedroom dwellings with associated infrastructure and landscaping (outline approval 15/00098/MOUT as allowed on appeal 22.07.2016 refers)

Archaeological Background and Recommendations:

Thank you for the copy of the revised Written Scheme of Investigation prepared by Wessex Archaeology.

I am pleased that the WSI now includes a number of specific research aims and as a result I have no issues with the document and recommend it as an appropriate scheme in connection with the planning condition (No. 12; 15/00098/MOUT).

Please do not hesitate to contact me if you have any queries.

Yours faithfully,

Peter Rowe
Principal Archaeologist

Head of Planning Services
Ryedale District Council
Ryedale House
Malton
YO17 0HH

Land Use Planning
Yorkshire Water Services Ltd
Midway
Western Way
Halifax Road
Bradford
BD6 2LZ

Tel: (01274) 692656
Fax:

Your Ref: 17/01517/MREM
Our Ref: U001091

Email:
planningconsultation@yorkshirewater.co.uk

For telephone enquiries ring :
Land Use Planning on (01274) 692656

3rd May 2018

Dear Sir/Madam,

Land Adjacent To Auburn Cottages Langton Road Norton Malton - Erection of 20 four bedroom dwellings, 36 three bedroom dwellings and 23 two bedroom dwellings with associated infrastructure and landscaping (outline approval 15/00098/MOUT as allowed on appeal 22.07.2016 refers) (Amended)

Thank you for consulting Yorkshire Water regarding the above proposed development. If planning permission is to be granted, the following conditions should be attached in order to protect the local aquatic environment and YW infrastructure:

1. No development shall take place until details of the proposed means of disposal of foul water drainage for the whole site, including details of any balancing works and off-site works, have been submitted to and approved by the local planning authority. If sewage pumping is required from any part of the site, the peak pumped foul water discharge must not exceed 4 (four) litres per second. Furthermore, unless otherwise approved in writing by the local planning authority, no buildings shall be occupied or brought into use prior to completion of the approved foul drainage works. (To ensure that no foul water discharges take place until proper provision has been made for their disposal)
2. The development shall be carried out in accordance with the details shown on the submitted Drainage Strategy Report prepared by iD Civils (Report 4715/DSA1A dated April 2018), unless otherwise agreed in writing with the Local Planning Authority. (In the interest of satisfactory and sustainable drainage)
3. No building or other obstruction including landscape features shall be located over or within 3 (three) metres either side of the centre line of the public sewer i.e. a protected strip width of 6 (six) metres, that crosses the site. If the required stand-off distance is to be achieved via diversion or closure of the sewer, the developer shall submit evidence to the Local Planning Authority that the diversion or closure has been agreed with the relevant statutory undertaker and that prior to construction in the affected area, the approved works have been undertaken. (In order to allow sufficient access for maintenance and repair work at all times)

Waste Water

Observations

- 1) The Drainage Strategy Report prepared by iD Civils (Report 4715/DSA1A dated April 2018) is generally acceptable.

In summary, the report states that foul water will discharge to public combined sewer (pumped rate to be confirmed). In terms of surface water disposal, a watercourse exists near to the site (connection subject to Environment Agency / Local Land Drainage Authority / Internal Drainage Board requirements)

2) On the Statutory Sewer Map, there is a 90mm diameter public foul water rising main recorded to cross the site. It is essential that the presence of this infrastructure is taken into account in the design of the scheme.

In this instance, a stand-off distance of 3 (three) metres is required at each side of the sewer centre-line.

There is a sewage pumping station (SPS), under the control of Yorkshire Water, located near to the site. Vehicular access, including with large tankers, could be required at any time.

The proximity of the existing sewage pumping station (SPS) to the site may mean a loss of amenity for future residents / workers. In order to minimise the risk of odour, noise and nuisance, industry standards recommend that habitable buildings should not be located within 15 (fifteen) metres of the existing SPS. To reduce the visible impact of the installation, the erection (by the developer) of suitable screening is advised.

3) Development of the site should take place with separate systems for foul and surface water drainage. The separate systems should extend to the points of discharge to be agreed.

Foul water domestic waste should discharge to the 300mm diameter public combined water sewer recorded in Langton Road.

From the information supplied, it is not possible to determine if the whole site will drain by gravity to the public sewer network. If the site, or part of it, will not drain by gravity, then it is likely that a sewage pumping station will be required to facilitate connection to the public sewer network. If sewage pumping is required, the peak pumped foul water discharge must not exceed 4 (four) litres per second.

4) It is noted from the submitted planning application that surface water is proposed to be drained to watercourse.

Please note further restrictions on surface water disposal from the site may be imposed by other parties. You are strongly advised to seek advice/comments from the Environment Agency/Land Drainage Authority/Internal Drainage Board, with regard to surface water disposal from the site.

The landowners consent will be required for the construction of a new outfall structure.

As surface water from the site is not proposed to discharge to the public sewer network no assessment of the capacity of the public sewers to receive surface water has been undertaken. Should the surface water disposal proposals change further consultation with Yorkshire Water will be required.

Yours faithfully

Stephanie Walden
Land Use Planning Manager

cc:

**MEMORANDUM
RYEDALE DISTRICT COUNCIL
FORWARD PLANNING & CONSERVATION**

TO: NIAMH BONNER
FROM: EMMA WOODLAND- BUILDING CONSERVATION OFFICER
SUBJECT: 18/00150/FUL- CHURCH FARM, WESTGATE, RILLINGTON
DATE: 2ND MAY 2018

No Objection

Church Farm, Rillington is a Grade II listed building dating from the late 17th century with 18th, 19th and 20th century alteration. As a listed building, Ryedale District Council has a statutory duty to have special regard for the preservation of its setting.

The proposed development site lies c. 20m to the west of the listed farmhouse in the former farmyard. The former farmyard features a loose courtyard of traditional farmbuildings. Recent advice from Historic England on curtilage listed buildings has been used in my determination of whether these buildings can be considered to be curtilage listed and in my opinion they would not be classed as curtilage listed.

In my opinion due to the open views and former functional relationship of the farmhouse across the farmyard this application would have an impact on the setting of the listed building.

The proposal seeks to divide off the former farmyard and convert the range of traditional farmbuildings into domestic accommodation. In my opinion the conversion of the former agricultural buildings has been treated sensitively and their former functions and general form will still be discernible. The demolition of the end bays of the roadside ranges will cause some harm in the loss of historic fabric however this will result in views of the farmhouse itself being better revealed. The subdivision of the farmyard with timber fencing will cause some harm to the setting of the listed building. In my opinion this harm can be balanced with the re-use and repair of the traditional farm buildings.



Following a second site visit to Westfield Cottage, the Case Officer met with the applicant and was advised that sample materials were present. These included natural stone and roof tile to match the host dwelling. It is considered that these would form an appropriate material of construction for the detached garage and consequently the following condition is recommended in place of the current condition 3.

Revised material conditions:

"Unless otherwise agreed in writing with the Local Planning Authority, the detached garage hereby permitted shall be constructed of the natural stone and roof tile sample viewed on site on the 2nd May 2018. The materials of construction shall thereafter be retained and maintained for the lifetime of the development.

Reason: In the interests of visual amenity and to accord with policy D9 of the Council's adopted Local Development Framework Development Policies Document and the National Planning Policy Framework."