

# HELMSLEY PLAN



**PUBLICATION VERSION**  
**January 2014**





## **Contents Page**

### Page

5	Introduction
8	Concept Drawing
9	Policy Context
14.	Presumption in Favour of Sustainable Development
15	Housing Provision
21	Employment Provision
22	Retail and Commercial Development
24	Design
27	Renewable Energy
27	Green Infrastructure
28	Infrastructure Requirements
31	Telecommunications Installations
32.	Monitoring
32.	Sustainability Appraisal
33	Policies Map
36	Development Brief for Site NYMH1
41	Development Brief for Site NYM3
45	Development Brief for Site NYMH8
49.	Development Brief for Site 174
53.	Development Brief for Site 183
57.	Development Brief for Site EMP1
61	Development Brief for Site EMP2
64	Appendix 1 – Car Parking Provision
65	Appendix 2 – Assessment of proposed sites
69	Appendix 3 - Glossary



## 1. Introduction

1.1 The Helmsley Plan is a planning document for the town of Helmsley as shown on the Policies Map. It sets out what development will go where and by when over the course of the plan period. The Helmsley Plan will comprise part of the statutory planning decision framework of both Ryedale District Council and the North York Moors National Park Authority. As a Local Plan it will be used as the basis for decisions on planning matters which take place in Helmsley. It has been jointly produced as the boundary of the North York Moors National Park runs through the middle of the town. Approximately half of the town lies within the National Park which means it has the highest status of protection in relation to landscape and scenic beauty with statutory purposes to conserve and enhance the natural beauty and promote understanding and enjoyment of the North York Moors. The two authorities recognise that as an important local service centre for the wider rural hinterland, it is important that development in Helmsley is carefully, proactively and jointly planned.

1.2 The plan includes:-

- A Vision for Helmsley
- An overview of how the Helmsley Plan fits in with National Planning Policy including National Park designation
- Where future development will take place and what this should look like

1.3 The allocation of sites in the Helmsley Plan provides certainty to developers, local people and infrastructure providers as to what development is likely to happen in the town. It will also ensure that the town has sufficient housing and employment land to meet its economic growth and increased population.

1.4 Decisions on other elements of planning such as residential extensions will continue to be considered against the policies contained in the relevant development plan for Ryedale District Council or the National Park Authority depending on the location of the property.

### 1.5 How the Plan Has Developed

1.6 Work on the Helmsley Plan began in January 2012 when a discussion paper titled 'The Helmsley Plan – We Need Your Views' seeking comments on what the plan should contain was sent to all residents and businesses in the town. This initial consultation resulted in a total of 72 responses. During the summer of 2013 consultation took place on a Draft Version of the Plan with 40 responses received raising some 241 individual comments. These comments have been considered and addressed in this Publication version of the Plan.

### 1.7 How does it fit with other plans?

1.8 Once adopted, the Helmsley Plan will be part of the Development Plan relating to Helmsley. The North York Moors Core Strategy and Development Policies Document forms the strategic part of the development plan falling within the National Park. The Ryedale Local Plan Strategy forms the strategic development plan for the area of the town falling outside the National Park. The Helmsley Plan will form part of the allocations document for Ryedale District, together with the Local Plan Sites Document, which covers the areas outside of Helmsley in Ryedale District.

## 1.9 A Description Of Helmsley

1.10 Helmsley is a small market town situated on the southern boundary of the North York



Moors National Park nestling in a hollow 24 miles away from York and 32 miles from Scarborough. The town sits at the junction of the A170, which runs from Pickering to Thirsk, and the B1257 road, which runs south over the moors from Stokesley. The area to the north of the A170 and west of the Market Place are located within the North York Moors National Park. Entry into the town from the south is over the late 18th century Scheduled bridge which crosses the river Rye forming a natural barrier to the south

of the town. The town is flanked by heather moor to the north, rising wooded land to the west and rolling farmland to the South.

1.11 Helmsley lies within the North York Moors and Cleveland Hills National Character Area but is bounded to the south by the Vale of Pickering National Character Area and therefore is probably transitional between the two. In the North Yorkshire Landscape Character Assessment the site falls within the classification of Limestone Foothills and Valleys. Within this assessment the landscape is noted as being of high visual sensitivity as a result of its panoramic views across the Vale of Pickering and strong intervisibility with adjacent landscapes

1.12 The town was first settled in around 3000 BC and by the time it was mentioned in the Domesday Book had become a modest village with the distinctive features which make up today's street plan. Helmsley Castle was constructed around the 12<sup>th</sup> Century in order to control the river crossing. The town thrived with the founding of nearby Rievaulx Abbey and in 1191 the Lord of the Manor, Robert de Ros granted Helmsley the borough charter, which resulted in the burgage plots which remain visible around Market Street and Bridge Street.



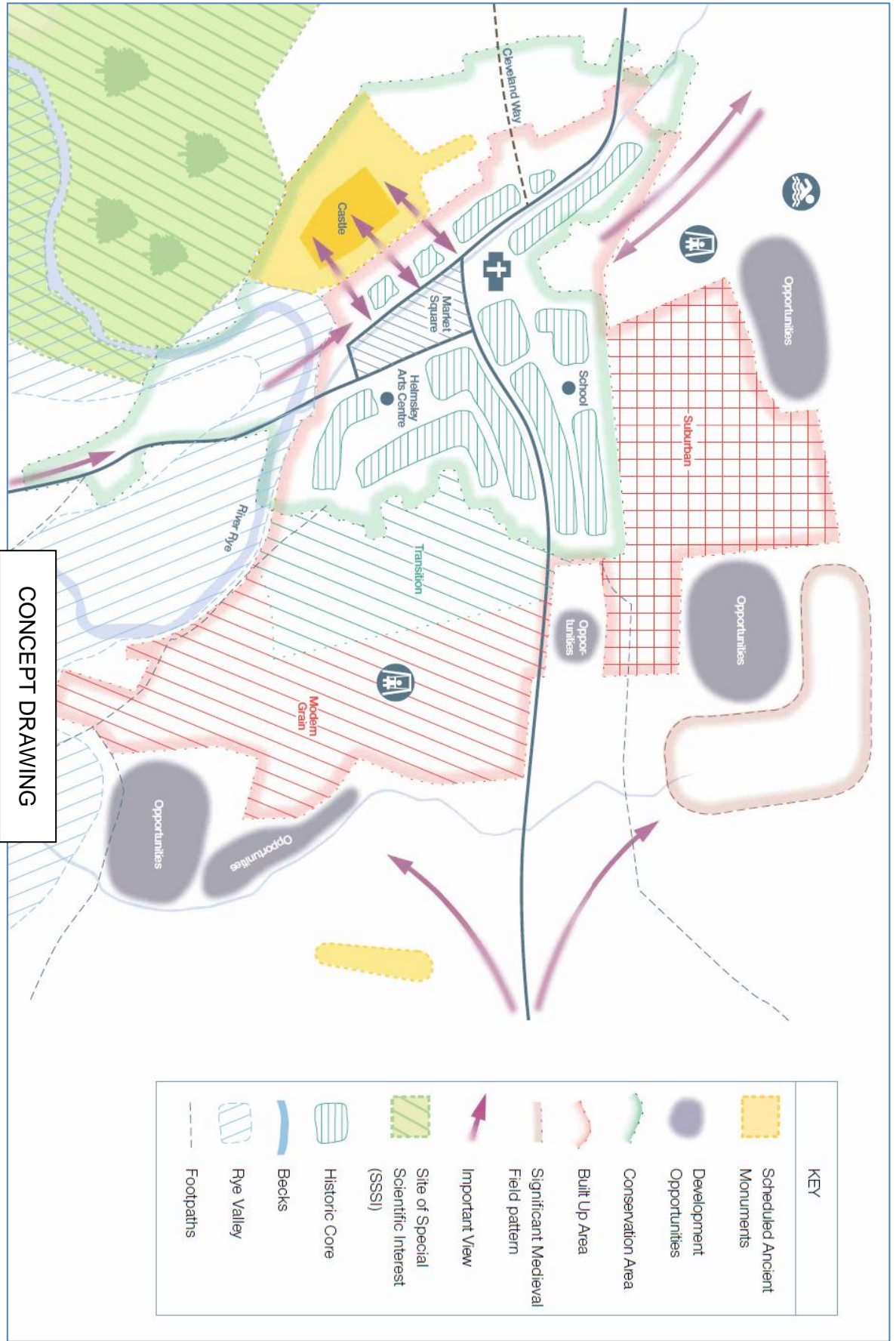
1.13 By the beginning of the 17<sup>th</sup> century the overall form of the town was largely complete and many of the existing buildings date from this period. In 1871 the Pilmoor branch railway was extended to Helmsley and resulted in the development of Station Road, (the station was later closed in 1953). Before the war, the area between Bondgate and Station Road was developed, which was followed after the war by the construction of the award winning Elmslac Estate. In the 1970's and 1980's further

modern housing developments took place to the east of the town in the form of Swanland Road/Ryedale Close and The Limes.

- 1.14 The Town has a wealth of historic assets including the stately home and historic parkland of Duncombe Park, Helmsley Castle and the Grade II\* listed Canons Garth, which is one of the oldest surviving buildings having been originally constructed in the 12<sup>th</sup> century. Part of the town is designated as a Conservation Area, which includes 433 buildings, of which 51 are listed. Land to the south east of the town includes three prehistoric burial mounds or 'round barrows' which are visible as green mounds within otherwise arable fields and are Scheduled Ancient Monuments.
- 1.15 Helmsley has two Sites of Importance for Nature Conservation (SINCs); these are East Plock Woods, to the south of the town, and the River Rye, running from Helmsley Bridge to West Ness. The majority of Duncombe Park is also designated a National Nature Reserve and Site of Special Scientific Interest (SSSI).
- 1.16 Helmsley plays an important role as a service centre for the wider rural area and is home to around 3029<sup>1</sup> people. According to the 2011 Census there were 1,663 households in the larger Helmsley ward, with around 1,000 of these located in the town itself. However around 14% of these properties have no usual resident (includes holiday cottages, second homes and empty properties), which is above the average figure of 9% across Ryedale as a whole. The town continues to be a thriving market town, hosting a popular weekly market and it has range of shops and community facilities including the primary school and health centre. The town has reasonable public transport links to the larger Market Towns of Thirsk and Pickering. The town's main employment is focussed on the industrial estate known as Sawmill Lane located to the south east of the town.
- 1.17 The Concept drawing on the following page illustrates these features of Helmsley, in particular how they constrain the growth of the town. The drawing highlights the landscape setting of the town and shows where there are opportunities for growth.

---

<sup>1</sup> 2011 Census data on Helmsley Ward



CONCEPT DRAWING



## **2. Policy Context**

2.1 The Helmsley Plan has not been prepared in isolation and has been informed and influenced by a number of key documents as set out below.

### **2.2 National Park Designation**

2.3 The 1995 Environment Act sets out two purposes for National park Authorities, as follows:

- To conserve and enhance the natural beauty, wildlife and cultural heritage of the National Parks; and
- To promote opportunities for the understanding and enjoyment of the special qualities of the Parks by the public.

2.4 The Act goes on to place a duty on National Park Authorities in pursuing the two purposes 'to seek to foster the economic and social well being of local communities'.

### **2.5 National Planning Policy Framework**

2.6 The National Planning Policy Framework was published by the Government on 27 March 2012. The National Planning Policy Framework (NPPF) must be taken into account in the preparation of local and neighbourhood plans and is a material consideration in planning decisions. Whilst the NPPF should be read as whole, some key elements are set out below.

2.7 At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. Paragraph 14 goes on to say that Local Plans should meet objectively assessed needs unless specific policies in this Framework indicate development should be restricted and a footnote refers to examples where policies relate to land within a National Park.

### **2.8 National Park Designation**

2.9 The NPPF says that great weight should be given to conserving the landscape and scenic beauty in National Parks, which have the highest status of protection in relation to landscape and scenic beauty.

### **2.10 Delivering a wide choice of high quality homes**

2.11 The NPPF says that to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities local planning authorities should plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community. Local Plans should identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand; and where they have identified that affordable housing is needed, set policies for meeting this need.

2.12 Local Plans need to identify a supply of specific deliverable sites sufficient to provide five years worth of housing against their housing requirements with an additional

buffer of 5%. A further supply of specific developable sites or broad locations for years 6-10 should be identified and where possible for years 11-15.

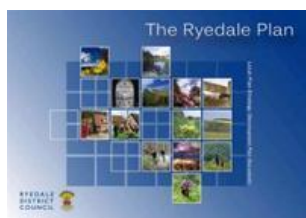
2.13 It should be noted that paragraph 14 of the NPPF says that Local Plans should meet objectively assessed needs unless specific policies in the Framework indicate development should be restricted. The footnote to this paragraph refers to policies relating to sites located within National Parks.

#### 2.14 **Building a strong, competitive economy**

2.15 In drawing up Local Plans, local planning authorities should plan proactively to meet the development needs of business and support an economy fit for the 21<sup>st</sup> century. They should do this by setting out a clear economic vision and strategy for the area and identify sites to meet anticipated business needs over the plan period.

#### 2.16 **The Ryedale Local Plan Strategy**

2.17 The Ryedale Local Plan Strategy was formally adopted by the Authority in September 2013. The aspiration of the strategy contained in the Ryedale Plan is to focus growth primarily in the Principal Towns of Malton and Norton and with the Secondary focus for growth being the Market Towns of Pickering, Kirkbymoorside and Helmsley.



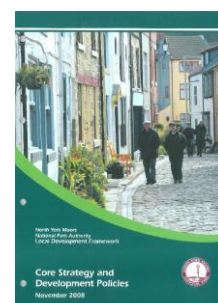
2.18 In terms of Helmsley the ambitions of the Ryedale Local Plan Strategy are to:

- Support the Town's Local Service Centre role, protecting and providing facilities that contribute to this role.
- Provision of some housing and employment growth to address the requirements of the local community
- Retention of major employers and existing employment space
- Support the Town's regional tourist role by supporting existing attractions such as Duncombe Park, The Walled Garden and Helmsley Castle and by fostering the role of the town as a niche location for shopping, food and hospitality
- Support Helmsley's role as a gateway to tourist attractions and recreational activity in the North York Moors National Park.

#### 2.19 **North York Moors Core Strategy and Development Policies Document 2008**

2.20 The North York Moors National Park Authority Core Strategy and Development Policies Document was adopted in November 2008 and identifies Helmsley as the Local Service Centre. The overarching strategy of the plan is to improve the sustainability of local communities by supporting, improving and consolidating existing services and facilities. As the Local Service Centre the following development will be supported in Helmsley;

- Housing including open market and affordable housing
- Employment development to support existing or provide new employment opportunities in the town and support and diversify the rural economy



- Improve existing facilities and provide new facilities to serve local residents, strengthen its role as a Local Service Centre and support its role as a visitor destination.

2.21 The North York Moors National Park Authority's Core Strategy and Development Policies Document requires that all new housing is to meet local needs only and therefore has no target figure. Although a figure of 26 units is anticipated each year this is through windfalls rather than a programmed supply and will be in addition to the levels allocated through this plan. In order to plan properly for Helmsley both Local Planning Authorities are committed to selecting the most appropriate sites for new development for the town in its entirety at a level which is appropriate to the location of the town partly within the National Park.

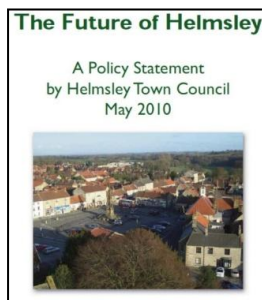
## 2.22 National Park Management Plan

2.23 The National Park Management Plan sets out the vision, strategic policies and outcomes for the National Park over the long term. It is a Plan for the National Park, its communities, businesses, visitors and organisations and will require all who have an interest in the National Park to work together to achieve its aspirations. It will ensure that National Park purposes are being delivered whilst contributing to the aims and objectives of other strategies for the area. Aims include providing more affordable homes to meet local needs and providing a range of business and employment opportunities which benefit local people.



## 2.24 A Policy Statement for Helmsley

2.25 In May 2010 Helmsley Town Council published a policy statement for the town called 'The Future of Helmsley'. The document brought together the conclusions of the Helmsley Design Statement Working Group and the views of the Town Council on how the town should be developed in the future. Many of the guidelines set out in the policy statement have been used as the basis for the development of the policies contained in this document.



## 2.26 Helmsley Conservation Area Appraisal

2.27 The Helmsley Conservation Area Appraisal was adopted by both Ryedale District Council and the North York Moors National Park Authority in 2005. The aim of the appraisal is to help inform decisions made by the Local Planning Authorities, the Highways Authorities, the Town Council and local residents. The Appraisal includes a detailed assessment of the architectural and historic character of the Town and makes reference to important characteristics and areas of open space that should be retained, which have been considered during the assessment of the sites.

2.28 As part of the Helmsley Plan process anomalies with the existing Conservation Area boundary were considered and a further appraisal carried out. As a result the area of Elmslac Road and the area adjacent to the Feversham Arms hotel have been added to the Conservation Area.

### 2.39 The Relationship between Plans

2.30 The Helmsley Plan will comprise part of the statutory planning decision framework of both Ryedale District Council and the North York Moors National Park Authority. It will provide the spatial context of the Ryedale Local Plan Strategy and the North York Moors National Park Authority Core Strategy and Development Policies Document. As part of the development plan it will be used as the basis for decisions on planning matters which take place in Helmsley. The allocation of sites for new housing and employment land in the rest of Ryedale will be established through a separate site allocations document produced by Ryedale District Council.

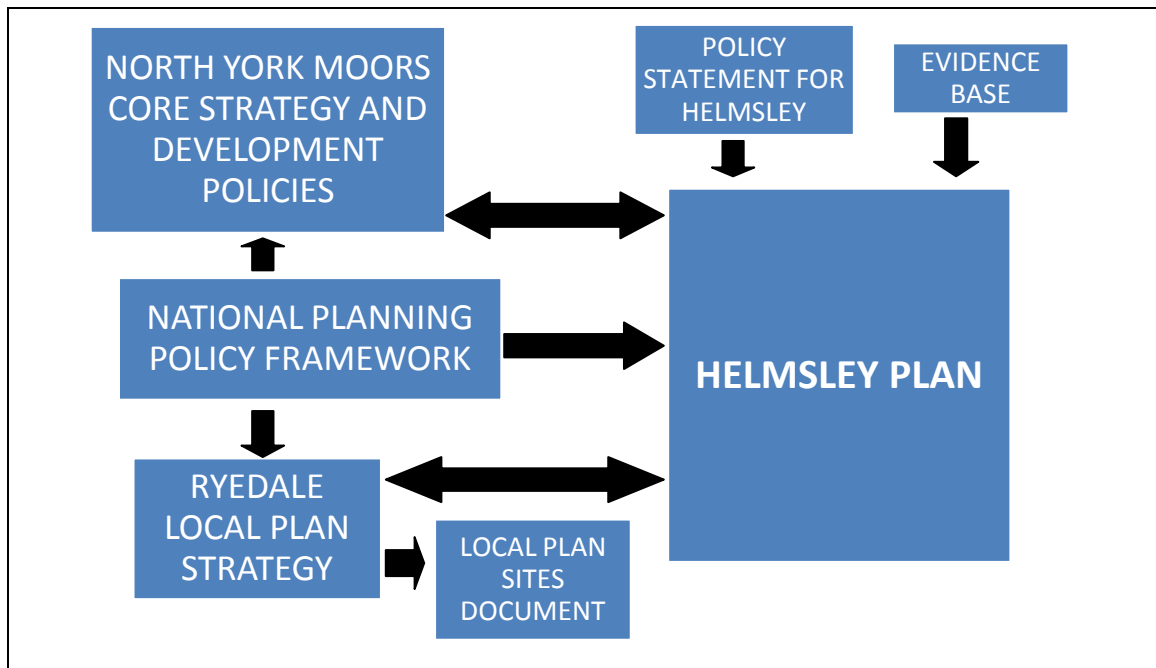


Figure1. Relationship with other plans

### 3. Vision for Helmsley And Objectives

3.1 The Helmsley Plan aims to maintain the town's role as a thriving market town which continues to provide a range of facilities and housing provision for local residents and continues to meet the expectations of visitors.

3.2 The main objectives of the plan are:

- To provide sufficient land to provide a mix of housing which meets the future needs of the existing population, providing opportunities for managed growth of the town over the plan period, whilst safeguarding and enhancing the landscape of the National Park.
- To support the existing economy by ensuring there is further land available for the expansion of local businesses and to provide a range of employment opportunities for local people.
- To conserve and enhance the special qualities of the town so that it remains a popular destination for visitors and maintains the role of Helmsley as a market

town serving a wide hinterland of rural communities including those within the National Park.

- Retain the historic character of the town including the setting of the Duncombe Park Estate, Helmsley Castle and the North York Moors National Park.

#### **A Vision for Helmsley**

In 2027 Helmsley will continue to provide essential services and facilities for its local community which will be successfully balanced with its role as a regionally important visitor destination. The distinctive historic landscape setting of the town within the National Park will have been safeguarded and enhanced. Its role and reputation as a niche location for high quality shopping, hospitality and food based activity will be firmly established.

- 3.3 The Helmsley Plan will set the spatial approach for development in the town up to 2027 to meet this vision.
- 3.4 The policies set out in this document will apply to proposals for new development in and around the town.

## **POLICIES**

### **4. Presumption in Favour of Sustainable Development**

#### **Policy SD1 Presumption in Favour of Sustainable Development**

When considering development proposals the Local Planning Authorities will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in the Helmsley Plan will be approved without delay, unless material considerations indicate otherwise. Where there are no policies relevant to the application in either the Helmsley Plan or Local Plans of the North York Moors National Park or Ryedale District Council, or relevant policies are out of date at the time of making the decision then the Local Planning Authorities will grant permission unless material considerations indicate otherwise – taking into account whether:

- a) Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- b) Specific policies in that Framework indicate that development should be restricted such as where they are located in a National Park.

- 4.1 At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development. This policy sets out how the presumption in favour of sustainable development will be applied in relation to Helmsley.
- 4.2 The presumption in favour of sustainable development does not apply where development requiring appropriate assessment under the Birds or Habitats Directives is being considered, planned or determined.

## 5. Housing Provision

- 5.1 The National Planning Policy Framework requires that Local Planning Authorities use their evidence base to ensure that their Local Plan meets the full objectively assessed needs for market and affordable housing in their area. Local Planning Authorities are also required to identify broad locations to meet housing needs in 6-10 years from the start of the planning period and also where possible for years 11-15. In other words Local Plans need to identify sites where new housing can come forward over the plan period to meet future housing requirements.

### Policy H1 – New Residential Development

The delivery of at least 150 new hew homes will be managed over the period 2014 to 2027. This will be achieved as follows:

Site Reference	Location	Number of Units	Timescale
<b>Current commitments</b>			
	Land to the Rear of Black Swan	14 units residential units	2014 to 2022
<b>Proposed Allocations</b>			
Site NYMH1	Land to the North of Swanland Road and East of Carlton Road	60	2014 to 2022
Site NYMH3	Land to the North of Elmslac Road	35 residential units 60 unit extra care facility	2014 to 2022
Site NYMH8	Land to the South of Swanland Road	20 residential units	2014 to 2022
Site 183	Land to the South of Riccal Drive	50 residential units	2014 to 2027
Site 174	Land to the East of Riccal Drive	45 residential units	2014 to 2027

At least 5% of all new dwellings on developments of more than 50 units must be bungalows. Detailed planning permission will be supported where proposals fulfil the principles set out in the development briefs contained within this plan.

Extra care accommodation provided specifically to address the requirements of North Yorkshire County Council will not be deducted from the overall provision figure.

- 5.2 The housing requirement for the Helmsley Plan is derived from the Ryedale Plan: Local Plan Strategy which was adopted in September 2013. This sets a District wide housing target of a minimum 200 net additional dwellings per annum to meet the objectively assessed housing requirements across the District. This level also includes meeting some of the needs of the National Park within Ryedale District. This level of provision figure is based on a range of statistical evidence including population projections, economic forecasts and historical completion levels but also took into consideration environmental factors, accessibility and the rural character of the area.

- 5.3 The majority of the new housing development will be located in the Principal Towns of Malton and Norton, and below that the local service centres of Pickering, Kirkbymoorside and Helmsley. For Helmsley there is a requirement to plan for the development of approximately 150 dwellings over the plan period in, or approximately 5% of the District wide requirement. This is a figure, which the Inspector has found sound and which both the Local Planning Authorities feel is appropriate in order to balance the need to deliver new homes to meet changes in the population while retaining the character of the town and the fact that half of the town is in the National Park. The provision figure also takes into account any outstanding housing commitments in Helmsley. The proposed allocations will provide sufficient land to accommodate a minimum of 150 new dwellings whilst ensuring the efficient use of land and making best use of the opportunities available.
- 5.4 The English National Parks and the Broads Circular<sup>2</sup> states that the Government recognises that the Parks are not suitable locations for unrestricted housing and does not therefore provide general housing targets for them. The circular goes on to say that new housing will be focussed on meeting affordable housing requirements, supporting local employment opportunities and key services. Paragraph 115 of the National Planning Policy Framework sets out the approach to affording “great weight” to conserving and protecting key elements of National Parks and Paragraph 14 (including footnote 9) makes clear that the status of a National Park is an important consideration in any plan-making relating to it. Against this background, the National Park Authority and Ryedale District Council are working together to implement the development requirements set out in the Ryedale Local Plan Strategy to ensure the coordinated planning of Helmsley.

## **5.5 Phasing of Sites**

- 5.6 Future development will be phased in order to ensure there is an ongoing mix of new housing being delivered to meet local and wider needs. It also enables services and facilities to adjust to the additional population from new development. Whilst none of the sites face major constraints in terms of delivery, the Authorities are aware that a number of the sites may require a greater lead in time to achieve development than others. On this basis the phasing has been flexibly applied and sites have not been divided into phases which have differing start bandings, instead they have differing indicative end times (2022 and 2027). The timescales for each site are an indication of when the development is likely to happen and enables sites which support the delivery of employment land and the extra care facility to come forward. The phasing also reflects the need for the coordinated development of sites 174 and 183.
- 5.7 The delivery of housing will be monitored through the Monitoring Reports of each Authority and Ryedale District Council’s annual Strategic Housing Availability Assessment Part 1 Update. The delivery of Housing through the Helmsley Plan will also be monitored in a Ryedale District context to ensure that the Ryedale Plan: Local Plan Strategy housing target is met and that sufficient supply is released to achieve the target as a minimum throughout the plan period. Applications for allocated sites will be approved according to the timescales set out in Policy H1 and all other relevant policies in this Plan, Ryedale Plan: Local Plan Strategy and North York Moors National Park Authority Core Strategy and Development Policies Document.
- 5.8 The Ryedale Plan: Local Plan Strategy provides flexibility in both the management of supply and the monitoring and implementation of housing sites. To this end it

---

<sup>2</sup> English National Parks and the Broads UK Government Vision and Circular 2010



identifies a 5 year plus additional 20% National Planning Policy Framework supply buffer of development brought forward from later in the plan period to ensure choice and competition. It also identifies a 25% local tolerance in relation to housing delivery, where developers will not be penalised for the delivery of housing at a greater rate than originally anticipated within this 25% 'zone of tolerance'. As with the monitoring of housing delivery set out above, it is important to note that this is managed at a District level, rather than at an individual settlement level. However it is important that this plan reflects this flexible approach and to this end sites in excess of 150 have been allocated to ensure that the requirements is met In order to ensure that the planned levels of housing development in Helmsley are met. This will allow sufficient flexibility within the plan to ensure that needs are met without increasing the overall housing provision figure.

## **5.9 Housing Density, size and type**

- 5.10 The provision of an appropriate mix of housing is key to achieving balanced and sustainable communities. New housing will need to address the changes in the demographic structure of Helmsley and reflect the needs of increased numbers of smaller households and older people. Building new homes to Lifetime Homes Standards ensures new dwellings are flexible and adaptable to create accommodation which is suitable for a range of households from people with small children to those coping with illness.
- 5.11 In terms of open market housing the Ryedale 2010 Strategic Housing Market Assessment identified a shortfall of one and two bedroom terraced houses, flats and bungalows. In order to meet the requirements of the ageing population Policy H1 requires that at least 5% of all new dwellings on proposals greater than 50 units must comprise bungalows to comply with the Ryedale Plan: Local Plan Strategy The demand for three bedrooms or more was generally balanced in supply. This type and size of dwelling for each site will be specified in the development briefs.
- 5.12 The Strategic Housing Land Availability Assessment suggested that 30 dwellings per hectare is an appropriate housing density for the settlement of Helmsley. However the housing density required for each site will be dependent on the site assessment.

## **5.13 Extra Care Provision**

- 5.14 Extra Care provision is the development of self-contained homes with design features and support services to enable self care and independent living for people aged 55 and over. As a result of changes to the population by 2020 over 50% of the population of North Yorkshire will be over 65 years of age. In order to cater for these demographic changes North Yorkshire County Council has identified a need for a further 30 schemes across the market towns in the County, with a need for at least 4 facilities within Ryedale District. The evidence collected by North Yorkshire County Council demonstrates that there is a requirement for a facility of 60 units in Helmsley (this is the minimum number currently required to ensure the viability of the scheme). North Yorkshire County Council have identified a site to provide a facility in Helmsley and this has been identified in the Helmsley Plan. The provision of an extra care facility proposed by North Yorkshire County Council to meet locally identified needs is not included in the overall requirement for 150 new homes, which is in line with the approach taken in the Ryedale Plan: Local Plan Strategy, which was found sound by the Inspector.

## 5.15 Windfall Development

### **Policy H2 – Windfall Development**

Proposals for new residential development on sites located within the defined Development Limit will be supported where the site comprises a small infill gap and/or fulfils the relevant policy requirements set out in the Ryedale Local Plan Strategy or North York Moors Core Strategy and Development Policies Document. Particular regard will be had to the following features in the consideration of windfall residential schemes in Helmsley:

- Ensuring that proposals conserve those elements which contribute to the historic character of Helmsley, especially the burgage plots and other important open spaces within the town;
- the setting of the town's built heritage including Duncombe Park and Helmsley Castle; and
- Important open views to the countryside.

Residential development outside the defined Development Limit for Helmsley will be restricted to those of an essential or exceptional nature as set out in the relevant policies contained in the Ryedale Plan: Local Plan Strategy or North York Moors Core Strategy and Development Policies Document.

- 5.16 Sites considered for allocation through the Helmsley Plan are those greater than 0.3ha in size. Any windfall sites of any size which come forward within the development limits will be considered against Policy H2 of this plan and also against the strategic policies of the relevant Local Planning Authority. Given the need to ensure the deliverability of this plan, enough allocations have been made to ensure the housing requirement is met and no windfall allowance has been made in terms of allocated supply and therefore windfalls do not count towards the 150 housing provision figure. However they are expected to only provide a limited contribution to housing supply and will be reflected in the monitoring of housing provision as set out in paragraph 15.1.
- 5.17 Development Limits are the boundary defined around a settlement within which appropriate development will normally be permitted. Different land use policies apply inside and outside these Development Limits. Although Ryedale District Council has set Development Limits the National Park Authority did not take this approach in the Core Strategy and Development Plan Policies Document. However in order to take a consistent approach in the Helmsley Plan a Development Limit has been established for the whole of the town not just the area which falls within Ryedale District Council and this is shown on the Policies Map.
- 5.18 The Development Limit for Helmsley has been established using the criteria set out below:-
- a) The boundary should wherever possible relate to defined physical features such as field boundaries, roads or watercourses.
  - b) The boundary is drawn tightly around the built form of the settlement including any land allocated for development or land with a current planning permission.
  - c) The settlement boundary will include the following land uses; residential, community facilities (including schools, shops and health services), employment uses, permanent hard surfaced car parks and identified recreation

or community open space such as allotments but excludes churches, cemeteries and sports facilities/fields.

- d) The boundary should follow the boundaries of the curtilage of properties except where buildings or structures are located in large grounds or open areas on the edge of settlements where the plot or area of extended garden may be excluded.
- e) One of the features of Helmsley is the retention of numerous historic burgage plots, which contribute greatly to the character of the Conservation Area, in particular the open views across to Helmsley Castle. Infilling of these plots would harm these distinct features and therefore the development boundary will be drawn tightly along the rear walls of the buildings that form the road.
- f) Buildings which are clearly separated from the main built up part of the town have been excluded.
- g) Important open areas on the edge of the town have been excluded from the Development Limits where development of these spaces would adversely affect the landscape setting or character of the settlement.

5.19 Any proposals for new housing and employment development on sites which have not been allocated in the Helmsley Plan will be considered as windfalls and will need to be located within the town's development limits as identified on the Policies Map. The development limit boundary includes those sites allocated in this Plan.

#### **5.20 Affordable Housing provision**

5.21 A key message from local people in response to both the consultation on this Helmsley Plan and the consultations undertaken on behalf of the Town Council is that there is a need to provide affordable housing to local people in order to ensure that the town remains a balanced and mixed community. Helmsley is a highly desirable place to live which is reflected in the high house prices. In 2011 even the lower quartile house prices cost an average £185,000. This means that families would require a household income of over £66,000 in order to access a mortgage if they were able to put down a 10% deposit. According to the North Yorkshire Strategic Housing Market Assessment 2011 the median annual gross household income in Helmsley Ward is £19,500. As house prices in the town are vastly disproportionate to local wages buying a house is out of the reach of many local people. As house prices continue to rise as predicted more people will be seeking private rented properties which will inflate the rental market, which will result in more people living with parents for longer or moving outside of the area to access cheaper accommodation.

5.22 The 2011 Sub Regional Housing Market Assessment identifies an annual need for 256 affordable housing units across Ryedale District of which a gross annual figure of 20 affordable units per year are needed in Helmsley. The North Yorkshire Strategic Housing Market Assessment identifies a gross annual housing need for 20 affordable units per year. The greatest level of need is for 1 bedroom apartments with a small requirement for 2 and 3 bedroom units. In the light of changes resulting from the Welfare Reform Act it is likely that there will need to be a focus on the need to provide larger 1 bedroom units, which have the capacity to be converted to 2 bedroom to accommodate changes in personal circumstances

### **Policy H3 – Affordable Housing Provision**

On sites allocated for housing development and any other sites coming forward for 5 or more units or 0.2ha or more, an affordable housing target of 40% of all new housing will be sought where viable to meet the needs of local people. Where this target cannot be met, the applicant will need to submit an independent viability assessment justifying any lower provision of affordable housing. Where the number of affordable units to achieve 40% does not equal a whole unit, a pro-rated financial contribution will be sought for that part where viable.

Below the threshold of 5 dwellings or 0.2ha a pro-rated financial contribution will be sought from all residential development where this is viable.

Where this contribution cannot be met, an independent viability assessment justifying any lower target will be required. The type of affordable housing must reflect the housing need set out in the latest Housing Market Assessment.

- 5.23 Affordable housing in Helmsley will need to be funded primarily through developer contributions and therefore it will be necessary to support open market housing as well as affordable housing to meet the needs of local people. A target of on-site provision of 40% affordable housing will be sought on the sites allocated in Policy H1 and any sites which meet the threshold where viable. Where the provision of on-site housing does not equal a whole number, the resulting 'part' of the affordable unit will be sought as a pro-rated financial contribution where viable. For sites under this threshold a target of 9% of the scheme's sales value will be sought where viable. This figure is supported by Financial Viability Assessments carried out by both Ryedale District Council (J R Stroughair 2011) and the North York Moors National Park Authority (DVS 2011). Where developers argue that the target of 40% affordable housing is not viable on a particular scheme an assessment will be carried out by Ryedale District Council's in house valuer where the site is located in Ryedale and by an independent valuer for sites located in the National Park.
- 5.24 The starting point for discussions on the tenure mix of affordable housing is that it should be provided on the basis of 90% social and affordable rent tenures and 10% intermediate. The precise tenure mix will be negotiated to ensure that the provision of affordable housing on a scheme reflects the needs of the town at the time an application is made.
- 5.25 All the affordable housing provision will be subject to a legal agreement restricting the occupancy of the unit to people from the local area (Helmsley Parish and then cascaded to adjacent Parishes). In most cases the developer will sell the affordable homes to a Registered Provider at Ryedale District Council's agreed transfer price. Allocations for the properties will be made via North Yorkshire Homechoice Choice Based Lettings scheme (or its successor).
- 5.26 **Traveller Provision**
- 5.27 The National Planning Policy Framework says that Local Planning Authorities should set pitch targets for gypsies and travellers and plot targets for travelling showpeople which addresses the likely permanent and transit site accommodation needs of travellers in their area, working collaboratively with neighbouring local planning authorities. Whilst the Gypsy and Traveller accommodation survey carried out across North Yorkshire in 2008 identified a shortfall of 9 traveller pitches and 2 show people

pitches across Ryedale District, additional Gypsy and Traveller accommodation has been provided elsewhere in Ryedale through the extension of the Tara Park in Malton. Therefore no gypsy or traveller accommodation needs to be identified in this plan.

## 6. Employment Provision

- 6.1 Helmsley has a range of economic activities, the town is a traditional market town, which offers a range of local services as well as high end retail offer and is also a significant tourist destination. According to the 2011 Census 1.6% of the population of the Helmsley Parish were classified as unemployed, which is well below national levels. The largest employment sectors in the Parish were wholesale and retail trade; motor vehicles and motor cycles (16.2% of the working population) closely followed by accommodation and food service activities (13.9% of working population). The Helmsley Plan aims to expand the existing employment opportunities for local residents through the allocation of additional land for employment. The main focus for employment in Helmsley is the Sawmill Lane Industrial Estate, where 6.05 hectares is protected by policy for employment use. There are also a cluster of businesses located around the market square, however other than a few offices above retail units there is no significant office market in the town.

### **Policy H4 – Employment Land**

Proposals for new employment facilities will be supported on the sites below which are identified for this use on the Helmsley Plan Proposals Map.

Site EMP1, Land South of Riccal Drive – Up to 1.3ha

Site EMP2, Land to the East of Riccal Drive – Up to 0.6ha

Employment opportunities on non-allocated sites; the expansion of existing employers; the conversion of existing buildings for employment uses; and the provision of live-work units will be supported in line with Policy SP6 of the Local Plan Strategy and Policy DP10 of the North York Moors Core Strategy and Development Policies Document.

Sites EMP1 and EMP2 and existing employment land and premises at Sawmill Lane will be protected as employment use and their change of use to non-employment uses resisted. The change of use of other land and building in current employment uses will also be resisted where they contribute to the sustainability of the local economy of Helmsley unless it can be satisfactorily demonstrated that those sites are no longer economically viable.

- 6.2 In 2010 Ryedale District Council published the Employment Land Review Update carried out by Entec UK Limited. The review recommended that between 37 and 45 hectares of employment land should be allocated across Ryedale District to ensure a continuous rolling supply of land to support economic activity. From this evidence it is proposed that up to 2 hectares of employment land is allocated in the market towns of Helmsley and Kirkbymoorside, to ensure that there is sufficient available and deliverable land to meet the continued economic expansion of the towns. From the sites available for employment purposes EMP1 and EMP2 allocates 1.9ha of land in Helmsley for employment use. Infrastructure will be a key element to ensuring that new businesses are attracted to Helmsley, which will generate further employment opportunities for local people. The provision of a range of employment opportunities

will also help to lift local wage levels, which may assist local people in accessing the housing market. The Authorities consider it is important to ensure that the Helmsley Plan supports a wide range of employment opportunities including modern working practices including live-work units where appropriate.

- 6.3 Existing employment provision in Helmsley contributes significantly to the local economy as employees typically live within a close range of Helmsley. A significant employer in the town is Thomas the Bakers who have their headquarters at Sawmill Lane employing around 100 people. The Helmsley Plan seeks to support these existing operations, including their expansion and reconfiguration where needed. It is also important that the local employment opportunities, including the proposed employment allocations are retained for employment purposes where viable, to ensure the sustainable growth of Helmsley.
- 6.4 This policy supports the priorities of the York, North Yorkshire and East Riding Local Enterprise Partnerships Draft Strategic Economic Plan, particularly in relation to becoming a leader in food manufacturing and profitable and ambitious small businesses.

## 7. Retail and Commercial Development

- 7.1 Helmsley Town Centre and its marketplace are an essential part of the town's economy and community. The town provides a range of retail uses and holds a popular weekly market, which draws in residents from the wider local area. The commercial centre of the town provides a range of shops and other facilities which are vital to its continued sustainability. It is important to ensure that new proposals for shops and other non retail uses such as financial and professional services are encouraged to locate within the town centre in order to contribute to the continued vitality of the centre. Where proposals are put forward for retail uses out of the main commercial centre of the town applicants will need to meet the sequential tests set out in national policy.



Commercial Area of Helmsley

- 7.2 The Ryedale Plan: Local Plan Strategy in Policy SP7 sets out that there is a requirement particularly for additional non-food or 'comparison' shopping in Helmsley. However this is not to be achieved through the Authorities identifying specific retail allocations. Instead this will be achieved through appropriate development proposals coming forward for either intensified retail uses or the redevelopment of land or buildings within or on the edge of Helmsley town centre. Any proposal for main town centre use will need to satisfy Policy H5 of this Plan.

### **Policy H5 New Main Town Centre Uses**

Retail and other town centre development will be focussed in Helmsley Town Centre (as defined by the commercial limits on the Policies Map) which will be the focus for a mixture of appropriate town centre uses. The Authorities will support development proposals which enhance the viability and vitality of Helmsley Town Centre.

Developments involving main town centre uses (which include retail, leisure, commercial, office, cultural and community development) which are located outside of the commercial limits will only be permitted where they satisfy the retail sequential test as set out in national policy.

Proposals which involve the intensification of existing town centre uses or are ancillary to an existing use will be supported where they are judged to enhance the viability and vitality of Helmsley town centre.

A local floorspace impact threshold will be applied for the assessment of proposals not in accordance with either this or the respective Authorities' development plans and outside of the defined commercial town centre limits. This will apply where a scheme involves:

500 sq m (gross) for comparison only schemes or  
750sq m (gross) for convenience only schemes or;  
Where a proposal involves a combination of convenience and comparison retail floorspace, a threshold of 1000 sq m (gross) of the total retail floorspace

Where proposals trigger this threshold, the applicant will be expected to undertake an impact assessment in line with the requirements of national policy.

- 7.3 It is essential that Helmsley town centre remains a vibrant town centre and adapts to changing circumstances when they arise. Where proposals are put forward for retail uses outside of the commercial limits of the town, applicants will need to meet the sequential test as set out in national policy which seeks to promote proposals in the town centre first.
- 7.4 It is also important that any proposals of a certain scale do not have a significant adverse impact on Helmsley town centre or any other local centres. A local floorspace threshold for the assessment of impacts for any scheme outside of the town centre and not in accordance with this plan has been set at a scale appropriate for Helmsley, to ensure that the impacts of any schemes are taken into account and comply with those set out in the Ryedale Plan: Local Plan Strategy.
- 7.5 Provision should be made for small scale recycling facilities alongside new retail uses where suitable to the use and where space allows.

### **Policy H6 – Protection of Retail Uses**

Proposals which will result in the loss of retail floorspace on Primary Retail Frontages along Bridge Street, Borogate, Church Street and Market Place will be resisted unless it can be demonstrated that it is no longer suitable or viable for the current use.

- 7.6 To support Helmsley's role as a key Local Service Centre and tourist gateway, it is important that its vitality as an attractive and vibrant town centre is maintained. The loss of retail units in the town centre can have a detrimental effect, particularly on the Primary Retail frontages. The Authorities will carefully consider any proposal which – individually or cumulatively - will result in non retail or commercial use of premises in these locations.

### **Policy H7 – Loss of Community Facilities**

Proposals which will result in the loss of community, cultural, leisure and recreational facilities (including Helmsley Town Hall, Helmsley Arts Centre and Recreational Facilities at Baxtons Lane) will be resisted unless it can be demonstrated that

- i) it is no longer suitable or viable for the current use; or
- ii) suitable alternative replacement facilities are provided.

All new proposals will need to be considered alongside other policies set out in the Ryedale Plan: Local Plan Strategy or the North York Moors National Park Authority's Core Strategy and Development Policies Document.

- 7.7 Both the National Park Authority and Ryedale District Council recognise the important role that local retail, employment, community, leisure and recreation facilities play in the continued vitality of Helmsley and its role as a Market Town. For this reason where planning permission is required the Helmsley Plan will seek to protect these facilities unless it can be robustly demonstrated that the facility is no longer viable. A marketing exercise will need to be undertaken and this must demonstrate that the existing facility has been advertised in public for a minimum period of 12 months, including regular advertisements in the local press.

## **8. Design**

- 8.1 The town today retains much of its character from the 18<sup>th</sup> and 19<sup>th</sup> centuries with traditional features including wide streets interspersed with pedestrian or single track alleys. The majority of buildings in the centre of the town are small in scale and constructed of local stone. The dominant character is pavement edge development, while Borough Beck which flows through the town also defines its traditional appearance. More modern development to the east of the town feature very different characteristics to the historic core with cul-de-sacs and front gardens.





Wide open streets with frontage development along Bondgate and the High Street

- 8.2 In May 2010 Helmsley Town Council published a policy statement for the town called 'The Future of Helmsley'. The policy statement set out a number of guidelines which should be borne in mind when considering future development in the town. The Conservation Area Appraisal published jointly by Ryedale District Council and the National Park Authority also contains guidelines for design of future development. Reference should also be made to the National Park Authority's Design Guide (Parts 1 to 5). The policies set out below have taken into account some of the main guidelines from these documents which will apply to all new development. Specific guidance on design specific to each development site has been set out in the individual site development briefs.

#### **Policy H8 - Important Open Views and Spaces**

New development should respect the views, vistas and skylines that are influenced by the town's key historic buildings including All Saints Church, the Feversham Arms Memorial, the Town Hall, Duncombe Park and its Parkland, the remaining burgage plots to the west of Church Street/ Castlegate and the long distance views of the town which play an important role in the character of the town and the setting of the North York Moors National Park.

- 8.3 The fact that Helmsley is nestled within a hollow means that the roofscape is an important part of its character, particularly when viewed on the approach roads from Thirsk and Stokesley and attention should be paid to vary the ridge lines of new developments on the edge of the town. The taller historic buildings of All Saints Church, Helmsley Castle and the Town Hall have a significant impact on the character of the Conservation Area and the setting of these buildings and the views towards them should be retained.



Long distance views of the town form Thirsk and Stokelsey approaches

- 8.4 There are a number of important open spaces which contribute to the setting of these historic buildings including the burgage plots to the rear of Church Street and Castlegate which are considered worthy of protection. Often the burgage plots have been constructed lengthways along the boundaries of the burgage plots and these low level buildings allow views through the area, in particular towards All Saints Church.



Remaining examples of Burgage Plots

#### Policy H9 - Design

All new development should respect the existing settlement character, patterns and layouts and the principles of traditional building design to ensure that the character and local distinctiveness of the built environment is maintained and the landscape of the National Park is conserved and enhanced. Opportunities within the Conservation Area which enhances its significance will be supported.

- 8.5 The design of any new development should reflect the immediate environs in terms of massing, fenestration detailing and scale. The traditional detailing and local features should be reflected or complemented in the design of new buildings. Due to the high environmental quality and intact historic street frontages, it is envisaged that most new development will take place on back land areas. Where development takes place on back land areas it should respect the scale, massing, materials and character of the surrounding buildings. Where historic land divisions survive these should be maintained.



Important open spaces in the town

- 8.6 The marketplace forms the historic, social and commercial nucleus of the town. Careful attention should be made to the design of shop frontages and commercial information signs in order to the limit the visual clutter of this area.
- 8.7 When designing new proposals applicants should consider the implications for crime and for adequate provision of refuse and recycling receptacles.

## 9. Renewable Energy

- 9.1 A priority for both Planning Authorities is to mitigate the effects of climate change through the reduction of Carbon Dioxide emissions. As buildings can have a significant impact on carbon dioxide emissions it is important that they are constructed in a manner where they have as low an impact as possible. New buildings should incorporate enhanced insulation, renewable energy technologies and should be positioned to take advantage of passive heating and cooling. Officers will work closely with developers to ensure that new buildings are designed to maximise energy efficiency.

### **Policy H10 – Renewable Energy**

All proposals for new build residential development must demonstrate that it meets the highest 'Code for Sustainable Homes' standard (or its successor) that is feasible and viable on the site.

All proposals for non-residential development above 1000sq metres must demonstrate that it meets the highest BREEAM standard (or its successor) that is feasible and viable for that type of development on the site proposed.

In meeting these requirements and for proposals that generate renewable and/or low carbon sources of energy will be supported providing they do not harm the visual character of the town, the historic buildings, biodiversity or the special qualities of the North York Moors National Park.

- 9.2 The current recognised standards aimed at reducing energy emissions are the Code for Sustainable Homes and The Building Research Establishment Environmental Method (BREEAM). At present only some of these standards are mandatory through building regulations, however both Local Planning Authorities believe that all development should be built to as high a standard as is available nationally and deliver on site renewable and low carbon energy.
- 9.3 The Local Planning Authorities will take into account the feasibility and viability issues associated with the delivery of decentralised renewable and low carbon energy. Where it is not feasible or viable to provide on-site renewable/low carbon energy, consideration will be given to Allowable Solutions in line with agreed national definitions.

## 10. Green Infrastructure

- 10.1 Green spaces including woodland, grassland, rivers, streams, hedges and verges are collectively known as green infrastructure. Networks of green infrastructure together are integral to the character and appearance of the landscape, encourages tourism and helps to support communities in living healthy lifestyles.

### **Policy H11 – Green Infrastructure**

All development proposals within the Plan area must demonstrate a net gain in green infrastructure to support biodiversity and environment systems and to provide opportunities for activity and relaxation, commensurate with the scale of the development. This should include expansion and enhancement of green infrastructure assets. Where there is existing green infrastructure this should be protected.

- 10.2 There are opportunities through the Helmsley Plan to improve green infrastructure provision in the town, particularly through improving links with the Cleveland Way and increasing the use of the disused railway line. Provision for green infrastructure should be incorporated into the detailed design of each scheme and consideration should be made on the implications for crime.

### **11. Parking Provision**

- 11.1 All development proposals in Helmsley will be expected to comply with the parking standards established by North Yorkshire County Council. The Current standards are set out at appendix 1.

### **12. Infrastructure Requirements**

- 12.1 The current necessary improvements to utilities infrastructure required to facilitate the levels of development set out in the plan are set out in Table 1 below.

*Table 1: Necessary Utility Infrastructure Requirements*

<b>Planned/Required</b>	<b>Risk and Contingency</b>
Gas – potential requirement for reinforcement of supply depending on location of new sites	Low – none necessary
Electricity – no capacity issue/constraint currently identified but reinforcement of the distribution network may be required on a site by site basis	Low – none necessary
Water supply – no capacity issue/constraint currently identified	Low – none necessary
Sewerage Capacity – no constraints	Low – none necessary
Surface Water Drainage – as above for sewerage capacity	Low – none necessary

- 12.2 Reinforcement works to utility infrastructure required for the accommodation of development will normally be undertaken by the utility providers direct as part of their investment planning cycle process. Where a developer wishes to proceed with development in advance of this, discussion would need to take place with the utility providers.
- 12.3 A number of deficiencies in transport, open space, recreational space, health and education facilities have been identified, which will need to be addressed through the

site allocation process. These issues have been carried through to the development briefs for each site.

*Table 2: Necessary Improvements to Community Facilities and Physical/ Environmental Infrastructure*

<b>Facility</b>	<b>Planned/Required</b>
<b>Transport</b>	Improvements to internal highway junctions including Carlton Lane / A170 junction. Improved cycle and pedestrian facilities
<b>Environmental</b>	<p>Quantitative deficiencies in market town amenity space, central sites for children’s play, young people’s provision in south east Helmsley, outdoor sports including enhancements to the existing sports facilities at Baxton’s Lane and allotments</p> <p>Qualitative deficiencies provision for children and young peoples provision and outdoor sports</p> <p>Environmental improvements including, maximising/ enhancing green corridor networks</p> <p>Public realm improvements including Helmsley Market Place.</p> <p>Additional waste lorry and waste receptacles.</p>
<b>Health and Education</b>	<p>Primary Health Care. No capacity issue/constraint currently identified</p> <p>Requirement for 60 unit NYCC Extra Care facility</p> <p>Primary Education – additional capacity required to be met through the provision of additional classroom at Helmsley Community Primary School</p>

### 13. Developer contributions

- 13.1 Contributions from developers are an important way of providing necessary infrastructure improvements which are required as a result of new development such as any highways improvements or new classrooms. This will help integrate new development into Helmsley in a sustainable way. Contributions can be used in various ways but the main factors are to mitigate the impact of new development, or to compensate for the loss or damage to specific features or to deliver specific forms of development – in particular affordable housing.
- 13.2 Currently contributions are negotiated with developers and are secured as planning obligations through Section 106 Agreements. In the future, there are two ways of collecting contributions from developers. Section 106 agreements will be used to fund infrastructure improvements directly related to the development of the site e.g. highway improvements. Secondly through the Community Infrastructure Levy (CIL) whereby a charge is collected on all new development to pay for improvements across the charging authorities area which are set out in an infrastructure list.
- 13.3 The National Park Authority and Ryedale District Council are working jointly to establish a potential CIL charge for new development, which will help to provide the

new infrastructure required to support new development in the District. Ryedale has already undertaken consultation on a Preliminary Draft Charging Schedule and the National Park are investigating the viability of introducing a CIL charge. Any CIL Charging Schedule will be subject to a separate Examination. If a Charging Schedule is adopted by the Authorities, the scope of S106 agreements will be limited to site specific (“on-site”) provision including affordable housing, highways and open space.

#### **Policy H12 – Developer Contributions**

In order to address the necessary improvements to social, physical or utility infrastructure which are required as a result of new development contributions will be sought through either a S106 agreement or through a Community Infrastructure Levy Charging Schedule (CIL) if adopted by Ryedale District Council and the National Park Authority.

Planning Obligations will be sought to regulate development, to address onsite mitigation measures to address its impact or to compensate for the loss of damage of a facility, feature or resource of acknowledged importance.

Developer contributions and CIL funds will be used to address a range of requirements. This includes those set out in Table 2 (Improvements to Community Facilities and Physical/ Environmental Infrastructure) and will be set out in the Regulation 123 Infrastructure Lists of each authority’s CIL Charging Schedule when adopted.

Once the Authorities have adopted a Community Infrastructure Levy (CIL) Charging Schedule and Infrastructure List, developer contributions through S106 Agreements will be limited to site/development specific contributions (including highway works; affordable housing; open space and other contributions) which are necessary as a result of the scheme and which are essential to allow the granting of planning permission.

#### **14. Open Space Provision**

- 14.1 The Ryedale Local Plan Strategy seeks contributions for all new residential development for the provision of open space under Policy SP11 based upon the standards set out in the Council’s Open Space Study. As set out in Table 2 quantitative deficiencies have been identified in the informal market town amenity space, the central pay area, young people’s provision in the south east of the Town and in allotment provision.
- 14.2 Residential schemes up to 14 dwellings will need to provide an off-site contribution for open space in line with Table 3 above and Residential schemes of 15 dwellings or more will be required to include on-site provision of informal amenity space (e.g Local Area for Play), unless considered impractical or unfeasible and an off-site contribution is more appropriate. Residential schemes of 50 dwellings or more will be required to provide on-site formal children’s playspace (Local Equipped Area for Play or Neighbourhood Equipped Area for Play as appropriate). Requirements for open space are likely to be included within the 123 Infrastructure list for all the Authority’s CIL schedules. If CIL is adopted contributions for off-site open space will be collected through this mechanism unless on-site provision is required. Where contributions are sought through S106 agreements they will be subject to the scheme’s viability.

### Policy H13 – Open Space Requirements

The provision of open space will be sought from all new residential development for open space provision on the basis set out below.

*Table 3 Open Space Contributions*

	Quantity Standard	Developer Contribution/ Provision based on
Provision for Children and Young People	0.85 facilities per 1000 population	tbc
Outdoor Sports Facilities	2.05 ha per 1000 population	tbc
Indoor Sports Facilities	Sports Halls: 0.27 courts per 1000 population Swimming pools: 11.33m <sup>2</sup> per 1000 population Village Halls: 1 hall per 535 people	tbc
Allotments	0.51 ha per 1000 population	tbc

\* the financial contributions expressed in £ will be set out in an annually updated Guidance Note

14.3 All proposals for new open space provision will need to be considered against other policies in both this plan and the North York Moors National Park's Core Strategy and Development Policies Document and the Ryedale Local Plan Strategy.

### 15. Telecommunications and IT Installations

15.1 The development of high speed broadband technology and other communications networks play a vital role in enhancing the provision of local services and is essential for sustainable economic growth, however careful consideration is required on the design and siting of new apparatus.

### Policy H14 Telecommunications Installations

Proposals for IT and telecommunications infrastructure will be permitted where:

- There is an operational requirement for the equipment
- There are no satisfactory alternatives following an assessment of erecting apparatus on existing buildings where appropriate, masts or other structures.
- The siting and appearance of the proposed apparatus and associated structures will not have an adverse impact on the character and appearance of the Conservation Area, the historic environment or the wider landscape particularly the National Park.

## 16. Proposed Allocations

16.1 The proposed allocations are identified on the Helmsley Plan Policies Map. Design Briefs and more detailed maps of each site are set out in the Development Brief section of the Plan. These have been chosen following the application of the Site Section Methodology – the process and outcome of this is set out in Appendix 2.

## 17. Monitoring

15.1 The sites allocated in the Helmsley Plan will be set out in a housing trajectory which will be updated and reported on annually as part of each Authorities Annual Monitoring Report or successor. Where the annual assessment of housing land supply identifies an issue of under supply both Authorities will take action to identify any barriers through discussions with landowners and developers.

Site Reference	Indicator	Target
NYMH1, NYMH3, NYMH8, 183 and 174	Number of residential units completed	150 units completed a) By 2022 – at least 100 completed b) By 2027 – at least 150 completed
NYMH1, NYMH3, NYMH8, 183 and 174	Percentage of total units completed which are affordable as defined in NPPF	40% of all completions are affordable
EMP1 and EMP2	Area of employment land completed	Up to 1.9 ha of land has been allocated for employment use in the town

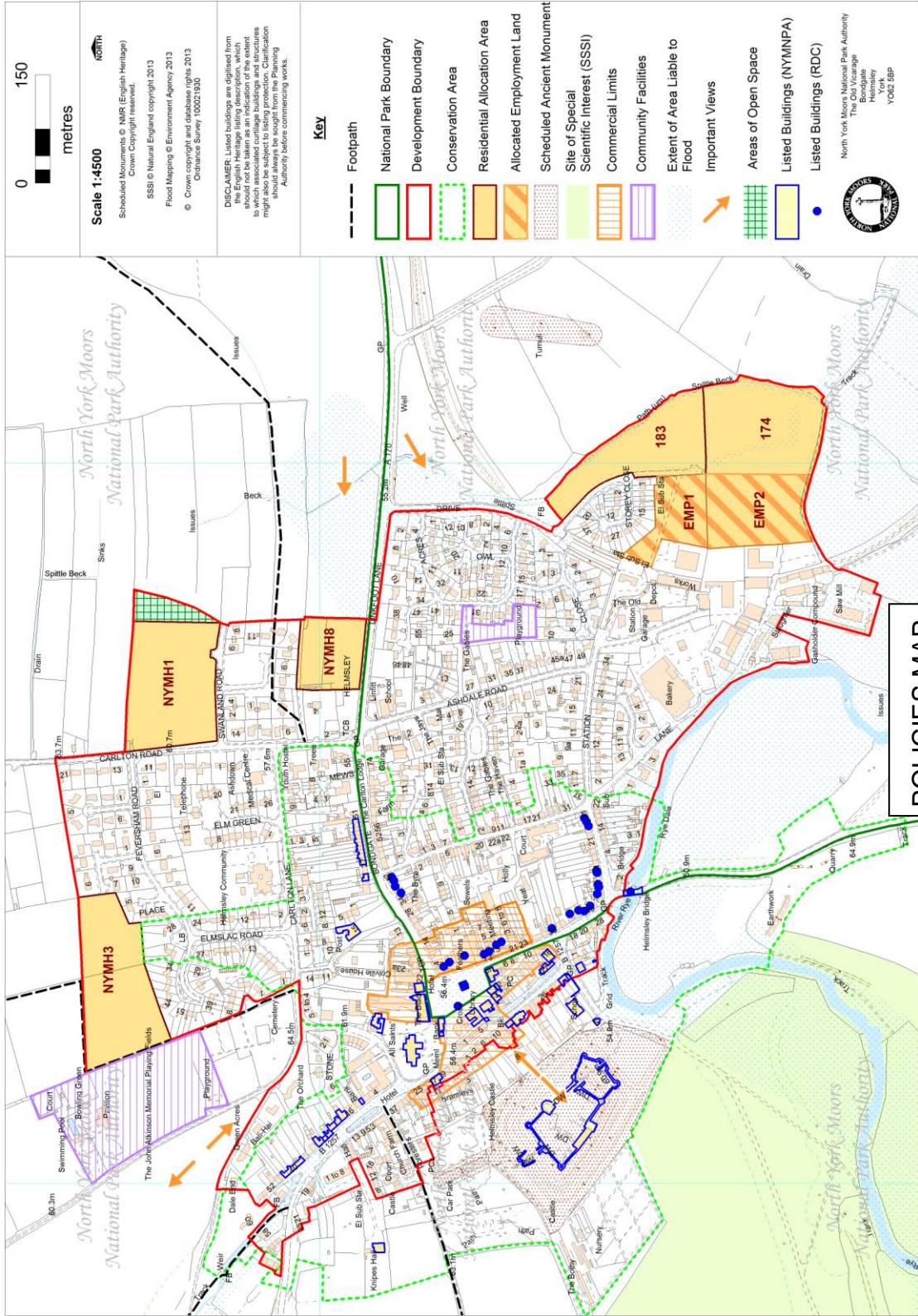
## 18. Sustainability Appraisal And Habitats Regulation Assessment

18.1 Sustainability Appraisal (incorporating the requirements for Strategic Environmental Assessment) has been undertaken as part of the production of the Helmsley Plan. Sustainability Appraisal enables the implications of the Plan on the environment, the community and the economy to be assessed throughout its production and for these implications to be taken into account as an integral part of the development of the Plan.

18.2 An assessment is also required under the Habitats Directive which seeks to ensure that the Plan does not harm the integrity of any internationally protected nature conservation sites (specifically Special Areas of Conservation, Special Protection Areas and RAMSAR sites).

18.3 Reports relating to both of these processes are available to accompany the Publication version of the Helmsley Plan. These can be viewed on the Authorities' websites or by contacting the Authorities.







## DEVELOPMENT BRIEFS

## **Development Brief for Site NYMH1 Land North of Swanland Road and East of Carlton Road (to be read alongside Helmsley Plan Policies)**

### **Proposed Site Area**

2.3ha in total

### **Owner/Agent**

Wharfedale Homes

### **Potential Residential Yield**

60 units

### **Current Use**

Grazing land.

### **Site Description**

The site is located to the north of Swanland Road, where access has been created into the site by the original development. The land falls gently from north east to south west and is bounded on its northern edge by much steeper slopes rising towards Ashdale Plantation, Cliff Hill and Monk Holme Wood. The development site is broadly level.



The site comprises semi-improved and improved grassland used for sheep grazing. The site is enclosed along the western and northern edges by post and wire fencing.

## **Constraints**

There are some mature trees on the north east corner of the site mainly oak with some sycamore. In addition there is a relic traditional apple orchard to the south east corner of the site between Swanland Road and Carlton Road. Historic mapping suggests that this is over 100 years old and part of a larger orchard that originally reached west to Carlton Road. These types of orchards are rare nationally. The design of the scheme should take into consideration these trees and should be planned in order that they can be retained.

## **Landscape Assessment**

The site is directly overlooked at close range from the existing housing on Carlton Road, Swanland Road and Ryedale Close and its location generally conforms with the existing development pattern in the town. Long distance views from the north are largely contained by landform. Development on this site is considered acceptable in landscape terms subject to careful retention of the existing mature trees and restoration of the orchard area.

## **Accessibility**

The site has good overall accessibility being within close proximity to a bus stop, primary school and doctors surgery.

## **Flood Risk**

All of the site is located within Flood Zone 1. Any development greater than 1 hectare in size will require a Flood Risk Assessment at full planning application stage which should pay particular attention to drainage. Where feasible developers should consider the use of Sustainable Drainage Systems in order to mitigate against the threat to species in the River Derwent as a result of increased water run-off.

## **Highway Assessment**

The Highways Authority have confirmed that access from the site is acceptable, however the impact on the existing highway network will need to be determined by a traffic assessment at full planning application stage.

## **Site Allocation**

Up to 60 residential dwellings of a mix of different sizes.

## **Justification**

The site is well located within 5 minutes walking time of the primary school and doctors surgery and less than 10 minutes walk from the commercial area. There are existing residential properties along the west and southern boundaries of the site and it is considered that the proposed allocation area can accommodate new residential development without causing harm to the character and setting of the town.

## **Key Principles for Development**

### **Housing Types and Affordable Housing Provision**

Development should comprise a small number of larger 4 and 5 bedroom properties with the majority being a mix of two and three bedroom. At least 5% of the total units should be bungalows to accommodate the aging population of the town. A small number of single bedroom apartments should also be accommodated. All new homes should meet Lifetime Homes standards(or its successor) to ensure that properties can be adapted to meet the changing needs of residents where required.

As set out in Policy H3 up to 40% of all units should be affordable. The starting point for discussions on the tenure of affordable housing is that it should be provided on the basis of 90% social and affordable rent tenures and 10% intermediate.

### **Design Principles and Infrastructure Requirements**

The site is prominent and the design will need to be of very high quality. The predominant building materials will be natural stone and pantile. The density and character of the development should replicate and reinforce the existing street patterns being no greater than 2 storeys in height, although a mix in ridge heights will be required. The layout of the scheme should be in keeping with the scale and massing of the buildings in the immediate area.

Contributions will be sought for the necessary Improvements to Community Facilities and Physical/Environmental Infrastructure as set out in Table 2 of this Plan.

The proposed development should consider the guidelines for new development set out in the North York Moors National Park Design Guides (Part 1: General Principles and Part 3: Trees and Landscape).

The eastern boundary of the allocated area provides an opportunity for soft landscaping or open space, which will merge the built development with the open countryside beyond this identified on the Policies Map as an area of open space.

The site should be bounded with hawthorne hedges to replicate the existing boundary appearance of fields in this area. The layout and landscaping of the site should be carefully considered.

There are the remnants of an ancient orchard on the site, which could be retained and reinforced with new planting as part of a new development scheme, which could provide a community resource.

The design should encourage people to walk or cycle.

The implications for crime should be considered.

Street lighting should be kept to the minimum required.

All electricity and telephone connections should be placed underground within the site.

There is scope for a range of renewable energy solutions on the site and the developers are encouraged to integrate these technologies into the site.

Measures to address Sustainable Building and Waste Reduction should be encouraged in the final design. Developers are required to consider the use of Sustainable Drainage Systems in order to mitigate the effects of floods to people, property and species in the River Derwent catchment.

A children's play area will be required on-site where more than 50 units are proposed.

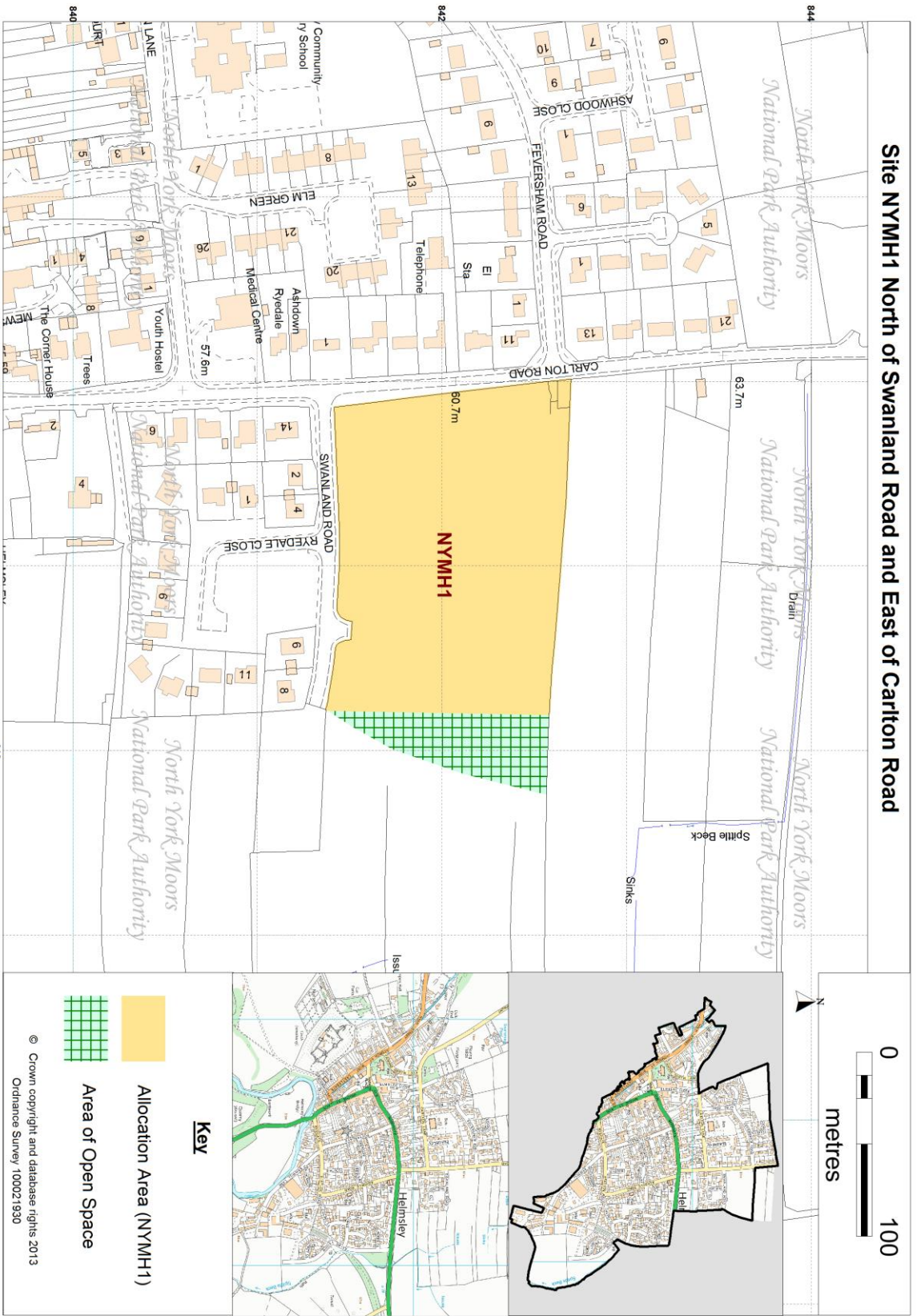
Broadband provision should be incorporated into the scheme design where possible.

Contributions will be sought for improvements to the junction between Carlton Road and the A170.

### **Timescale of Development**

2014 to 2022

# Site NYMH1 North of Swanland Road and East of Carlton Road



0 100 metres

**Key**

- Allocation Area (NYMH1)
- Area of Open Space

© Crown copyright and database rights 2013  
Ordnance Survey 100021930



## **Development Brief for Site NYMH3 – Land North of Elmslac Road (to be read alongside Helmsley Plan Policies)**

### **Site Area**

2.1ha

### **Potential Residential Yield**

35 plus 60 unit extra care facility

### **Owner/Agent**

Keepmoat

### **Current Use**

Half of the site is currently used as an overflow sports field the remaining is in grazing use.

### **Site Description**

The site is located to the north of the Elmslac Estate in the north of the town and half is currently used as an overflow sports pitch. The site is adjoined by the existing housing along Elmslac Road, Feversham Road and Ashwood Close. The site is bounded by garden hedges and fences on the south, by a hawthorn hedge to the east, by close boarded fencing and a line of semi mature ornamental trees to the west and by post and wire fencing with some remnant hedgerow shrubs on the north.

The western part of the site is bounded to the west and north by a public footpath that is part of the Tabular Hills Walk, a long distance walking route that connects southwards to the Cleveland Way National Trail.



### **Constraints**

Part of the site is currently utilised as an overflow sports field, an appropriate replacement for this provision will need to be secured prior to any planning permission being granted. Any proposal which results in the loss of a playing field will need to be referred to Sport England for their consideration.

## **Landscape Assessment**

The site is contained to the south and east by the existing housing and to the west it is partly screened by trees. To the north it is largely open to view at close range although longer views in from the north are contained by the woodland and rising ground. There are almost no views of this site from any of the main approaches to Helmsley as it is largely hidden behind the built up area. There are views from the public road which runs to Carlton. Although the site fits in reasonably well with the existing built form, the fit is noticeably better in the east where the site tucks in behind Ashwood Close than in the west where the ground rises and the site projects further into open countryside. Development on the site is considered to have modest direct impacts on landscape fabric as the land has few landscape features of note.

## **Accessibility**

The site has good overall accessibility being within close proximity to the primary school, the doctors surgery and the retail areas of the town.

## **Flood Risk**

The site lies within Flood Zone 1. For any development site that is more than 1 hectare in size a site specific flood risk assessment will be required and should pay particular attention to drainage. Where feasible developers should consider the use of Sustainable Drainage Systems in order to mitigate against the threat to species in the River Derwent as a result of increased water run-off.

## **Highway Assessment**

Highways have confirmed that the access from the existing highway is acceptable onto the road between Ashwood Close, however a traffic assessment will be required at full planning application stage.

## **Site Allocation**

Up to 35 dwellings with a mix of sizes and a 60 unit extra care facility.

## **Justification**

The site is considered suitable for residential development as it is well screened from wider views and not considered to have an adverse impact on the special qualities of the National Park. Full planning permission for the site will be subject to a legal agreement which will identify and provide for a replacement overflow sports field.

The remainder of the site is considered to be the most suitable site in Helmsley, as it relates well to the existing built form of this part of the town.

## **Key Principles for Development**

### **Housing Types and Affordable Housing Provision**

A mix of housing types will be required including a large proportion of 2 bedroom properties to meet the shortfall identified in the housing needs surveys. All new homes should meet Lifetime Homes Standards (or its successor) to ensure that properties can be adapted to meet the changing needs of residents where required.

The open market housing provision will be used to cross subsidise the extra care facility, however this itself will have an element of open market provision in order to provide a range of choice.

### **Design Principles and Infrastructure Requirements**

An alternative site must be secured to replace the existing overflow sports field.

The predominant building materials for the new housing will be natural stone and pantile. The density and character of the development should replicate and reinforce the local development patterns. New dwellings should be no greater than two storeys in height.

Contributions will be sought for the necessary Improvements to Community Facilities and Physical/Environmental Infrastructure as set out in Table 2 of this Plan.

The effect of the existing vista view into the open countryside along Elmslac Road should be retained through the design of the development.

The extra care facility should not be greater than 2.5 storeys in height (i.e. floorspace to be accommodated through the use of dorma windows).

The proposed development should consider the guidelines for new development set out in the North York Moors National Park Design Guides (Part 1: General Principles and Part 3: Trees and Landscape).

Public access should be made available to allow people to walk to the sports facilities and playground on Baxtons Road and to link with the wider public footpath network.

The implications for crime should be considered.

Trees and hedgerows around the boundary of the site should be maintained where possible. A strong new hedgerow with hedgerow trees should be created along the northern edge of the site to soften the built edge in views from the north.

There is scope for a range of renewable energy solutions on the site and the developers are encouraged to integrate these technologies into the site.

Measures to address Sustainable Building and Waste Reduction should be included in the final design.

Developers are required to consider the use of Sustainable Drainage Systems in order to mitigate the effects of floods to people, property and species in the River Derwent catchment.

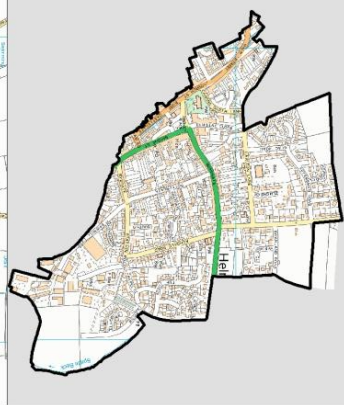
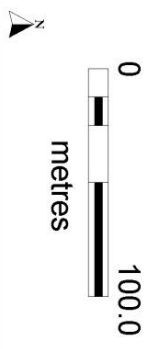
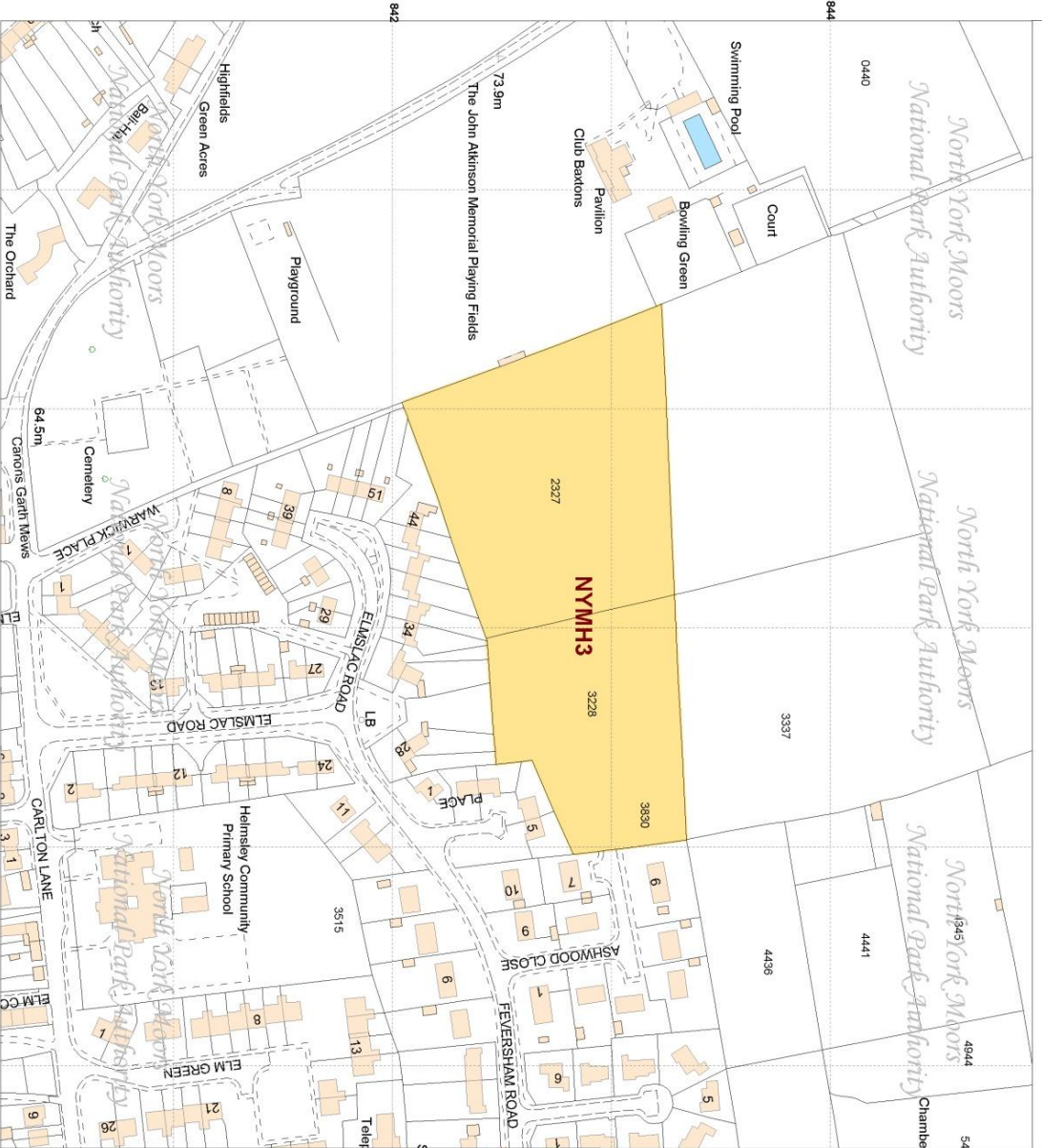
Broadband provision should be incorporated into the scheme design where possible.

Contributions will be sought for improvements to the junction between Carlton Road and the A170.

A traffic assessment and Travel Plan will be required with any detailed planning application.

**Timescale** 2014 to 2022

# Site NYMH3 Land North of Elmslac Road



**Key**

 Allocation Area (NYMH3)

© Crown copyright and database rights 2013  
Ordnance Survey 100021930

## **Development Brief for Site NYMH8 Land to the South of Swanland Road (to be read alongside Helmsley Plan Policies)**

### **Proposed Site Area**

0.8ha

### **Owner/Agent**

Wharfedale Homes

### **Potential Housing Capacity**

20 units

### **Current Use**

Grazing land.

### **Site Description**

This is a small site located between the A170 and the single storey development at Swanland Road. The land is relatively flat and is bounded along the A170 by a strong deciduous tree line. The site comprises semi-improved and improved grassland use for sheep grazing.

There is a public footpath to the north of the development site.



### **Landscape Assessment**

The site is south of existing housing and is well contained visually being set slightly below road level and being fully enclosed by hedgerows as well as by young mature trees along the main road. The site is species poor improved pasture. The land is adjoined by existing housing to the north and south of the A170 and is considered that development of the site would have limited effects on landscape character. The site is not part of the relic open field system.

### **Accessibility**

The site has good overall accessibility being within close proximity to a bus stop, primary school and doctors surgery.

## **Flood Risk**

A small part of the south east corner of the site is located within Flood Zone2. Applicants will need to adequately address issues relating to surface water run-off as this may increase flood risk to residential properties to the south of the A170. Where feasible developers should consider the use of Sustainable Drainage Systems in order to mitigate against the threat to species in the River Derwent as a result of increased water run-off.

## **Highway Assessment**

The Highways Authority have confirmed that access from site is acceptable, however the impact on the existing highway network will need to be determined by a traffic assessment. The existing bus stop will need to be relocated down the road and street lighting extended.

## **Site Allocation**

Up to 18 dwellings.

## **Justification**

The site is well contained visually by the surrounding housing developments and strong tree line along the A170. Access to the site will require the removal of one tree however the remaining tree line will be retained. It is considered that new development can be accommodated on this site without detriment the character of the town.

## **Key Principles for Development**

### **Housing Types and Affordable Housing Provision**

Development should comprise a small number of larger 4 and 5 bedroom properties with the majority being a mix of two and three bedroom. All new homes should meet Lifetime Homes standards (or its successor) to ensure that properties can be adapted to meet the changing needs of residents where required.

As set out in Policy H3 up to 40% of all units should be affordable. Affordable housing should be provided on the basis of 90% social and affordable rent tenures and 10% intermediate.

### **Design Principles and Infrastructure Requirements**

The site is the gateway into the town and the design will need to be of very high quality. The predominant building materials will be natural stone and pantile. The layout of the scheme should be in keeping with the scale and massing of the buildings in the immediate area. New buildings should not be greater than 2 storeys in height in order to complement the existing built form.

Contributions will be sought for the necessary Improvements to Community Facilities and Physical/Environmental Infrastructure as set out in Table 2 of this Plan.

The existing trees along the A170 and hedgerow to the eastern boundary should be retained. Sufficient space should be provided to ensure the trees have space to develop into maturity.

The proposed development should consider the guidelines for new development set out in the North York Moors National Park Design Guides (Part 1: General Principles and Part 3: Trees and Landscape).

The design and layout should encourage people to walk or cycle.

Links should be made to the public right of way which runs to the north of the site. Links to the wider public rights of way network to the south of the site should be enhanced.

The implications for crime should be considered.

Street lighting should be kept to a minimum.

All electricity and telephone connections should be placed underground within the site.

There is scope for a range of renewable energy solutions on the site and the developers are encouraged to integrate these technologies into the site.

Measures to address Sustainable Building and Waste Reduction should be encouraged in the final design.

A Flood Risk Assessment is required.

Developers are required to consider the use of Sustainable Drainage Systems in order to mitigate the effects of floods to people, property and species in the River Derwent catchment.

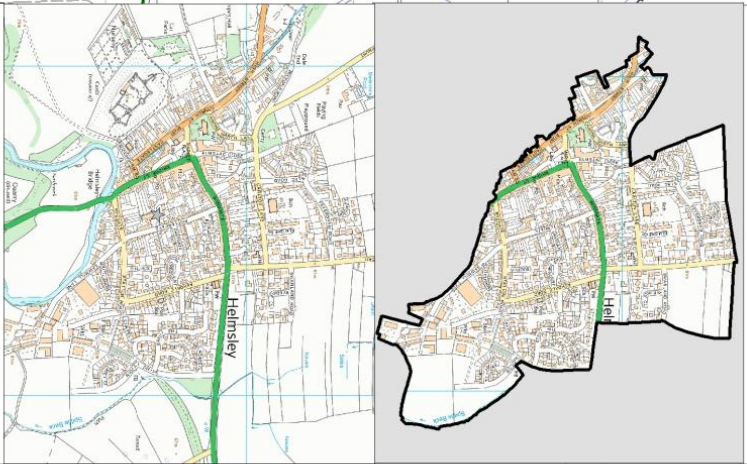
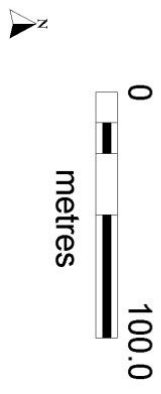
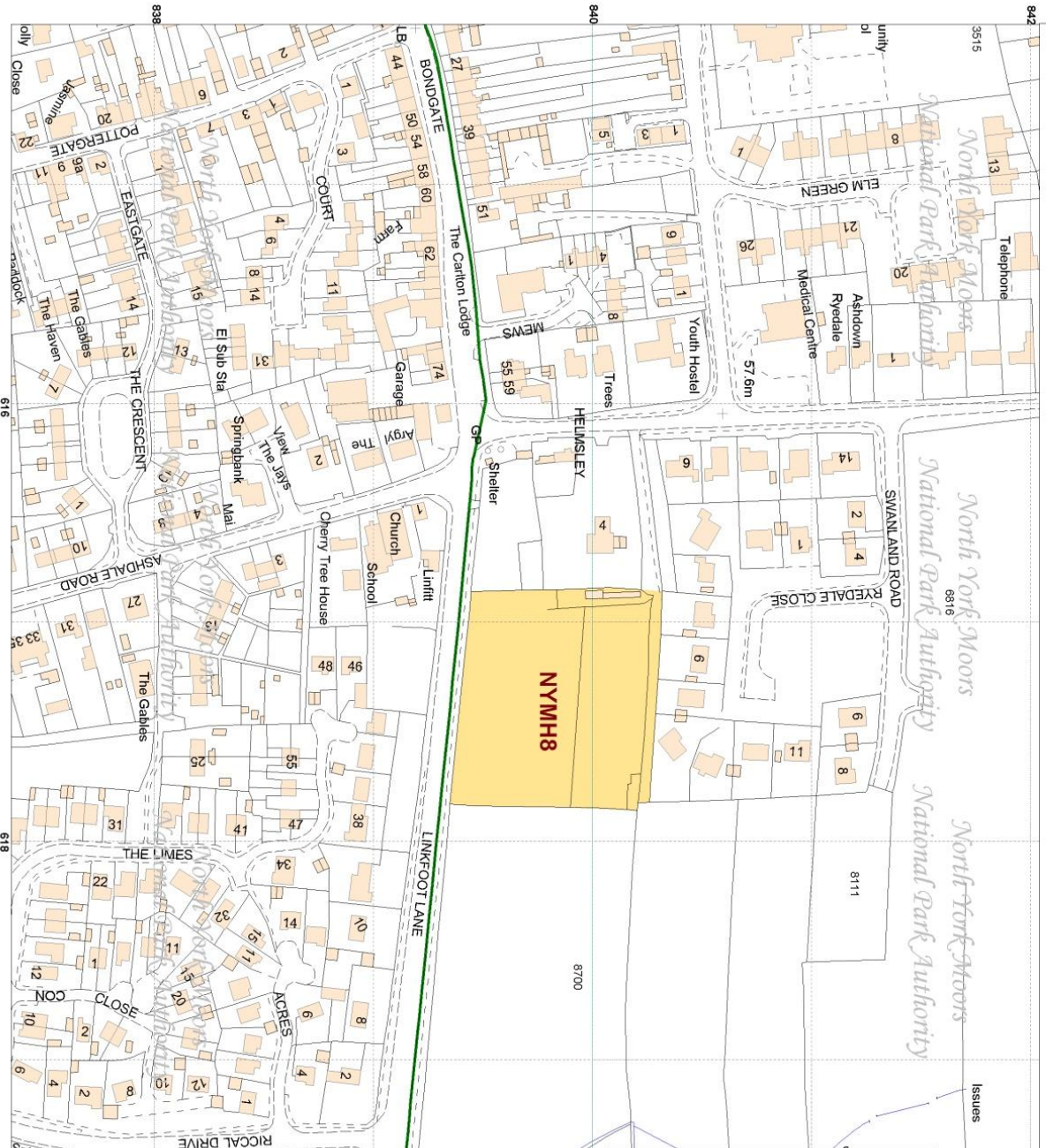
Broadband provision should be incorporated into the scheme design where possible.

Contributions will be sought for the relocation of the bus stop on the A170.

### **Timescale of Development**

2014 to 2022

# Site NYMH8 Land to the South of Swanland Road



- Key**
- Allocation Area (NYMH8)
  - National Park (north of Linkfoot Lane)

© Crown copyright and database rights 2013  
Ordnance Survey 100021930



## **Development Brief for Site 174 Land South of Riccal Drive (to be read alongside Helmsley Plan Policies)**

### **Site Area**

1.9ha

### **Potential Residential Yield**

50 Residential Units

### **Owner/Agent**

Northminster Properties

### **Current Use**

Agricultural

### **Site Description**

The site lies to the south of the A170 and is accessed via Riccal Drive. The site is located north of the River Rye. The site is relatively flat, currently in agricultural use and is drained by Spittle Beck, which bounds the site to the east. To the west of the site lies a range of commercial and industrial uses located along Sawmill Lane and Station Road. The site is bounded by dense hedgerows on the south and west and by post and wire fencing on the north. There is a public right of way which follows the east bank for Spittle Beck and the former railway line.



### **Constraints**

The site lies 160 metres to the west of three round barrows which are designated as Scheduled Monuments. The NPPF says that harm or loss of designated heritage assets of the highest significance, notably scheduled monuments should be wholly exceptional. Proposals will need to demonstrate that the development of this site would not harm any elements which contribute towards the significance of these assets including their setting.

The site is located adjacent to mixed agricultural land in a varied landscape of large trees, hedgerows, grassland and woodland. Spittle Beck is locally a very valuable feature for wildlife and is likely to be used a green linkage for many species including

bats, badgers and as a potential habitat perhaps for Otter or White Clawed Cray Fish.

### **Landscape Assessment**

Spittle Beck which runs in a deeply incised channel in a north south direction forms the eastern boundary of the site. The beck has heavy scrub and self sown native trees along the eastern bank of the site, which provides visual containment, while to the south it is enclosed by double hedgerows. To the west views to the site are contained by the commercial and industrial development and by existing housing.

### **Accessibility**

The site is within close proximity of the employment opportunities on Sawmill Lane but is the site furthest away from the school and doctors surgery.

### **Flood Risk**

The area immediately adjacent to Spittle Beck is identified as Flood Zone 3 and this area should be avoided. It would be useful to design a buffer zone into the proposal to mitigate against flood risk. As the site is larger than 1 hectare, a Flood Risk Assessment will be required. Where feasible developers should consider the use of Sustainable Drainage Systems in order to mitigate against the threat to species in the River Derwent as a result of increased water run-off.

### **Highway Assessment**

Highways have confirmed that access from the existing highway onto Riccal Drive is acceptable, however impact will need to be determined by a traffic assessment at full planning application stage.

### **Site Allocation**

Allocation of up to 50 residential units.

### **Justification**

Development of the site will have limited impact on the surrounding area as the site is well contained by existing screening. Some residential development on the eastern side is considered appropriate to meet Helmsley's identified housing needs.

### **Key Principles for Development**

#### **Housing Types and Affordable Housing Provision**

The site is considered suitable for provision of flat development to provide a mix of 1 and 2 bedroom units for both open market and affordable provision. All new homes should meet Lifetime Homes standards (or its successor) to ensure that properties can be adapted to meet the changing needs of residents where required. The site provides a good opportunity to provide a small number of live/work units which can provide an interim zone between the employment and residential uses.

As set out in Policy H3 up to 40% of all units should be affordable. Affordable housing should be provided on the basis of 90% social and affordable rent tenures and 10% intermediate.

## **Design Principles and Infrastructure Requirements**

Development should be coordinated with adjacent Sites 174, EMP1 and EMP2 to ensure an integrated form of development is achieved, including vehicular and pedestrian accesses. Density and layout of development should take its cue from nearby properties such as Station Road. Previous work undertaken for the Helmsley Town Team by Bauman Lyons Architects, provides useful analysis and consideration of design principles in developing this site.

Contributions will be sought for the necessary Improvements to Community Facilities and Physical/Environmental Infrastructure as set out in Table 2 of this Plan.

A footpath currently runs along the full length of the Spittle Beck along its eastern side, which connects to a number of other rights of way along the Rye Valley. There are opportunities to improve the green infrastructure provision and connections with this footpath network.

The implications for crime should be considered.

All existing boundary trees and hedging should be retained.

Ecological assessments will be required and mitigation measures adopted where required.

Developers are required to consider the use of Sustainable Drainage Systems in order to mitigate the effects of floods to people, property and species in the River Derwent catchment.

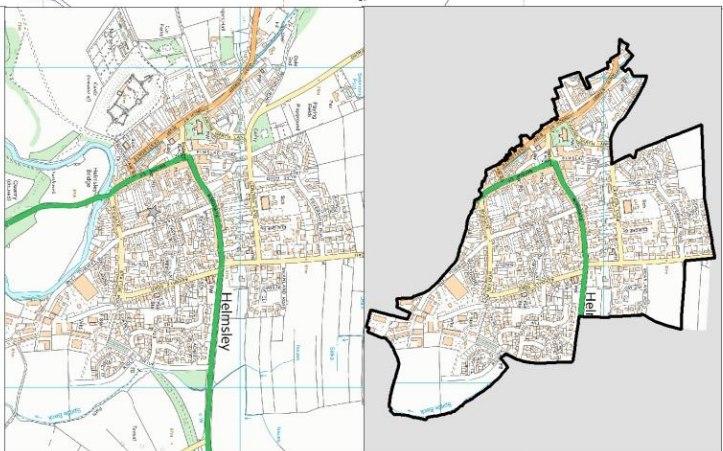
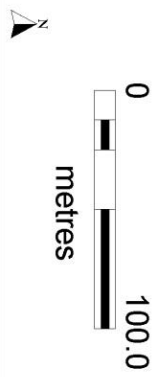
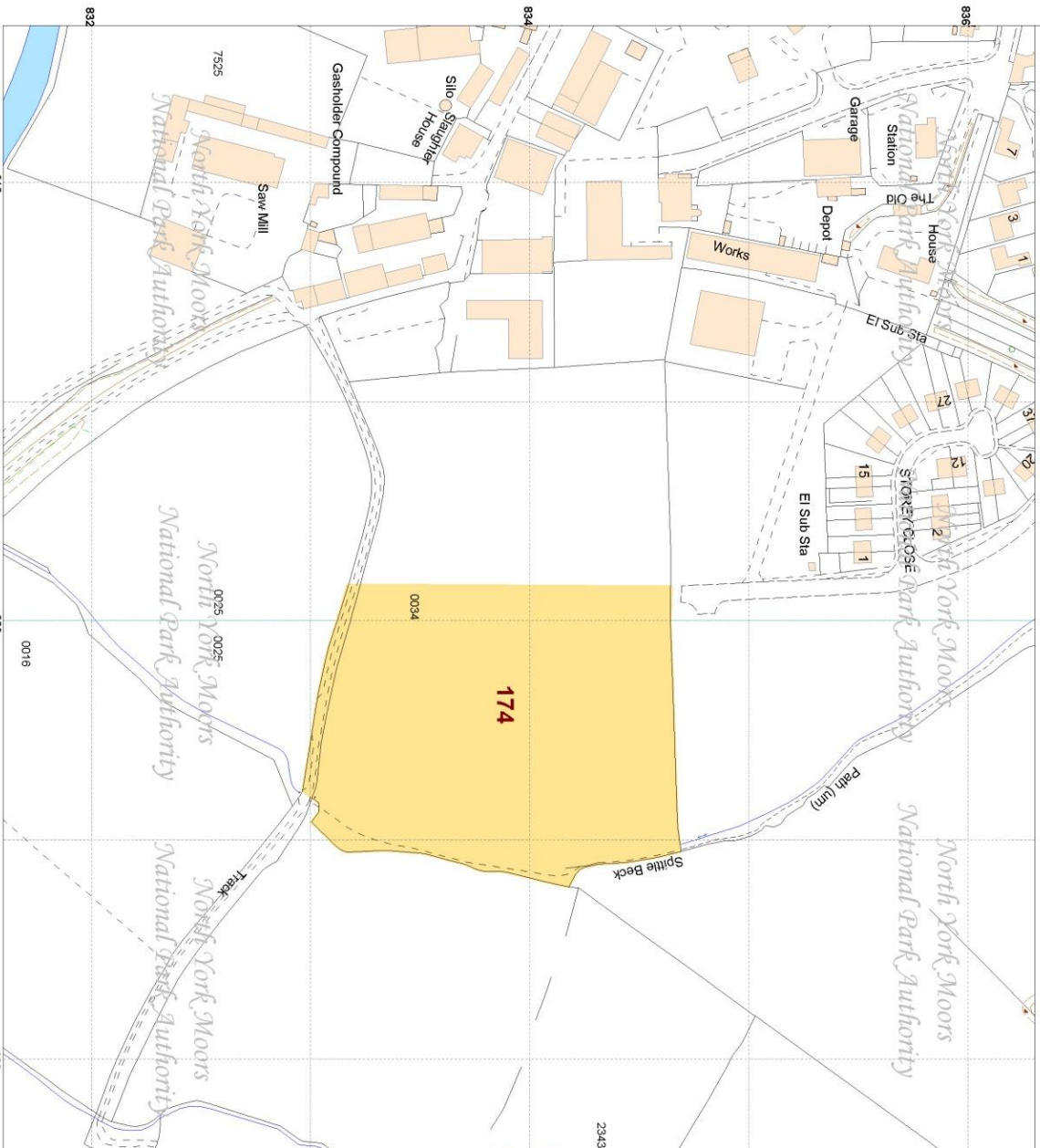
Broadband provision should be incorporated into the scheme design where possible.

A traffic assessment and Travel Plan will be required with any detailed planning application.

### **Timescale**

2014 to 2027

# Site 174 Land South of Riccal Drive



© Crown copyright and database rights 2013  
Ordnance Survey 100021930

## **Development Brief for Site 183 Land East of Riccal Drive (to be read alongside Helmsley Plan Policies)**

### **Site Area**

1.6ha

### **Potential Housing Capacity**

45 units

### **Owner/Agent**

Mr Pat Sweeney

### **Site Description**

The site is located between the existing built form of Helmsley and Spittle Beck and sweeps around to the south of the modern housing estate of Storey Close. The land falls gradually in a southerly direction. The site is currently waste ground with ash and sycamore regeneration and tall grass as well as one or two larger ash trees. There is dense tree cover along the line of Spittle Beck. To the south east of the site there are a range of commercial and industrial uses, which are located along Sawmill Lane and Station Road. The site is well contained with limited wider views.



### **Constraints**

The site lies 130 metres to the west of three round barrows which are designated as Scheduled Monuments. The NPPF says that harm or loss of designated heritage assets of the highest significance, notably scheduled monuments should be wholly exceptional. Proposals will need to demonstrate that the development of this site would not harm any elements which contribute towards the significance of these assets including their setting.

The development of the site is currently subject to a restrictive covenant which prevents the development of the site for residential use. Although the site may not come forward within the timescale of the plan it has been included as the principle of development of the site is considered suitable for development. The development of this site alongside site 174 is considered to provide the opportunity for a coordinated approach which will provide the best future in terms of planning for the town. Officers

will continue to work with interested parties regarding the possible options for this site. However it is important to recognise that if this site does not come forward it will not undermine the aims of the Helmsley Plan and it will still be possible to achieve the housing provision targets for the town through the development of the other allocation sites although there will be less flexibility.

### **Landscape Assessment**

Spittle Beck which runs in a deeply incised channel in a north south direction forms the eastern boundary of the site. The beck has a heavy scrub and self sown native trees along the eastern bank of the site. Development of the site would have limited direct impact on the landscape as there are very few features of note. The site is relatively well contained visually with some substantial trees and hedges.

The site is located adjacent to mixed agricultural land in a varied landscape of large trees, hedgerows, grassland and woodland. Spittle Beck is locally a very valuable feature for wildlife and is likely to be used a green linkage for many species including bats, badgers and as a potential habitat perhaps for Otter or White Clawed Cray Fish.

### **Accessibility**

The site has good overall accessibility being close to the shops, a bus stop, primary school and doctors surgery.

### **Flood Risk**

The majority of the site is located within Flood Zone 1 with small areas within flood zone 2 along the roadways and flood zone 3 along Spittle Beck. As the site is larger than 1 hectare, a Flood Risk Assessment will be required. It would be appropriate to include some green infrastructure provision along the line of the Beck to provide a buffer zone so that if the Beck Floods there will be some land for it to flow onto rather than flooding properties. Where feasible developers should consider the use of Sustainable Drainage Systems in order to mitigate against the threat to species in the River Derwent as a result of increased water run-off.

### **Highway Assessment**

Highways have confirmed that the access is acceptable onto Riccal Drive, however a traffic assessment will need to be carried out.

### **Site Allocation**

Allocation of up to 45 residential dwellings.

### **Justification**

Development of the site will have limited impact on the surrounding area as the site is well contained by existing screening. The site is located within walking distance of the main employment and commercial areas of the town. The site should be used for housing development.

## **Key Principles for Development**

### **Housing Types and Affordable Housing Provision**

The site is considered suitable for provision of flat development to provide a mix of 1 and 2 bedroom units for both open market and affordable provision. All new homes should meet Lifetime Homes Standards or its successor) to ensure that properties can be adapted to meet the changing needs of residents where required.

As set out in Policy H3 up to 40% of all units should be affordable. Affordable housing should be provided on the basis of 90% social and affordable rent tenures and 10% intermediate.

### **Design Principles and Infrastructure Requirements**

Contributions will be sought for the necessary Improvements to Community Facilities and Physical/Environmental Infrastructure as set out in Table 2 of this Plan.

Any scheme should knit the site into the fabric of Helmsley, including the adjacent Storey Close development.

Development should be coordinated with adjacent Sites 183, EMP1 and EMP2 to ensure an integrated form of development is achieved, including vehicular and pedestrian accesses. Density and layout of development should take its cue from nearby properties such as Station Road. Previous work undertaken for the Helmsley Town Team by Bauman Lyons Architects, provides useful analysis and consideration of design principles in developing this site.

The site is located close on the other side of the railway embankment from the tumuli which are Scheduled Monuments and therefore consideration should given to the height of properties to ensure new buildings do not detract from the setting of this important historic asset.

There are opportunities to improve the existing green infrastructure around the site, particularly next to Spittle Beck.

The implications for crime should be considered.

Ecological assessments will be required and mitigation measures adopted where required.

Developers are required to consider the use of Sustainable Drainage Systems in order to mitigate the effects of floods to people, property and species in the River Derwent catchment.

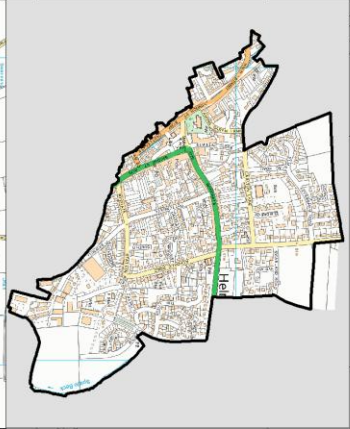
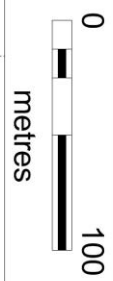
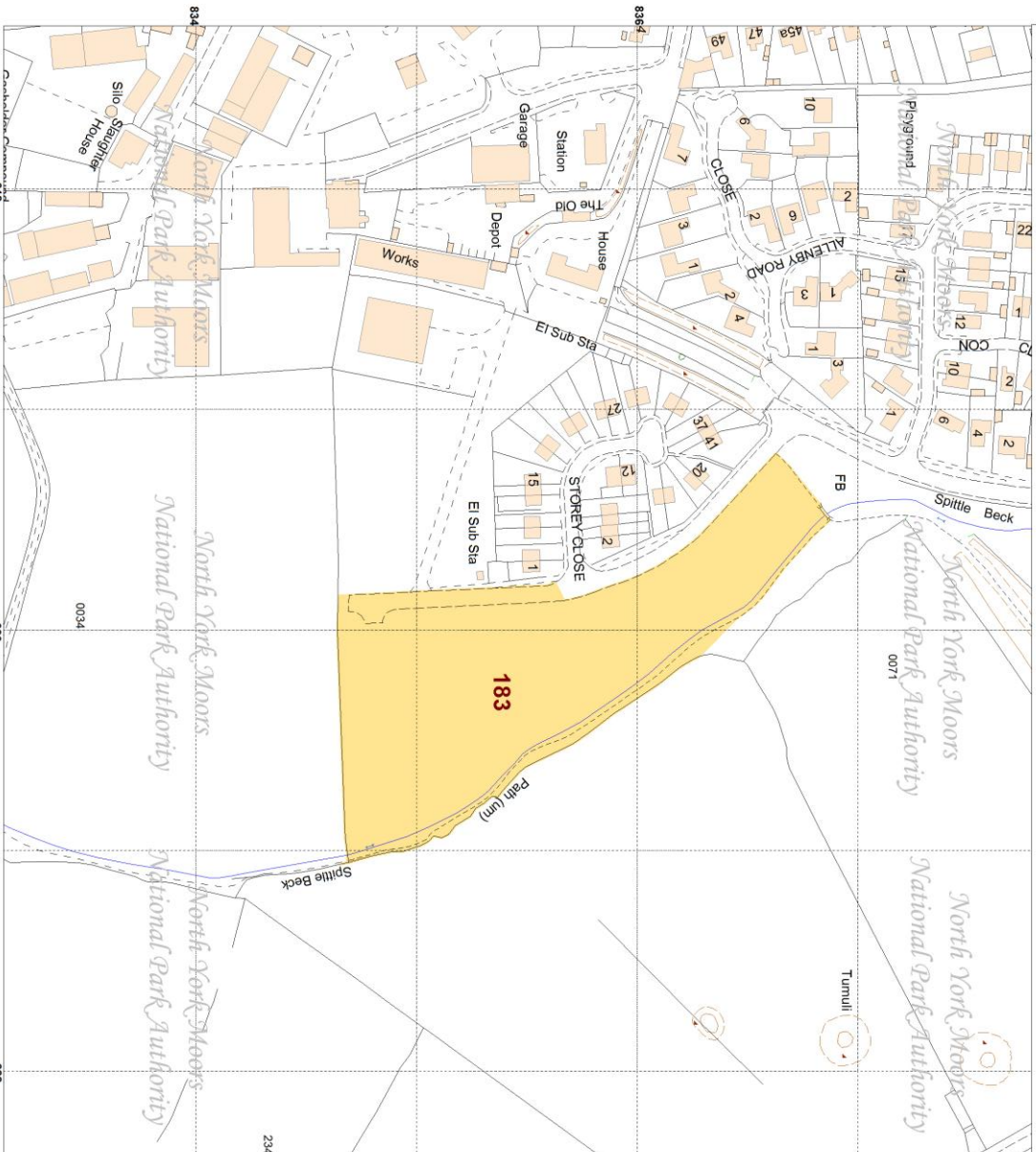
A flood risk assessment is required.

Broadband provisions should be included in the development.

### **Timescale of Development**

20214 to 2027

**Site 183 Land East of Riccal Drive**



**Residential Allocation Area (183)**

© Crown copyright and database rights 2013  
Ordnance Survey 100021930



## **Development Brief for Site EMP1 Land South of Storey Close (to be read alongside Helmsley Plan Policies)**

### **Site Area**

0.6ha

### **Potential Employment Land Capacity**

0.6 ha

### **Owner/Agent**

Mr Pat Sweeney

### **Site Description**

The site is located between the existing built form of Helmsley and Spittle Beck and sweeps around to the south of the modern housing estate of Storey Close. The land falls gradually in a southerly direction. The site is currently waste ground with ash and sycamore regeneration and tall grass as well as one or two larger ash trees. There is dense tree cover along the line of Spittle Beck. To the south east of the site there are a range of commercial and industrial uses, which are located along Sawmill Lane and Station Road. The site is well contained with limited wider views.



### **Landscape Assessment**

Spittle Beck which runs in a deeply incised channel in a north south direction forms the eastern boundary of the site. The beck has a heavy scrub and self sown native trees along the eastern bank of the site. Development of the site would have limited direct impact on the landscape as there are very few features of note. The site is relatively well contained visually with some substantial trees and hedges.

The site is located adjacent to mixed agricultural land in a varied landscape of large trees, hedgerows, grassland and woodland. Spittle Beck is locally a very valuable feature for wildlife and is likely to be used a green linkage for many species including bats, badgers and as a potential habitat perhaps for Otter or White Clawed Cray Fish.

## **Accessibility**

The site has good overall accessibility being close to the shops, a bus stop, primary school and doctors surgery.

## **Flood Risk**

The majority of the site is located within Flood Zone 1 with small areas within flood zone 2 along the roadways and flood zone 3 along Spittle Beck. It would be appropriate to include some green infrastructure provision along the line of the Beck to provide a buffer zone so that if the Beck Floods there will be some land for it to flow onto rather than flooding properties. Where feasible developers should consider the use of Sustainable Drainage Systems in order to mitigate against the threat to species in the River Derwent as a result of increased water run-off.

## **Highway Assessment**

Highways have confirmed that the access is acceptable onto Riccal Drive, however a traffic assessment will need to be carried out.

## **Site Allocation**

Allocation of up to 0.6 hectares of employment land.

## **Justification**

Development of the site will have limited impact on the surrounding area as the site is well contained by existing screening. The site is located within walking distance of the main employment and commercial areas of the town. The site is currently allocated for employment land in the Ryedale Local Plan.

## **Key Principles for Development**

### **Design Principles and Infrastructure Requirements**

Development should be coordinated with adjacent Sites 183, 174 and EMP2 to ensure an integrated form of development is achieved, including vehicular and pedestrian accesses. Density and layout of development should take its cue from nearby properties such as Station Road. Previous work undertaken for the Helmsley Town Team by Bauman Lyons Architects, provides useful analysis and consideration of design principles in developing this site.

In order to reduce the impact on residential properties a buffer zone should be created between this site EMP1 and 183, which is allocated for residential use. This could take the form of live work units, office use, natural bunding or landscaping and should be agreed by Ryedale District Council's Environmental Health department.

All proposals for the site will need to meet Environment Agency standards in relation to air quality

The site is located close on the other side of the railway embankment from the tumuli which are Scheduled Monuments and therefore consideration should be given to the height of properties to ensure new buildings do not detract from the setting of this important historic asset.

There are opportunities to improve the existing green infrastructure around the site, particularly next to Spittle Beck.

The implications for crime should be considered with the design of green infrastructure provision.

Ecological assessments will be required and mitigation measures adopted where required.

Contributions will be sought for the necessary Improvements to Community Facilities and Physical/Environmental Infrastructure as set out in Table 2 of this Plan.

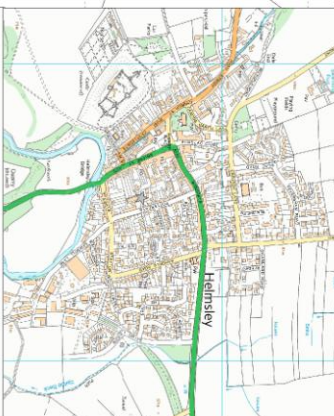
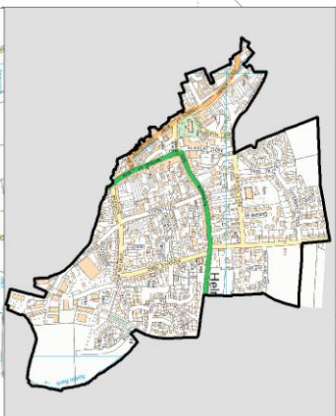
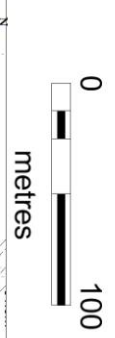
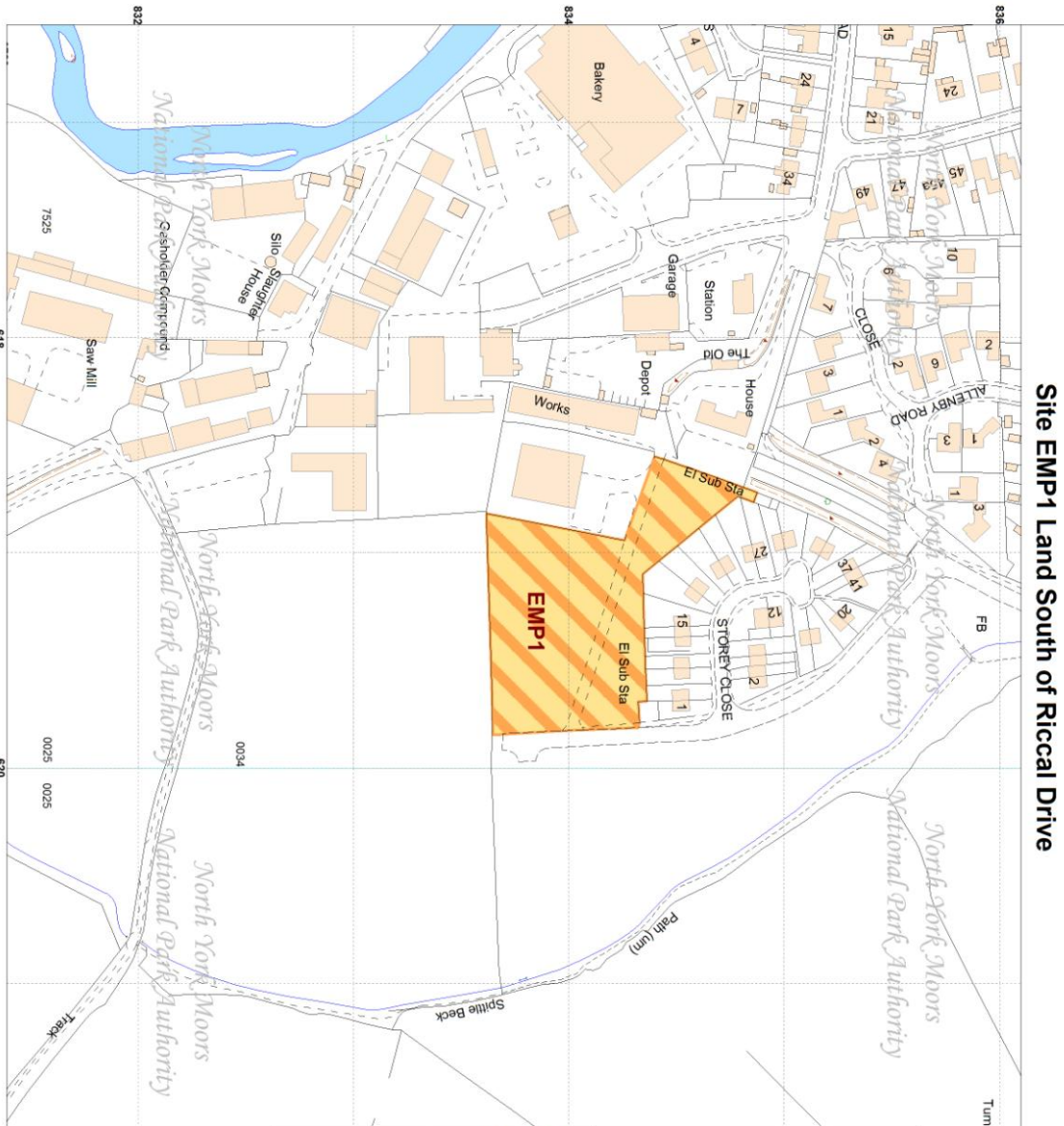
Developers are required to consider the use of Sustainable Drainage Systems in order to mitigate the effects of floods to people, property and species in the River Derwent catchment.

Broadband provisions should be included in the development.

### **Timescale of Development**

2014 to 2027

# Site EMP1 Land South of Riccal Drive



**Key**  
 Allocated Employment Land (EMP1)

© Crown copyright and database rights 2013  
 Ordnance Survey, 100021930

## **Development Brief for Site EMP2 Land South of Riccal Drive (to be read alongside Helmsley Plan Policies)**

### **Site Area**

1.3ha

### **Potential Employment Land Capacity**

Up to 1.3ha of employment land.

### **Owner/Agent**

Northminster Properties

### **Current Use**

Agricultural

### **Site Description**

The site lies to the south of the A170 and is accessed via Riccal Drive. The site is located north of the River Rye. The site is relatively flat, currently in agricultural use and is drained by Spittle Beck, which bounds the site to the east. To the west of the site lies a range of commercial and industrial uses located along Sawmill Lane and Station Road. The site is bounded by dense hedgerows on the south and west and by post and wire fencing on the north. There is a public right of way which follows the east bank for Spittle Beck and the former railway line.



### **Constraints**

The site lies 106 metres to the west of three round barrows which are designated as Scheduled Monuments. The NPPF says that harm or loss of designated heritage assets of the highest significance, notably scheduled monuments should be wholly exceptional. Proposals will need to demonstrate that the development of this site

would not harm any elements which contribute towards the significance of these assets including their setting.

The site is located adjacent to mixed agricultural land in a varied landscape of large trees, hedgerows, grassland and woodland. Spittle Beck is locally a very valuable feature for wildlife and is likely to be used a green linkage for many species including bats, badgers and as a potential habitat perhaps for Otter or White Clawed Cray Fish.

### **Landscape Assessment**

Spittle Beck which runs in a deeply incised channel in a north south direction forms the eastern boundary of the site. The beck has heavy scrub and self sown native trees along the eastern bank of the site, which provides visual containment, while to the south it is enclosed by double hedgerows. To the west views to the site are contained by the commercial and industrial development and by existing housing.

### **Accessibility**

The site is within close proximity of the employment opportunities on Sawmill Lane but is the site furthest away from the school and doctors surgery.

### **Flood Risk**

The area immediately adjacent to Spittle Beck is identified as Flood Zone 3 and this area should be avoided. It would be useful to design a buffer zone into the proposal to mitigate against flood risk. As the site is larger than 1 hectare, a Flood Risk Assessment will be required. Where feasible developers should consider the use of Sustainable Drainage Systems in order to mitigate against the threat to species in the River Derwent as a result of increased water run-off.

### **Highway Assessment**

Highways have confirmed that access from the existing highway onto Riccal Drive is acceptable, however impact will need to be determined by a traffic assessment at full planning application stage.

### **Site Allocation**

Allocation of up to 1.3ha of employment land.

### **Justification**

Development of the site will have limited impact on the surrounding area as the site is well contained by existing screening. Some residential development on the eastern side is considered appropriate to meet Helmsley's identified housing needs.

### **Key Principles for Development**

#### **Design Principles and Infrastructure Requirements**

Contributions will be sought for the necessary Improvements to Community Facilities and Physical/Environmental Infrastructure as set out in Table 2 of this Plan. Development should be coordinated with adjacent Sites 174, 183 and EMP1 to ensure an integrated form of development is achieved, including vehicular and

pedestrian accesses. Density and layout of development should take its cue from nearby properties such as Station Road. Previous work undertaken for the Helmsley Town Team by Bauman Lyons Architects, provides useful analysis and consideration of design principles in developing this site.

In order to reduce the impact on residential properties a buffer zone should be created between this site EMP2 and 174, which is allocated for residential use. This could take the form of live work units, office use or landscaping and should be agreed by Ryedale District Council's Environmental Health department.

All proposals for the site will need to meet Environment Agency standards in relation to air quality.

A footpath currently runs along the full length of the Spittle Beck along its eastern side, which connects to a number of other rights of way along the Rye Valley. There are opportunities to improve the green infrastructure provision and connections with this footpath network.

The implications for crime should be considered with the design of green infrastructure provision.

All existing boundary trees and hedging should be retained.

Ecological assessments will be required and mitigation measures adopted where required.

Developers are required to consider the use of Sustainable Drainage Systems in order to mitigate the effects of floods to people, property and species in the River Derwent catchment.

A traffic assessment and Travel Plan will be required with any detailed planning application.

Broadband provisions should be included in the development.

### **Timescale**

2014 to 2027

## Appendix 1

The following table shows relevant standards for employment and residential uses. It should be noted that over the lifespan of the Helmsley Plan these standards may be reassessed by North Yorkshire County Council

Land Use	Use Class	Vehicular Requirements	
Office	B1/A2	1 space/40m <sup>2</sup> GFA	
Manufacturing	B2 to B7	1 space/75m <sup>2</sup> GFA	
Warehousing	B8	Staff/visitors – 1 space/300m <sup>2</sup> GFA Plus for office areas – 1 space/40m <sup>2</sup> GFA	
Garages/Car Repair Workshops	None	Staff – 1 space/. Staff Car repairing /servicing – 4 spaces/repair bay Sales – 1 space/4 cars displayed Parts – 1 space/25m <sup>2</sup> GFA Paint/Body Shop – 1 space/20m <sup>2</sup> GFA	
Motorist centres (tyre/exhaust fitting etc)	None	Staff – 1 space/4 staff Users – 2 spaces/repair bay	
Residential dwelling 4 or more bedrooms	C3	2 spaces	1 designated visitor parking space per 5 dwellings for shared access roads or estate roads with a carriageway width of less than 5.5 metres. These must be contiguous with the highway and must not be conveyed to an individual dwelling.
Residential dwelling 3 bedrooms	C3	2 spaces	
Residential dwelling 2 bedrooms	C3	1 space	
Residential dwelling 1 bedroom	C3	1 space (for estates with more than 50 dwellings an average 1.5 spaces per dwelling should be provided)	



## Appendix 2

### Identification and Assessment Of Proposed Development Sites

The town has limited development opportunities lying partly within the National Park and is further constrained by the Duncombe Park Estate, (a National Nature Reserve and Historic Park and Garden, the castle (a Scheduled Ancient Monument) and the flood plain of the River Rye. However a total of 11 sites were submitted to Ryedale District Council as part of their call for development sites in 2009.

In Autumn 2011 Ryedale District Council consulted widely on a draft Site Selection Methodology. The final version of the methodology has been used to assess the sites which have been submitted by developers in order to select the most appropriate locations for further development in the Town. The process for site selection involved an initial sift of the proposal sites against the questions set out below;

- Is the site above 0.3 ha?
- Conformity with Core Strategies
- Does the site cause harm to national/international nature conservation sites?
- Is the site within Flood Zones 3b

Sites which failed to meet these criteria were not progressed any further. The second stage of site selection methodology assesses sites under a number of criteria which fall under the headings:-

- Accessibility
- Retail
- Flood Risk
- Highway Assessment
- Biodiversity and Geodiversity
- Special Qualities, Landscape (including statutory designation) and Setting
- Culture and Heritage
- Low Carbon Development and Renewable Energy
- Sustainable Building and Waste Reduction
- Efficient Use of Land
- Natural Resources
- Amenity
- Flood Risk
- People
- Meeting Needs
- Community Facilities, Utilities and Infrastructure
- Strong Economy
- Deliverability/Developability

All of the sites submitted to the Local Planning Authorities have been assessed through the site selection process and this has informed the outcome of the allocations set out in this document. A critical element of the selection of sites for allocation is having the confidence that it will be delivered. There is no logic to allocating a site if the landowner has no intention of making the site available or there are physical or environmental constraints which prevent the site from being successfully developed. Although there were a total of 11 sites submitted by developers the Helmsley Plan selection process has resulted in the proposed allocation of a total of 7 sites which are considered both suitable for development,

deliverable and with the capacity to meet the assessed housing and employment requirements for the town. Some of the sites were dismissed as they were smaller than 0.3ha in size, once site has subsequently been built on and one site was considered to cause harm to the setting of or the National Park itself and Conservation Area and is considered as an important open view. On large site originally put forward by developers has subsequently been reduced and subdivided following negotiations with Officers.

### **Submitted sites not put forward for Allocation**

#### **Larger area of Site NYMH1**

##### **Owner/Agent**

Wharfedale Homes

##### **Current Use**

Grazing Land

##### **Reasons for not allocating the site**

This site is located directly to the north of an area of site NYMH1 which is being put forward as an allocation for residential development.

Ordnance Survey maps and aerial photographs suggest that the site comprises former medieval strip patterns. These are the relics of the 'open field system' under which each manor or village had four very large fields farmed by individual families. This appears to be the only surviving area of medieval strip fields around Helmsley. The remaining medieval field patterns should be retained as they form in an important feature of the existing landscape character and have considerable historic interest.

The allocation of the area to the south of this site will have less impact on long distance views of the town as it will be contained within the existing pattern of development.

#### **Site NYMH2 – Land North of Beckdale Road**

##### **Owner/Agent**

Wharfedale Homes

##### **Current Use**

Agricultural

##### **Reasons for not allocating the site**

The site lies to the North West of Helmsley and is triangular in shape. The site is bounded by Beckdale Road and Baxton's Sprunt and falls gently from north-west to south-east. To the north of the site lies playing fields and to the east the cemetery and the area as a whole provides an area which connects Helmsley to the open countryside to the north. There are no pronounced landforms, trees or landscape features within the site itself.

There are clear views from the site from the National Park to towards the Helmsley Conservation Area. Development of this site would significantly affect the visual settings of All Saints Church and Helmsley Castle as new development would occupy the foreground of views and interrupt the wooded character of the settlement edge. Development of the site would completely change the existing open landscape character of this part of the town and would interrupt views to the prominent ridge above the site, impacting the setting of the National Park.

Any development of this site would also be visible from the Ionic Temple at Duncombe Park, which has been identified as an important view in the Conservation Area appraisal.

Due to the negative impact development of the site would have on the setting of the National Park, the Conservation Area and important historic assets including All Saints Church and Helmsley Castle this site is not considered suitable for allocation.

### **Remaining Sites**

All the sites listed below have been dismissed as they fall below the threshold of 0.3 ha and therefore did not get through the first sift of the Site Selection Methodology Proposals for the development of these sites will be considered under the windfall policy.

Site NYM4 – Land West of 4 Buckingham Square

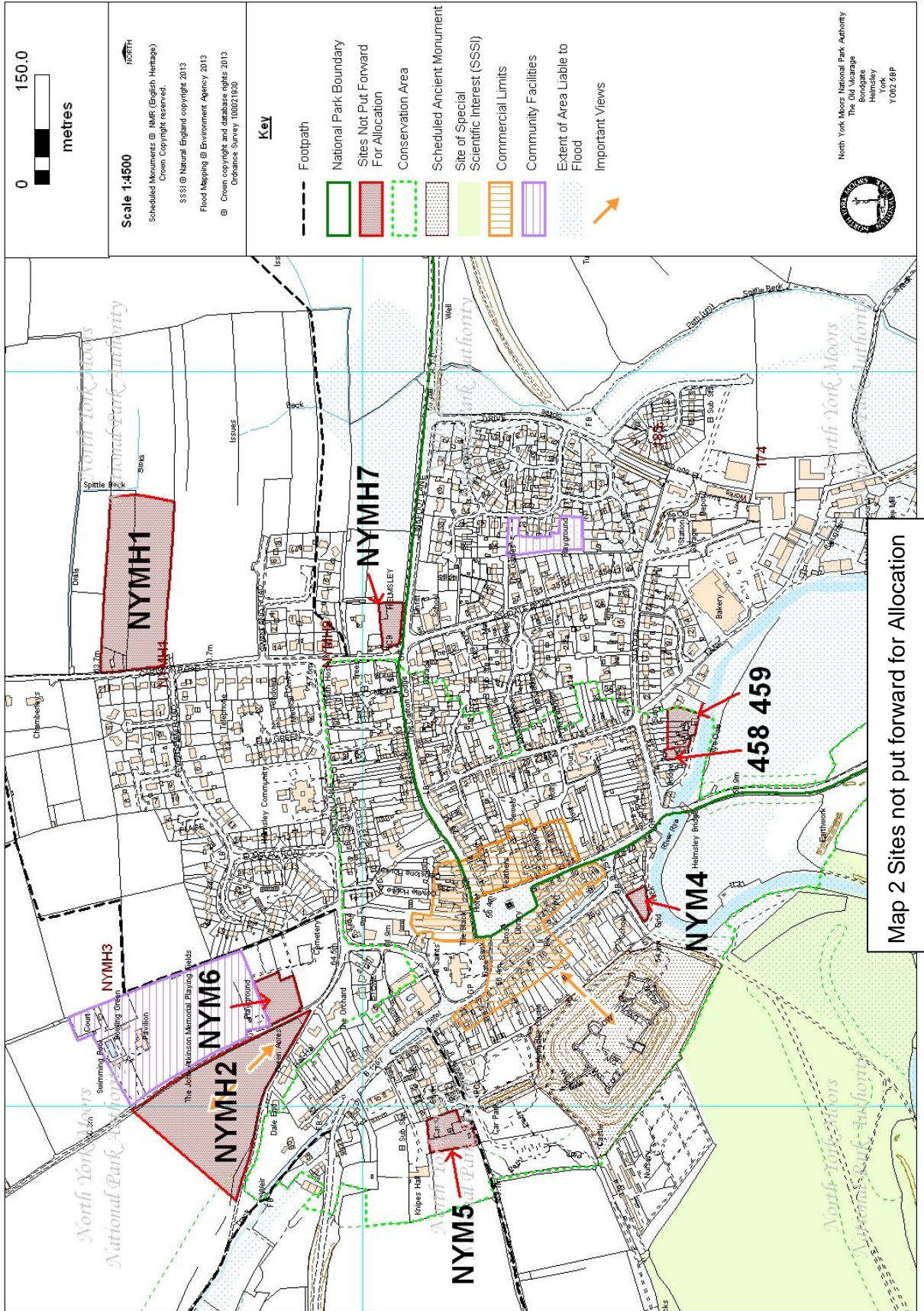
Site NYM5 – Land West of Castle Court

Site NYM6 – Land North of the Cemetary

Site NYM7 – Land North of Linkfoot Lane and East of Carlton Road

Site 458 – Land South of 9 – 10 Ryegate

Site 459 – Land South of 12 – 22 Ryegate



## **Appendix 3 - Glossary**

### **Affordable Housing**

Affordable housing is defined in the NPPF as social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households.

### **Choice Based Lettings**

This is the new way of looking for council and Registered Provider homes and other types of housing. Instead of Local Authorities and Registered Providers deciding which housing to offer, tenants choose which properties interest them. In North Yorkshire the scheme is called North Yorkshire Home Choice.

### **Community Infrastructure Levy**

A levy which allows local authorities to raise funds from owners or developers of land undertaking new building projects in their area to provide new infrastructure required as a result of these developments.

### **Deliverable sites**

To be considered deliverable sites should be available now, offer a suitable location for development now and be achievable with realistic prospect that housing will be delivered on the site within five years and in particular that development of the sites is viable.

### **Developable sites**

To be considered developable sites should be in a suitable location for housing development and there should be a reasonable prospect that the sites is available and could be viably developed at the point envisaged.

### **Green Infrastructure**

A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

### **Previously Developed Land**

Land which is or was occupied by a permanent structure including the curtilage of the developed land and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

**Registered Provider**

Registered Providers in England are independent societies, bodies of trustees or companies established for the purpose of providing low-cost social housing for people in housing need on a non-profit-making basis and are often referred to as Housing Associations. Registered Providers are regulated by the Homes and Communities Agency.

**Renewable and low carbon energy**

Includes energy for heating, cooling and generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).

**Transfer/Acquisition Price**

Maximum price that will be paid by a Registered Provider to a developer for various standard house types.

**Windfall sites**

Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously developed sites that have unexpectedly become available.