

Selby District Council

Via E-mail – ldf@selby.gov.uk

10 August 2015

LET'S TALK PLAN SELBY

This response has been prepared on behalf of Taylor Wimpey in relation to their land interests in Riccall. Attached is a promotional document which provides information on the deliverability and sustainability of the site north of Riccall for circa 130 dwellings. At this yield, the site still has additional land to make good any community infrastructure shortfalls. The site is identified in the June 2015 SHLAA (Site Ref: Riccall – 6) as a potential site with a net capacity of 154 dwellings at a density of 30 dwellings per hectare. The trajectory in the SHLAA accounts for the site being delivered at 40 units per annum from 2017. We support this and confirm that there remains developer interest in this site and Taylor Wimpey are keen to deliver a well-considered sustainable development to include a mix of family housing in Riccall.

The application proposals are well advanced and a pre-application meeting was held with the Council and representatives from Taylor Wimpey, Johnson Brook and ID Civils on 5th January 2015 where the principle of residential development was found to be acceptable. The key issues outlined at the Pre-application meeting related to Flood Risk and Highways, both of which have been addressed and details are included in the attached document. A public consultation event took place at the Riccall Regeneration Centre on 5th March where local residents were in attendance. In addition, a representative from Taylor Wimpey and Johnson Brook attended a Riccall Parish Council meeting on 16th March 2015.

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We consider that this site should be identified as an allocation in the PLAN Selby document and fall within an amended Development Limit of Riccall.

There are a number of documents that form part of the Let's Talk Plan Selby consultation and the following are our specific comments to the relevant documents in relation to the site in Riccall.

Strategic Housing Market Assessment:

Q1 (SHMA) Do you have any comments on the:

f. need for different types and sizes of homes?

The 'Indicative targets by dwelling size' section of Chapter 7, in relation to market housing are recommended at paragraph 7.87 and at Table 59 as a 5% mix of 1 bed market properties; 35% 2 bed, 45% 3 bed and 15% 4 bed. Paragraph 7.88 states that:

“Although the analysis has quantified this on the basis of the market modelling and an understanding of the current housing market it does not necessarily follow that such prescriptive figures should be included in the plan making process. The ‘market’ is to some degree a better judge of what is the most appropriate profile of homes to deliver at any point in time.”

We support this view, however the 'Implications: Strategic Guidance on Housing Mix' on page 119 and at paragraph 9.61 contradicts this previous statement and says:

“The mix identified above should inform strategic District-wide policies.”

The 'recommended housing mix' should not be used as a policy to specify the mix of market housing, which should have regard to factors such as demand and aspiration.

Q1 (SHMA) Do you have any comments on the:

h. draft conclusions?

We note that the refreshed FOAN (figure 60 on page 153) supports the Core Strategy Policy approach and we reserve the right to make further comments on this matter at the next PLAN Selby consultation.

We agree with the reference made that Selby is not a self-contained market area. This therefore requires the Council to have full regard to the needs and delivery of adjoining authorities. Paragraph 9.54 states that *“by continuing to plan for a level of housing need above the OAN outlined in the document the Council can contribute to: reducing the reliance on the Private Rental Sector in meeting affordable housing need, meet the unmet need from surrounding and overlapping housing market areas or support employment growth above that expected in the REM forecasts.”* The reference to meeting unmet need from surrounding and overlapping housing market areas could be explored further, as whilst the SHMA looks at migration patterns and travel to work patterns between Selby and York and the housing market area of Selby overlapping into York the SHMA doesn't have regard to current failings and delays of the City of York Local Plan and the implications this has for the Selby District. The historic failing of City of York in terms of housing delivery will force people to look elsewhere for their housing needs and this may include looking south to Selby District. This should be considered in the SHMA. Furthermore, the Leeds District continues to fail to meet its own Core Strategy target and this again has a degree of impact on the western side of Selby District.

Draft Growth Options for Designated Service Villages

***Q10 (DSV):** Appendix B of the study provides a Settlement Profile for each Designated Service Village, including environmental and heritage designations. Is there any information that is incorrect or missing from these Settlement Profiles summaries? (Please note, we are in the process of updating evidence such as flood risk, accessibility, landscape and green infrastructure)*

Whilst it is acknowledged that the Council are in the process of updating evidence, it should be noted that the flood risk information in relation to Riccall has been amended. Figure 3 at Appendix B15.3 of the Draft Growth Options document is a Strategic Flood Risk Assessment map of Riccall and subsequent discussions with the Environment Agency have taken place and ID Civils have completed a Flood Risk Assessment for the Riccall 6 site. Agreement has been reached with the Environment Agency to reduce the extent of flood zone 2 which falls within Riccall 6 such that rather than the whole of the site falling within Flood Zone 2 only a small portion of land in the north east corner of the site is now contained in zone 2. Further detail of the agreed position is included within the attached promotional document.

There is no reference within the settlement profile to the potential requirement to improve the junctions at the north and south of the village onto the A19.

***Q12 (DSV):** Are there any better ways/options of determining how many new dwellings should be built in each of the Designated Service Villages up to 2027?*

Whilst we consider the third option is the most appropriate as currently drafted, we consider there is an alternative option of a combination of options 2 and 3 whereby services and accessibility are considered alongside Green Belt constraints, such that

DSV's which in combination have good accessibility and services and fewer Green Belt constraints receive a higher proportion of development.

Highways Assessment – Part A Draft Baseline Study

Q20 (HA): *Are there any other junctions that should be assessed in addition to those identified in this study?*

It is interesting to note that the two junctions joining the A19 at the north and south of Riccall have not been assessed as part of the draft baseline study despite the local highway authority citing concerns with the junctions. Operational assessments have been undertaken at the A19 junctions by Taylor Wimpey's transport consultants using existing traffic flows. These assessments have demonstrated that both junctions currently operate well within capacity with minimal queues and delays occurring. However, although it has been demonstrated that no improvements to the A19 junctions are necessary to mitigate the impact of the proposed development various improvements have been considered to overcome the concerns of the local highway authority. The proposed improvements are: traffic signal controlled junctions could be provided at both junctions within existing adopted highway land and are considered suitable improvements to address the road safety concerns of the local highway authority, subject to satisfactory operational assessments. Further detail of these proposed improvements are contained in the attached promotional document.

Draft methodology for the identification of development limits

Q6 (DL) Do you have any comments on:

- a. the need to identify development limits in PLAN Selby?
- b. an alternative policy approach to protect the countryside?
- c. the proposed methodology for defining development limits?

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d. the conclusions about defining 'tight' development limits?

We welcome the suggestion that sites proposed as allocations following the housing and employment site selection process will be included within the Development Limits boundary. We do however question how a tightly drawn development limit to existing built up areas and the outer edge of new allocations can be made before the allocations are formally established. We consider a tightly drawn boundary will be potentially restrictive in later years of the Plan and will not allow for the Plan to be flexible (contrary to Paragraph 14 of the NPPF), as it will not be able to readily adapt to rapid change. If the development limits are tightly drawn to include allocations, but delivery of certain allocations do not come to fruition, there is no mechanism, other than a review to allow for land outside the development limit in a different settlement to come forward.

The criteria for defining development limits at section 3.4 dismisses land adjacent to the existing development limit that has a weak functional relationship to the existing built form but does not allow for such a relationship to be altered by a carefully considered and well-designed proposal. Potential sustainable and deliverable land adjoining but outside a tightly drawn development limit will be restricted from coming forward if required, without a Plan Review, given the tightly drawn development limit. A more appropriate approach would be to favour a loosely drawn boundary based on character of a settlement and its sustainability, whereby land within the development limit is not all necessarily brought forward but specific criteria are set to ensure land comes forward when required.

Site Allocations – Draft Framework for Site Selection

Q9 (SS): Do you have any comments on:

- a. The overall approach to the site selection process set out in section 6.3 of the study?
- b. The details of the site assessment work proposed in Appendix A of the study?

We have no comments in relation to Stage 1 Initial Sift of the proposed site selection process.

Stage 2 – Quantitative Assessment

A factor to be considered within this stage is the ability of a site to improve its accessibility and number of services. The allocation of a site may bring with it a new school and/or new shop and/or additional bus service for example, so whilst the consideration of existing services and accessibility is highly relevant, as is the potential for development to enable improvements to accessibility and services.

In relation to flood risk, where part of a potential site falls within a higher risk flood zone this should not automatically result in the site being dismissed. Consideration needs to be given to the potential to design appropriate uses within such areas e.g. open space.

Also in relation to flood risk, we would welcome the approach where the sequential test is applied to each settlement, rather than a District wide sequential approach.

Given the above comments in relation to this stage, it is important that the development industry is engaged at this stage to offer advice and comments and ensure that sites are not removed at this stage unnecessarily.

Stage 3 – Qualitative Assessment

The Draft Framework refers to 'Officer Judgement', however we would welcome the input of the development industry to this qualitative assessment.

Stage 4 – Deliverability

We welcome the reference that planning judgement will be utilised to understand whether a site's boundary would enable the site to progress further rather than being discounted.

We look forward to being involved in future consultations in relation to PLAN Selby document and in the meantime if there are any queries relating to the site in Riccall and/or the attached document please do not hesitate to contact me.

Yours Sincerely

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Land North of Riccall, North Yorkshire

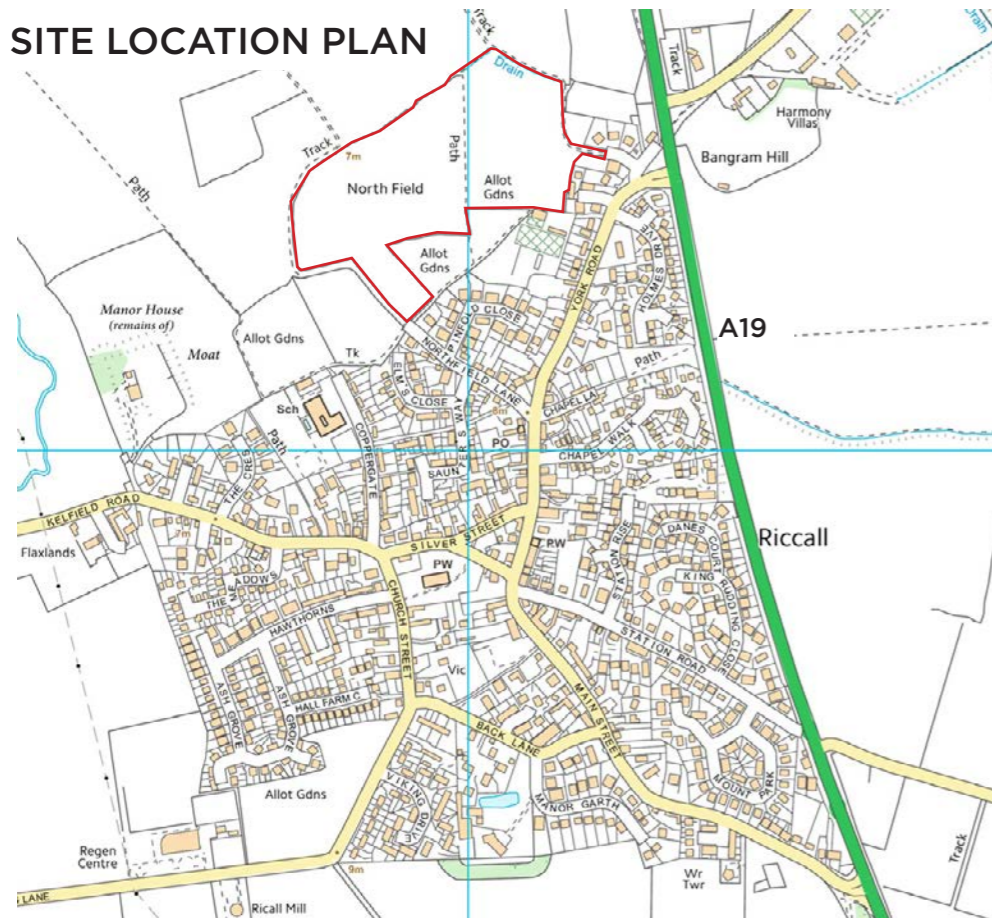


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1. INTRODUCTION

SITE LOCATION PLAN



1.1 INTRODUCTION

Johnson Brook Planning and Development Consultants have been appointed by Taylor Wimpey to promote land to the north of Riccall for housing development.

The site is approximately 6.5 hectares and lies to the immediate north of the designated service village of Riccall.

The site has been identified as Riccall-6 in the recent 2015 Strategic Housing Land Availability Assessment (SHLAA).

The Selby District Council Site Allocation Development Plan Document (SPDPD) was recently withdrawn having been found unfit for purpose as a result of not being in accordance with the National Planning Policy Framework and National Planning Practice Guidance. Therefore at present the site has no allocations attached to it.

In order to promote this land, the following team have been appointed by Taylor Wimpey :-

Johnson Brook Planning and Development Ltd -
Planning and project co-ordination
Landscape Appraisal

Sten Architects - Masterplanning

SAJ Transport Consultants Ltd - Highways

ID Civils - Flood Risk

BWB Consulting - Noise

Delta-Simons Environmental Consultants Ltd - Ecology

This promotional brochure provides a description of the following :-

- Site Analysis (Section 2)
- Planning Policy Context (Section 3)
- Local Area Context (Section 4)
- Sustainability and Integration (Section 5)
- Transport and Access (Section 6)
- Environmental Constraints (Section 7) including
Flood Risk Assessment
Ecology Phase 1 Survey and
Noise Assessment
- Landscape Character and Setting (Section 8)
- Masterplan (Section 9).

2. SITE ANALYSIS

2.1 SETTLEMENT CHARACTER AND SETTING

The settlement of Riccall lies within the Humberhead Levels. Riccall is a village and civil parish situated in the Selby district of North Yorkshire, lying 4.5 miles (8km) to the north of Selby and 9.5 miles (15km) south of York.

The settlement is set above the floodplain of the River Ouse, which flows past to the immediate west of the village.

The dykes of the surrounding arable field system form many of the boundaries to the village. To the north, Riccall Dam protects the village from severe flood events and forms a prominent topographical horizon (5m AOD). The terrain dips down behind the line of the Dam which screens views to the majority of the village. However it is possible to make out the ridge lines of properties, located directly behind the proposed development site on the northern edge of the settlement in views from within the immediate context of the Dam (see Views 7 and 8 page 24).

The terrain then rises very gently towards Moor Lane where the overall form of the village is more evident in the mid to long distant views at around 7m AOD.

The Village has a nucleated form with an historic medieval core focused mainly around Main Street. Development over time has elongated the village along the main roads. More recently infill developments and post war suburban estates have expanded the village on all sides and along the main routes into the village, which has squared off the overall shape of the settlement.

Riccall is the starting point of the ten kilometre Cycle the Solar System route which follows the Selby-York cycle track finishing in Dringhouses, York. The cycle track used to form the old route of the East Coast Main Line via Selby, and Riccall station served the village until 1964.

2.2 SITE LOCATION

The site is located off York Road, Riccall to the immediate north east of the settlement. There are existing adjoining developments that form the northernmost extent of Riccall which are also accessed from York Road.

York Road continues from its junction with the A19 at the north east corner of the settlement to become Main Street as it heads southwards to the centre of the village.

The proposed development site is in close proximity to the A19 which forms both a physical and visual eastern boundary to the village, restricting development to west of the road corridor.

The site covers an area of 6.5 hectares. It is situated at an elevation of approximately 6m above Ordnance Datum (AOD). The land rises only very gently south of the site, with the village located on an embankment above the flood plain between 6-10m AOD.

2.3 SITE CHARACTER AND SETTING

The site is well connected to the existing settlement, with existing developments partly adjoining its southern boundary at the northernmost point of the village. The built form is interrupted by allotments accessed from Northfield Lane, that help to soften views from the network of footpaths to the north of the village.

The northern site boundary is relatively open, being comprised of a gappy intermittent hedgerow with occasional field trees. This boundary also forms the western extent of the site as the boundary returns southwards back towards the village.

2.4 VEHICULAR ACCESS

It is proposed to provide a single point of vehicular access and egress to the site from Wheatfields Walk, a short residential road accessed from York Road, which serves 4 existing detached properties. It is proposed that a single loop internal road network will serve the development, with further minor spurs branching from this primary route. This will create a clear and legible hierarchy of roads and routes through the site for all road users.

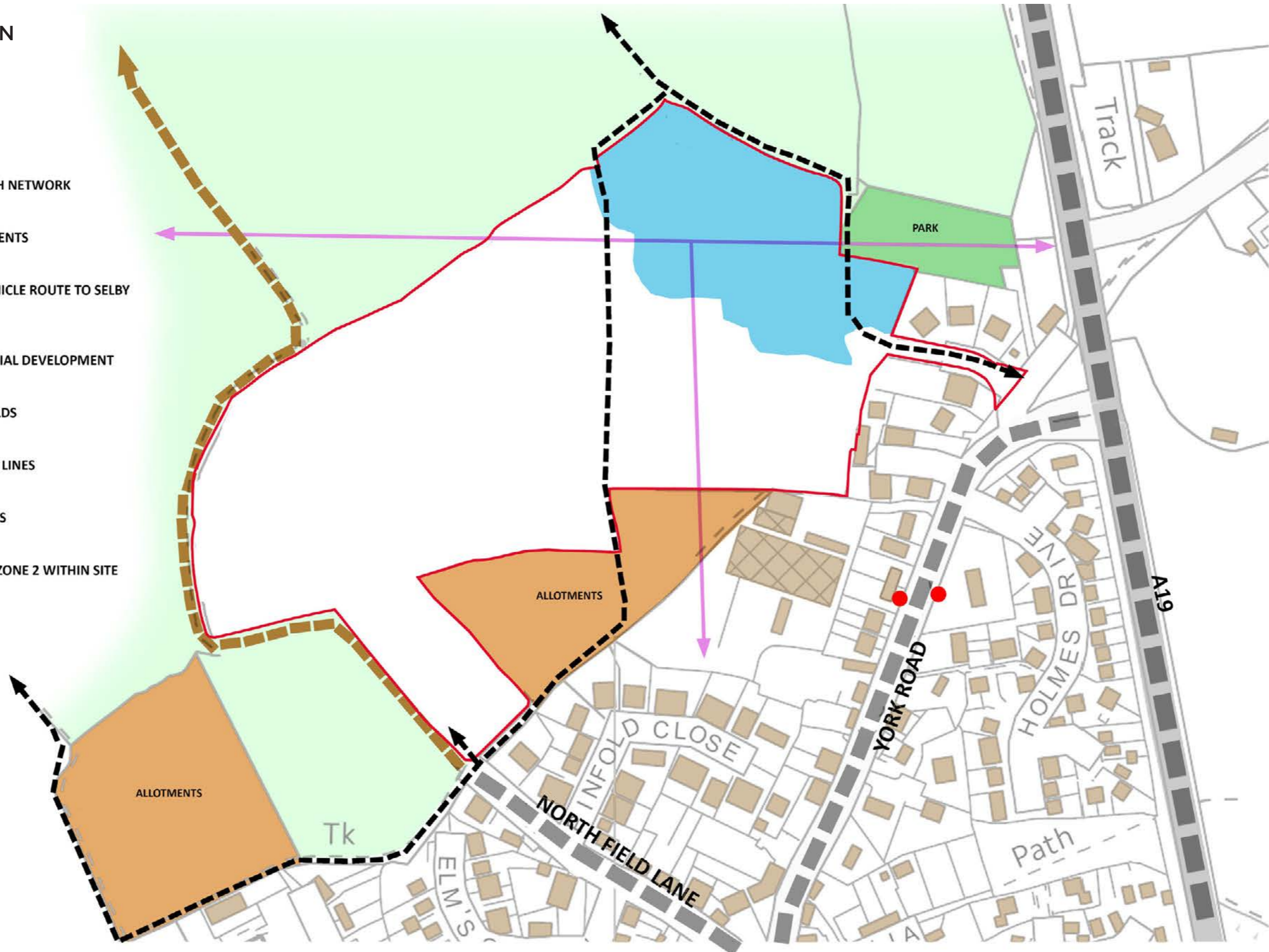
2.5 PEDESTRIAN ACCESS

A secondary point of access and egress will be made available for pedestrians and cycles only, at the boundary with Northfield Lane. This will provide a safe and accessible pedestrian and cycling link to the village centre and also to the wider footpath network to the north of the village (see Public Rights of Way plan at section 8).

Further links will be made available through the development including the important footpath connection that bisects the site north-south leading from the adjoining allotments. This path also links to the Trans Pennine Trail which takes users of the public rights of way network through farmland to the north of the village and makes possible, a circular route between Riccall village and Moor Farm.

SITE ANALYSIS PLAN

-  SITE BOUNDARY
-  EXISTING FOOTPATH NETWORK
-  ADJACENT ALLOTMENTS
-  A19 - PRIMARY VEHICLE ROUTE TO SELBY AND YORK
-  EXISTING RESIDENTIAL DEVELOPMENT
-  AGRICULTURAL FIELDS
-  OVERHEAD POWER LINES
-  EXISTING BUS STOPS
-  EXTENT OF FLOOD ZONE 2 WITHIN SITE
-  EXISTING PARK
-  EXISTING TRACK



3.1 NATIONAL POLICY

The National Planning Policy Framework (adopted March 2012) sets out the Government's planning policies for England and how these are expected to be applied. The main purpose of the planning system is to contribute to the achievement of sustainable development. There are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:

An economic role - contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;

A social role - supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and

An environmental role - contributing to protecting and enhancing our natural, built and historic environment; and as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy (paragraph 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). ‘

‘Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth’ (paragraph 17).

The National Planning Policy Framework states in respect of plan making and local plans that Local Plans are the key to delivering sustainable development that reflects the vision and aspirations of local communities.

The Government's key housing objective in the National Planning Policy Framework is “To boost significantly the supply of housing” (paragraph 47). In his announcements which accompanied the Framework, the Minister for Planning emphasises the three objectives for planning reform, one of which is “to ensure that we support the building of homes that the next generation will need.’

To deliver this objective the Framework requires local planning authorities to “ensure their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area” (paragraph 47).

“Relevant policies for the supply of housing should not be considered up to date if the local planning authority cannot demonstrate a five year supply of deliverable housing sites.” Where a local planning authority cannot demonstrate a five year supply of deliverable sites, existing policies relating to supply of housing will be considered out of date and the case for the presumption in favour of sustainable development will carry greater weight in the determination of planning applications” (paragraph 49).

The supply of new homes can sometimes be best achieved through planning for larger scale development, such as new settlements or extensions to existing villages and towns that follow the principles of Garden Cities. Working with the support of their communities, local planning authorities should consider whether such opportunities provide the best way of achieving sustainable development. In doing so, they should consider whether it is appropriate to establish Green Belt around or adjoining any such new development” (paragraph 52).

3. PLANNING CONTEXT

3.2 LOCAL POLICY

The Selby District Core Strategy Local Plan was adopted in October 2013

Selby District Core Strategy 2013

'The Core Strategy sets the need to deliver 7200 new homes across the District over a 16 year period to 2027.

The Core Strategy sets out the settlement hierarchy for where this new development will go.

- For each of the 3 towns of Selby, Tadcaster and Sherburn in Elmet the Core Strategy already provides broad minimum targets.

- For the 18 Designated Service Villages the Core Strategy provides an overall minimum target'

Riccall is one of these designated service villages in Plan Selby. The Plan is currently in consultation phase as to how much development is required in each of these villages.

The council are at this stage not consulting on any proposed site allocations but have stated a need for 450 dwellings per annum, and 7200 in the plan period - 2011 to 2027 (see table above)

The Council state that:

'Allocations will be sought in the most sustainable villages (Designated Service Villages) where local need is established through a Strategic Housing Market Assessment and/or other local information. Specific sites will be identified through the Site Allocations part of the Local Plan.'

Planning policies that are of relevance to the site are as follows :-

Policy SP8 Housing Mix

'All proposals for housing must contribute to the creation of mixed communities by ensuring that the types and sizes of dwellings provided reflect the demand and profile of households evidenced from the most recent strategic housing market assessment and robust housing needs surveys whilst having regard to the existing mix of housing in the locality.'

Policy SP9 Affordable Housing

A. The Council will seek to achieve a 40/60% affordable/general market housing ratio within overall housing delivery.

B. In pursuit of this aim, the Council will negotiate for on-site provision of affordable housing up to a maximum of 40% of the total new dwellings on all market housing sites at or above the threshold of 10 dwellings (or sites of 0.3 ha) or more. Commuted sums will not normally be accepted on these sites unless there are clear benefits to the community/ or delivering a balanced housing market by re-locating all or part of the affordable housing contribution.

C. On sites below the threshold, a commuted sum will be sought to provide affordable housing within the District. The target contribution will be equivalent to the provision of up to 10% affordable units.

D. The tenure split and the type of housing being sought will be based on the Council's latest evidence on local need.

E. An appropriate agreement will be secured at the time of granting planning permission to secure the long-term future of affordable housing. In the case of larger schemes, the affordable housing provision will be reviewed prior to the commencement of each phase.

Table 1. Core Strategy Policy SP5

(Rounded Figures)	%	Minimum require't 16 yrs total 2011-2027	Dpa*	Existing PPs 31.03.11 ¹	New Allocations needed (dw)	% of new allocations
Selby ²	51	3700	230	1150	2500	47
Sherburn	11	790	50	70	700	13
Tadcaster	7	500	30	140	360	7
Designated Service Villages	29	2000	130	290	1780	33
Secondary Villages ³	2	170	10	170	-	-
Total⁴	100	7200⁵	450⁶	1820	5340	100

See notes opposite

* dpa = dwellings per annum

Policy SP15 Sustainable Development and Climate Change

B. Design and Layout of Development

'In order to ensure development contributes toward reducing carbon emissions and are resilient to the effects of climate change, schemes should where necessary or appropriate:

- a) Improve energy efficiency and minimise energy consumption through the orientation, layout and design of buildings and incorporation of facilities to support recycling;*
- b) Incorporate sustainable design and construction techniques, including for example, solar water heating storage, green roofs and re-use and recycling of secondary aggregates and other building materials, and use of locally sourced materials;*
- c) Incorporate water-efficient design and sustainable drainage systems which promote groundwater recharge;*
- d) Protect, enhance and create habitats to both improve biodiversity resilience to climate change and utilise biodiversity to contribute to climate change mitigation and adaptation;*
- e) Include tree planting, and new woodlands and hedgerows in landscaping schemes to create habitats, reduce the 'urban heat island effect' and to offset carbon loss;*
- f) Minimise traffic growth by providing a range of sustainable travel options (including walking, cycling and public transport) through Travel Plans and Transport Assessments and facilitate advances in travel technology such as Electric Vehicle charging points;*
- g) Make provision for cycle lanes and cycling facilities, safe pedestrian routes and improved public transport facilities; and'.*

Policy SP18 Protecting and Enhancing the Environment

'The high quality and local distinctiveness of the natural and man-made environment will be sustained by:

1. Safeguarding and, where possible, enhancing the historic and natural environment including the landscape character and setting of areas of acknowledged importance.
2. Conserving those historic assets which contribute most to the distinct character of the District and realising the potential contribution that they can make towards economic regeneration, tourism, education and quality of life.

3. Promoting effective stewardship of the District's wildlife by:

- a) Safeguarding international, national and locally protected sites for nature conservation, including SINCs, from inappropriate development.
- b) Ensuring developments retain, protect and enhance features of biological and geological interest and provide appropriate management of these features and that unavoidable impacts are appropriately mitigated and compensated for, on or off-site.
- c) Ensuring development seeks to produce a net gain in biodiversity by designing-in wildlife and retaining the natural interest of a site where appropriate.

4. Wherever possible a strategic approach will be taken to increasing connectivity to the District's Green Infrastructure including improving the network of linked open spaces and green corridors and promoting opportunities to increase its multi- functionality. This will be informed by the Leeds City Region Infrastructure Strategy.

5. Identifying, protecting and enhancing locally distinctive landscapes, areas of tranquillity, public rights of way and access, open spaces and playing fields through Development Plan Documents.

6. Encouraging incorporation of positive biodiversity actions, as defined in the local Biodiversity Action Plan, at the design stage of new developments or land uses.

7. Ensuring that new development protects soil, air and water quality from all types of pollution.

8. Ensuring developments minimise energy and water consumption, the use of nonrenewable resources, and the amount of waste material.

9. Steering development to areas of least environmental and agricultural quality.

Policy SP19 Design Quality

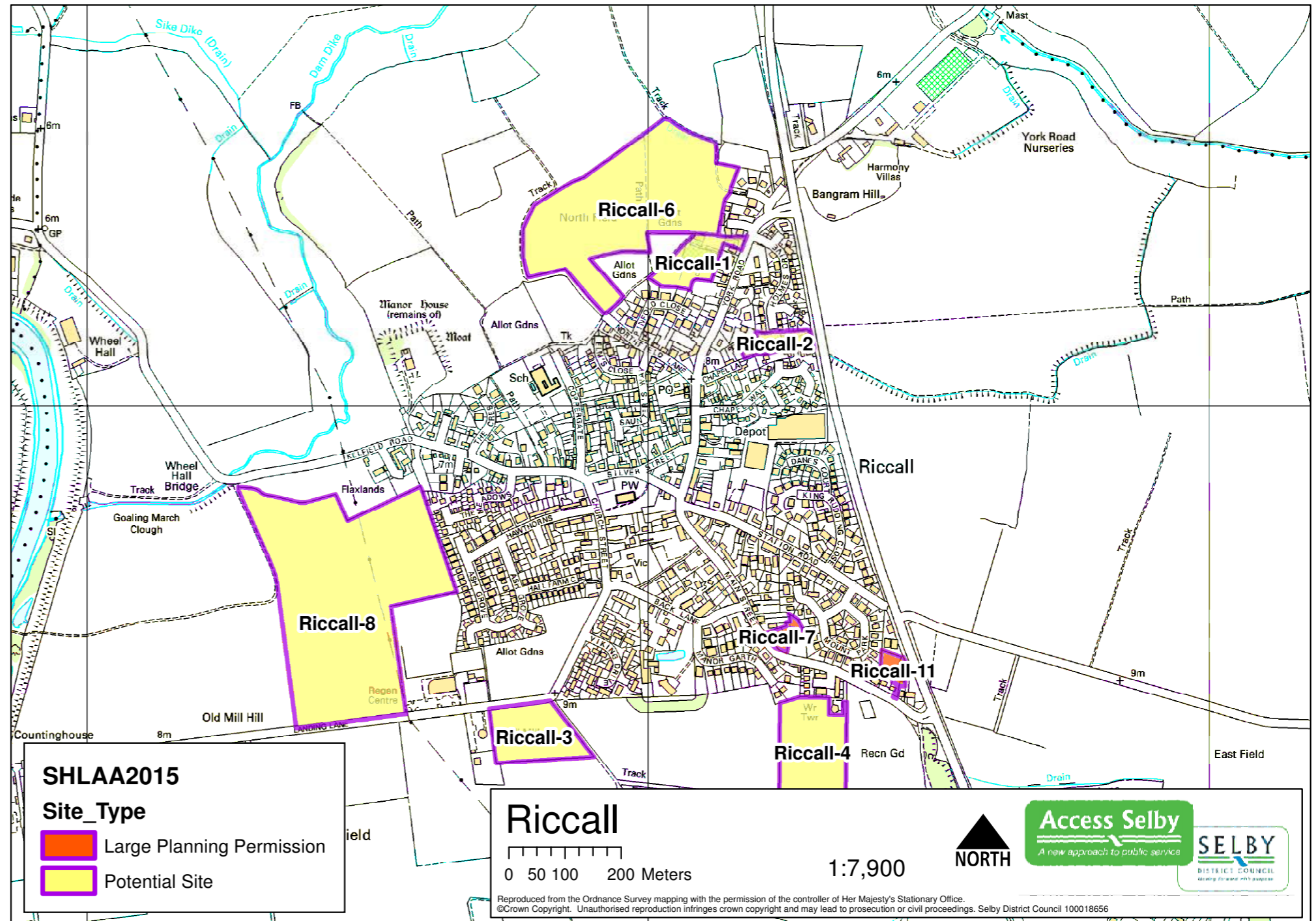
Proposals for all new development will be expected to contribute to enhancing community cohesion by achieving high quality design and have regard to the local character, identity and context of its surroundings including historic townscapes, settlement patterns and the open countryside. *'Where appropriate schemes should take account of design codes and Neighbourhood Plans to inform good design. Both residential and non-residential development should*

meet the following key requirements:

- a) Make the best, most efficient use of land without compromising local distinctiveness, character and form.*
- b) Positively contribute to an area's identity and heritage in terms of scale, density and layout;*
- c) Be accessible to all users and easy to get to and move through;*
- d) Create rights of way or improve them to make them more attractive to users, and facilitate sustainable access modes, including public transport, cycling and walking which minimise conflicts;*
- e) Incorporate new and existing landscaping as an integral part of the design of schemes, including off-site landscaping for large sites and sites on the edge of settlements where appropriate;*
- f) Promote access to open spaces and green infrastructure to support community gatherings and active lifestyles which contribute to the health and social well-being of the local community;*
- g) Have public and private spaces that are clearly distinguished, safe and secure, attractive and which complement the built form;*
- h) Minimise the risk of crime or fear of crime, particularly through active frontages and natural surveillance;*
- i) Create mixed use places with variety and choice that compliment one another to encourage integrated living, and*
- j) Adopt sustainable construction principles in accordance with Policies SP15 and SP16.*
- k) Preventing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water, light or noise pollution or land instability.*
- l) Development schemes should seek to reflect the principles of nationally recognised design benchmarks to ensure that the best quality of design is achieved.*

3.3 SHLAA

In June 2015 Selby District Council produced their Strategic Housing Land Availability Assessment (SHLAA) which included the site as Riccall-6, Land to the north of Riccall. The comments in relation to this site are that it is suitable for development with a net developable area of 5.14 hectares which is capable of delivering 154 houses within a 5 year period.



4. LOCAL AREA CONTEXT

A. ARCHITECTURAL STYLES (VERNACULAR)

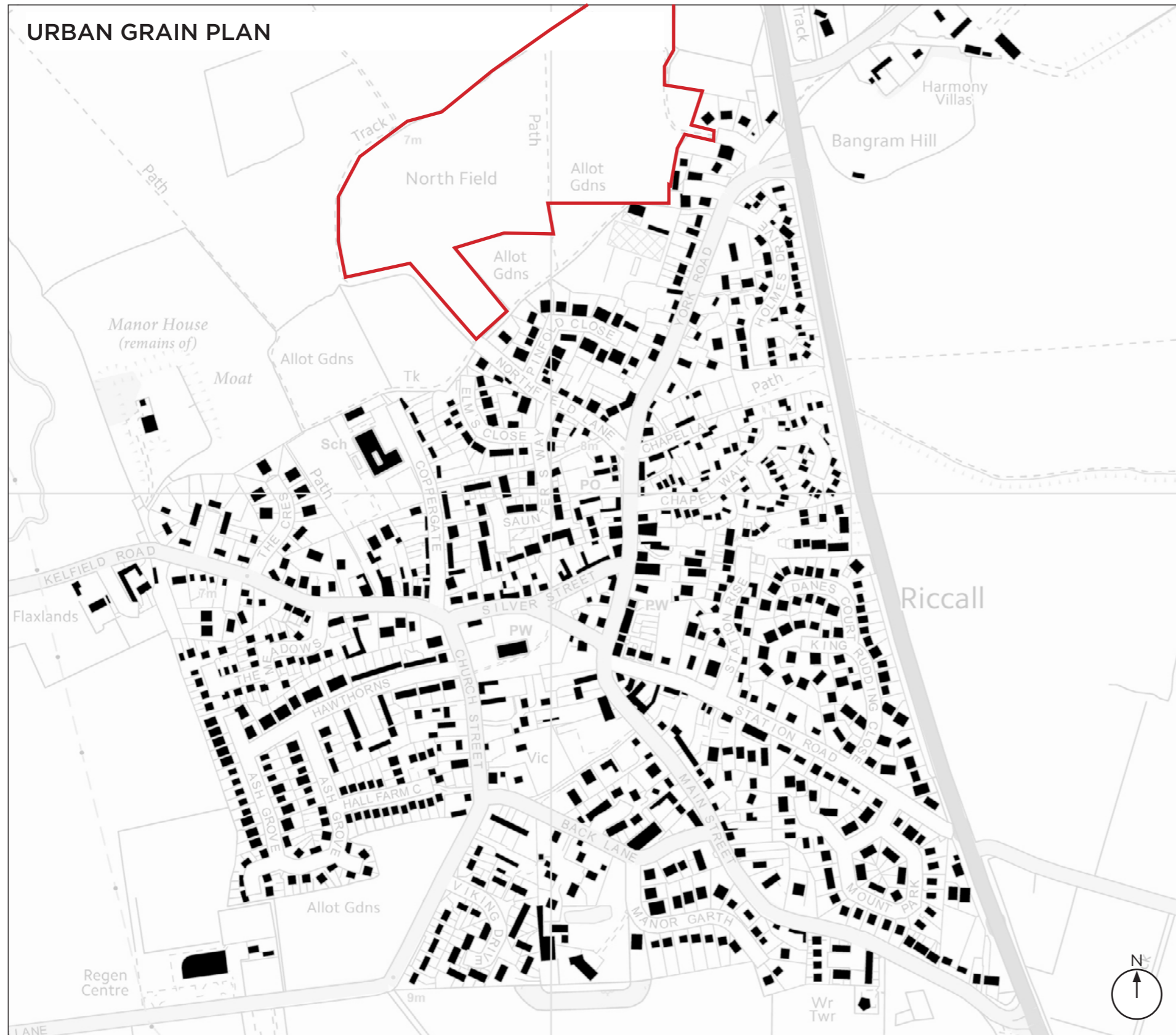


The photographs above provide examples of the various types of development found within the locality of the site. The photographs demonstrate that there is a wide range of building styles within the village. The majority of houses around main street are two-storey detached properties of red-brick construction with gable roofs. These range from period dwellings dating back to the 1800's to modern additions that have used a similar palette of materials, all be it modern equivalents. There are also some short lines of terraced properties following the medieval pattern of development which provide a unique character at the heart of the village.

Riccall has undergone many changes in its overall form including a rapid expansion in the 1980's with the development of coal mining in the area, yet it still retains much of its village character. Later developments of semi-detached houses, terraces and bungalows, the majority of which are red brick, have infilled the land along the main routes to 'square off' the overall shape of the settlement.

4. LOCAL AREA CONTEXT

B. SETTLEMENT CHARACTER



4.1 URBAN FORM

The settlement character study provides an overview of the existing built form and character of the local area. The proposed residential development should draw inspiration from the local context in terms of architectural styles and materials present. The development should reinforce or enhance the positive aspects of the locality.

Negative characteristics of the local area should be avoided. Proposals that are a departure from the local context should be high quality innovative additions which have appropriate rationales for their design approach.

The urban grain opposite demonstrates the surrounding character of the area, which includes an historic village core with mainly detached properties surrounded by later infill developments that have squared off the overall shape of the village.

The housing mix of the later developments is more varied having responded to market requirements to grow the village as its function evolved over time. Riccall has seen many periods of rapid change including the railways, airfield and coal mining.

4.2 MATERIALS

Red brick predominates in the construction of most of the buildings in the area.

4.3 BOUNDARY TREATMENTS

The majority of boundaries comprise low red brick walling. Some of these are topped off by hedgerows, which retains some of the original curtilage conditions. This has created a fairly consistent harmony to the local street scene within the centre of the village. Later developments have used a variety of boundary treatments and therefore appear less harmonious.

4.4 ARCHITECTURAL STYLES AND FEATURES

There are a variety of architectural styles within the predominantly red brick palette for the area. These styles clearly evidence the evolution of the built form of the area with period properties exhibiting features typical of their time, such as gable roofs with some gable end windows that relate to Riccall's medieval origins.

Modern houses have mainly pitched roofs with upvc windows and doors.

4. LOCAL AREA CONTEXT

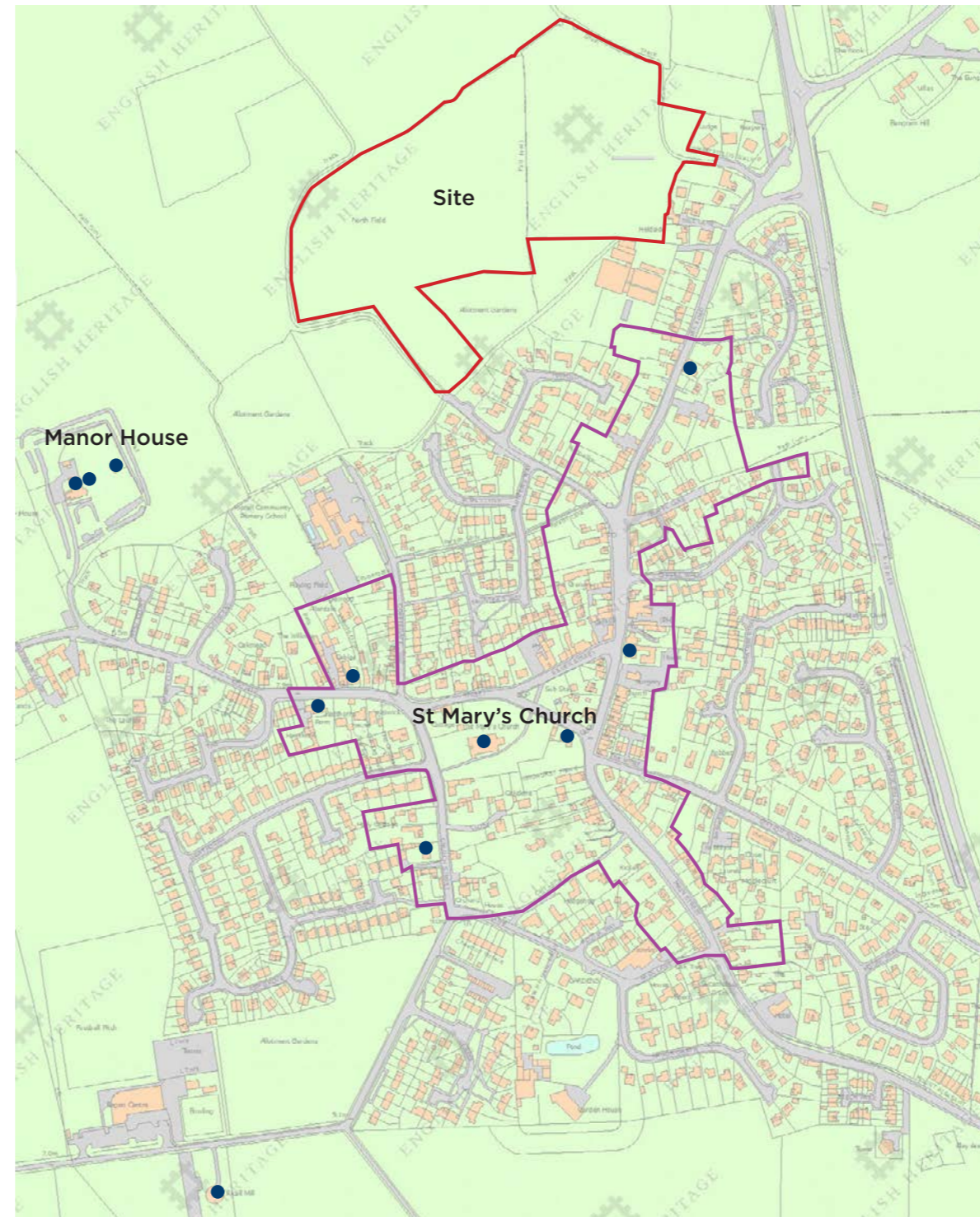
C. HERITAGE ASSETS

4.5 Heritage Assets




The proposed development site is on the northern edge of the settlement and is not within the immediate setting of the Conservation Area. The majority of the listed buildings in Riccall are located in the Conservation Area which includes the spire of St Mary's church which is not visible in views surrounding the site.

The medieval core of the village comprises the streets that surround the church at the centre of Riccall and is therefore not visually linked with the site itself.

To the west of the site is the Manor House, a Scheduled Ancient Monument which includes 2 listed buildings within its grounds. The site of the Manor House is located at the northwest corner of the village and has well wooded boundaries that screen both views in and out of the property. There are also allotment gardens located to the south west of the proposed development site which provide a good degree of separation between the site and the setting of the Manor House.



Key

-  Site boundary
-  Listed Building
Source English Heritage (March 2015)
-  Conservation Area

5. SUSTAINABILITY AND INTEGRATION

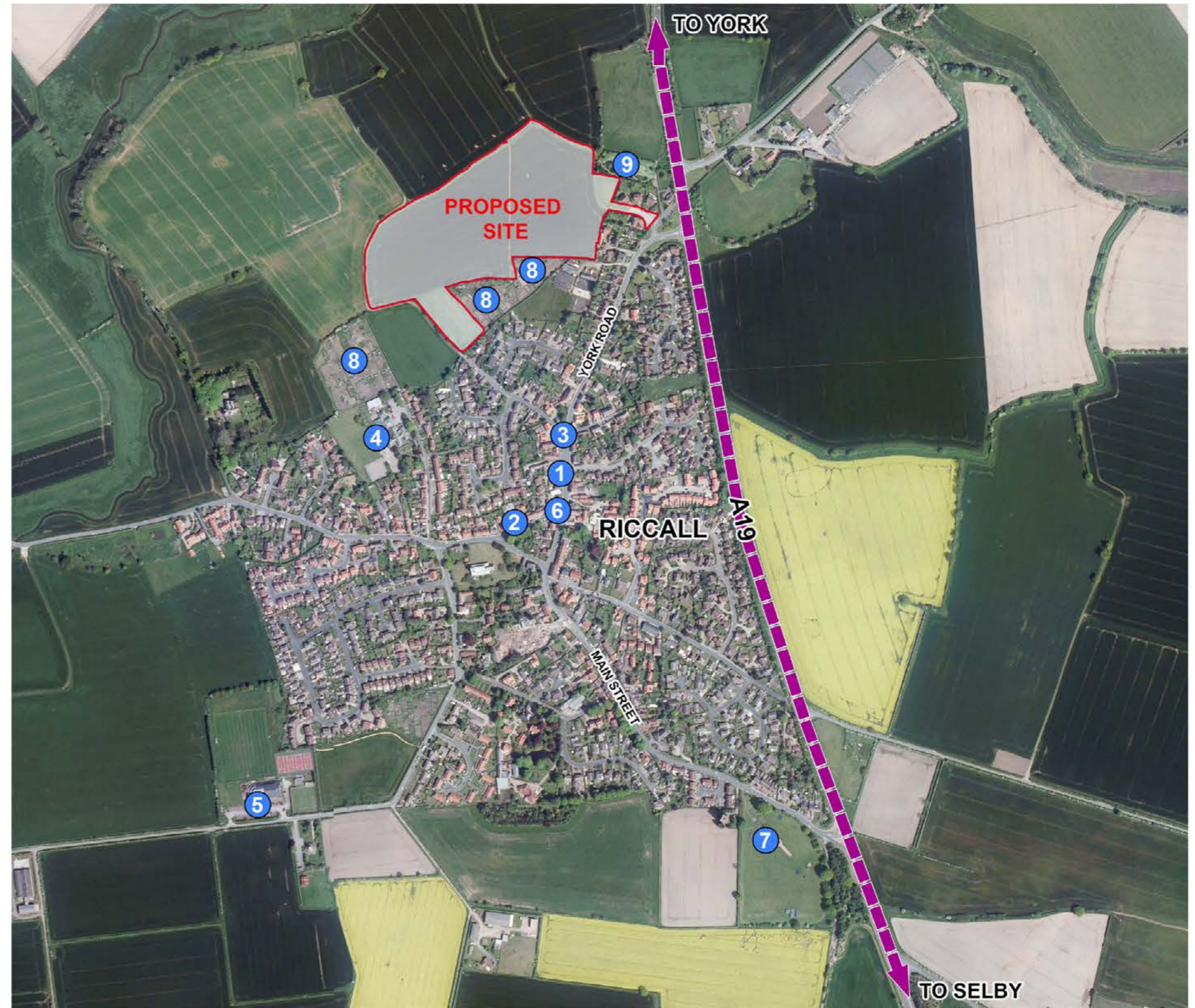
LOCAL SERVICES PLAN

- 1 GREYHOUND INN PUBLIC HOUSE
- 2 HARE AND HOUNDS PUBLIC HOUSE
- 3 POST OFFICE AND LOCAL SHOP
- 4 RICCALL COMMUNITY PRIMARY SCHOOL AND PRE-SCHOOL
- 5 RICCALL COMMUNITY CENTRE
- 6 RICCALL SURGERY
- 7 PLAY AREA
- 8 ALLOTMENTS
- 9 EXISTING PARK

5.1 SUSTAINABILITY AND INTEGRATION

In terms of sustainability and integration Riccall has a high level of service provision for a village. It is also well connected, being in close proximity to the A19 road corridor linking York and Selby. Selby District Council lists Riccall as a 'Designated Service Village' which is a settlement identified as being able to accommodate some additional growth as it serves an extensive surrounding rural area. The plan opposite locates Riccall's key services which include a primary school, doctor's surgery and community centre.

More than 60% of the population live in the more rural parts of the District. Some continued local growth is generally supported particularly in the larger service villages. This is underpinned by national planning guidance which emphasises that locating development within existing towns and villages can benefit the local economy and existing community where there is a good level of accessibility.



6. TRANSPORT AND ACCESS

6.1 TRANSPORT AND ACCESS

S.A.J Transport Consultants Ltd were commissioned by Taylor Wimpey Strategic Land to review the highway and transport issues associated with a proposed residential development on land at Wheatfields Walk, Riccall in North Yorkshire.

The purpose of their report was to review the site access options and offsite highway mitigation and includes consideration of:

- Site access from Wheatfields Walk and Northfield Lane;
- The Wheatfields Walk/York Road/York Road priority T junction;
- The A19/York Road ghost island priority T junction; and
- The A19/Main Street ghost island priority T junction.

There are vehicular access points into the site from the existing access at Wheatfields Walk and from the end of Northfield Lane at the south west corner of the site.

Operational assessments have been undertaken at the A19 junctions using existing traffic flows, which have demonstrated that both junctions currently operate well within capacity, with minimal queues and delays occurring.

A review of the personal injury accident data for the last 6 years has established that there have been no accidents at the A19/York Road junction and 2 accidents at the A19/Main Street junction, both of which involved right turners onto the A19, during the 6 year study period.

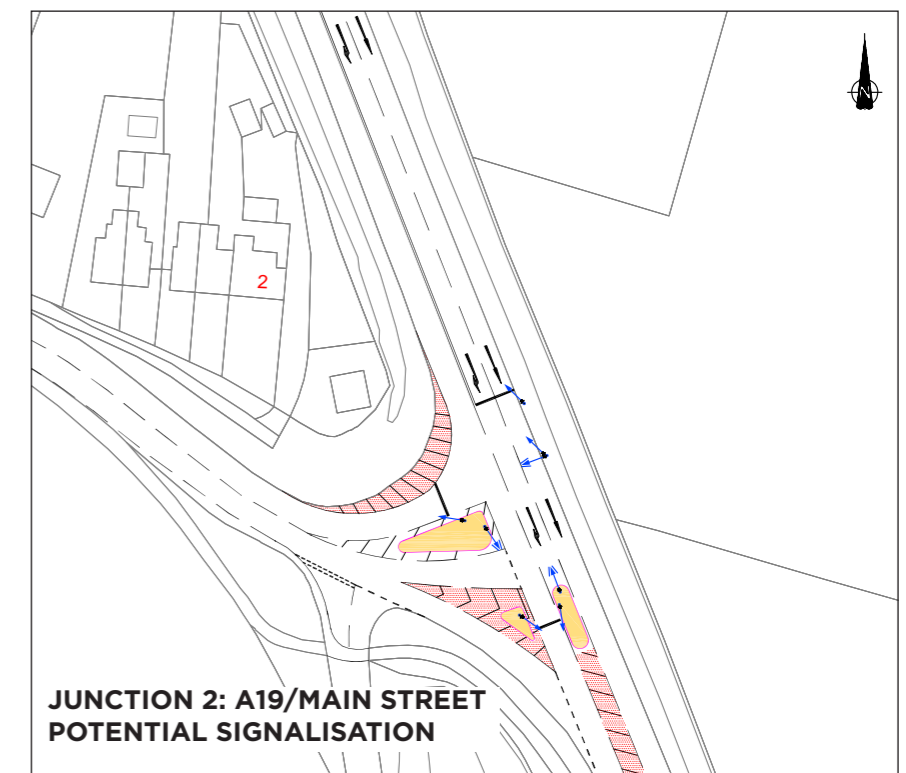
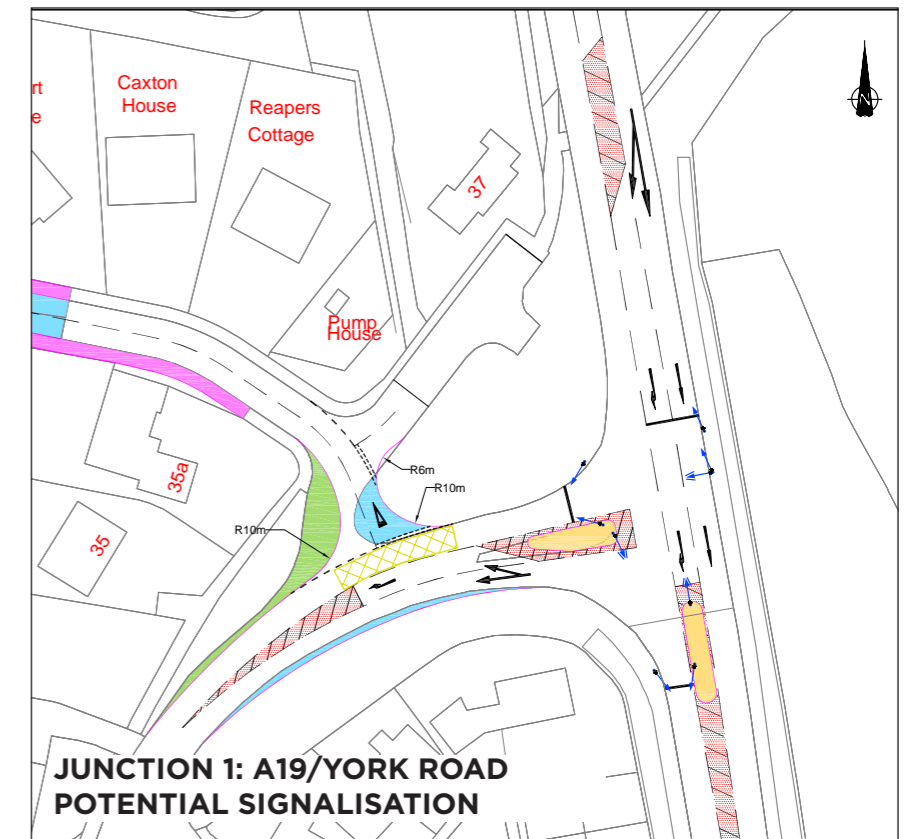
The proposed development consists of up circa 130 residential units with the vehicular access to the site being from Wheatfields Walk and Northfield Lane being utilised as a pedestrian/cycle access and an emergency vehicle access only. It is proposed to improve the access arrangements to the site by changing the priority of the site access/Wheatfields Walk junction and providing a right turn lane into the site on York Road.

A trip generation and distribution exercise has been undertaken for the proposed development which indicates that the vast majority of AM and PM peak hour trips would access the A19 at its junction with York Road. Operational assessments have demonstrated that the existing junction layout can satisfactorily accommodate the development traffic at a design year of 2020 with no significant increase in queues and delays predicted. It is evident therefore, that no improvements are required to the junction as mitigation for the proposed development.

However, although our appointed consultants are of the opinion they can demonstrate that no improvements to the A19 junctions are necessary to mitigate the impact of the proposed development various improvements have been considered to overcome the concerns of the local highway authority.

It has been concluded that appropriately designed roundabouts cannot be provided at either of the junctions without the need for third party land.

Traffic signal controlled junctions could be provided at both junctions (see plans opposite) within existing adopted highway land and are considered suitable improvements to address the road safety concerns of the local highway authority, subject to satisfactory operational assessments.



7. ENVIRONMENTAL CONSTRAINTS

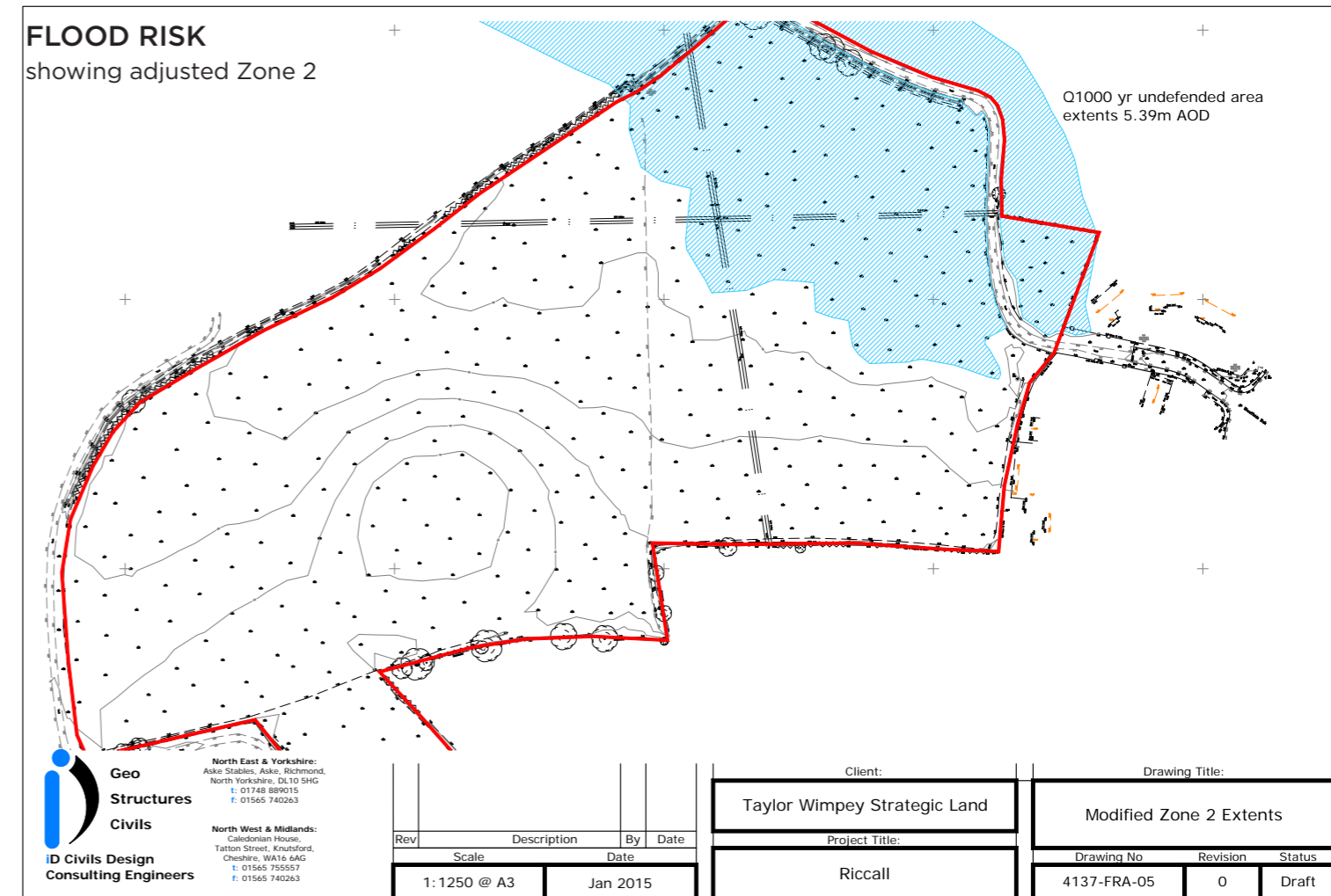
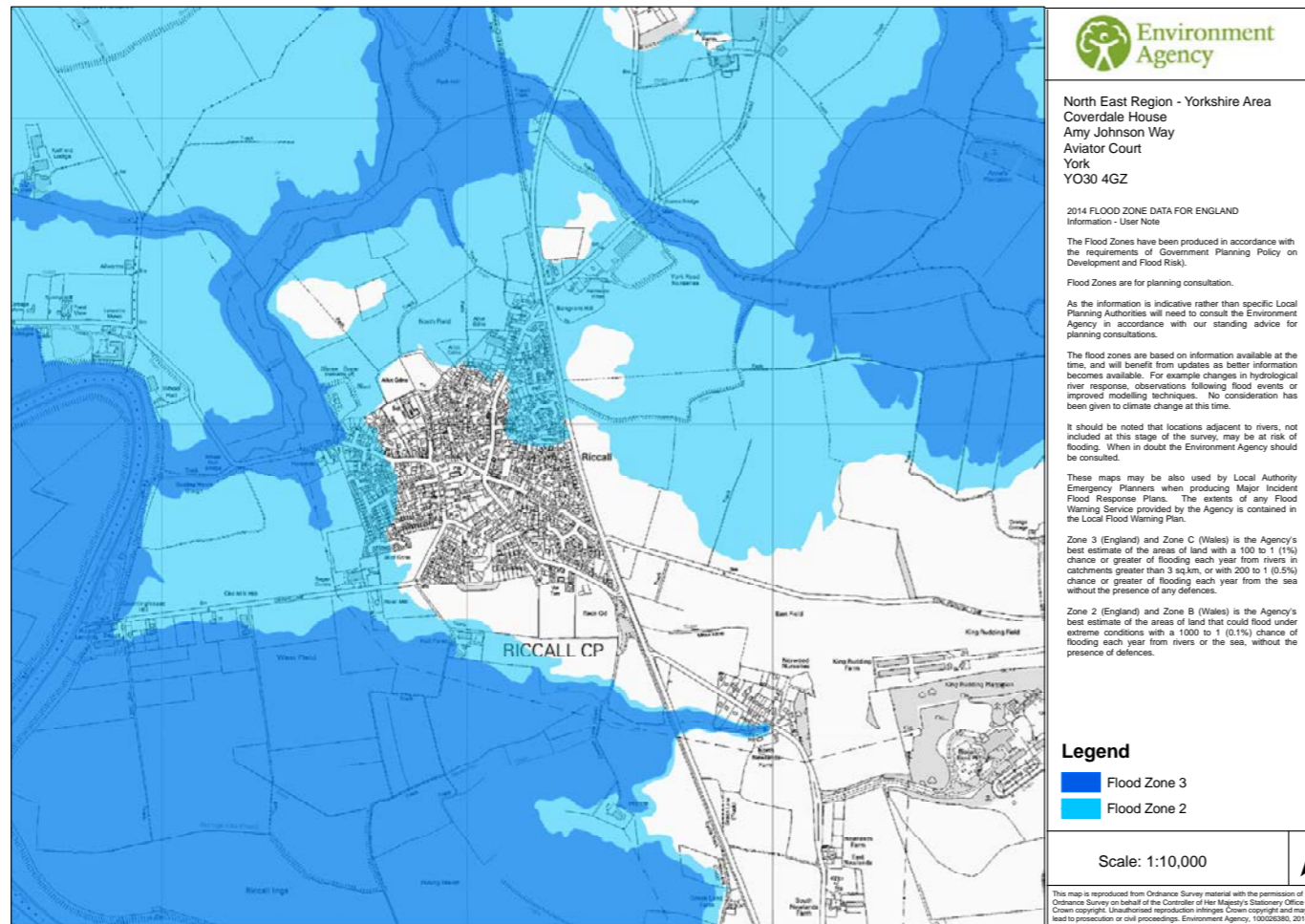
A. FLOOD RISK ASSESSMENT

7.1 The 2014 Flood Zone Data produced by the Environment Agency is a broad assessment that included most of the site within Flood Zone 2 (see plan below). This however is not a detailed modelling exercise and therefore does not take account of detailed site conditions which can alter the extent of area prone to flooding.

ID Civils (appointed by Taylor Wimpey) have had initial discussions with the Environment Agency (EA) and a detailed Flood Risk Assessment for the site was completed in January 2015.

This enabled an agreement to be reached with the EA to reduce the extent of Flood Zone 2, which effectively removed a large proportion of the site from Flood Risk.

The proposed development mitigates any potential flood risk by incorporating a SUDS basin at the northeast corner of the site, where a small portion remains within Flood Zone 2 (see plan below).



7. ENVIRONMENTAL CONSTRAINTS

B. PHASE 1 ECOLOGICAL SURVEY

7.2 EXTENDED PHASE 1 HABITAT SURVEY

INTRODUCTION

Delta-Simons Environmental Consultants Ltd was instructed by Taylor Wimpey Strategic Land to undertake an Extended Phase 1 Habitat survey for the area of land situated off Wheatfields Walk to the north of Riccall in North Yorkshire ('the Site'). The survey was undertaken on 30th January 2015. Habitats and the potential of the Site for protected species were assessed during the Extended Phase 1 Habitat Survey.

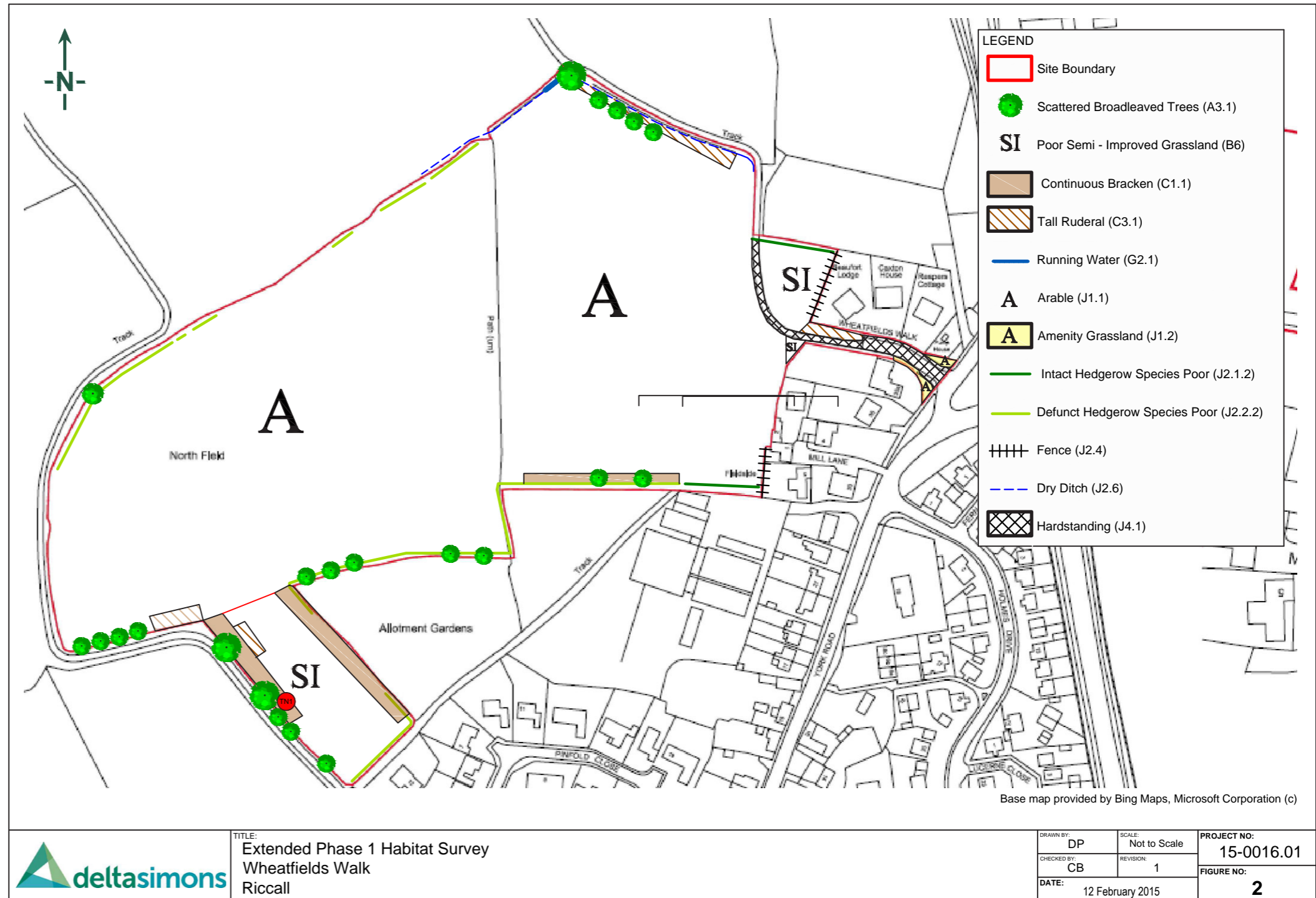
The full version of the Phase 1 Ecology report is to be submitted with the planning application and associated technical reports. The following summarises the key findings from the report with recommendations for specific species and habitats that were present at the time of the survey.

The Site is characterised by an arable field with areas of rough grassland, and a combination of ditches, scattered trees and sections of hedgerow along the boundaries.

The following habitats were found on site:-

- Scattered Broadleaved Trees;
- Poor Semi-Improved Grassland;
- Continuous Bracken;
- Tall Ruderals;
- Running Water;
- Arable;
- Amenity Grassland;
- Species-Poor Intact Hedgerow;
- Species-Poor Defunct Hedgerow;
- Fence;
- Dry Ditch; and
- Hardstanding.

To the north and west of the site are further agricultural fields. East of the Site are residential properties and a public garden. To the south are allotment gardens, a grassland field with boundary hedgerows and residential and commercial properties within the village of Riccall.



Key Ecological Conclusions and Recommendations

No statutory designated sites were identified within 2 km of the Site centre, however, four non-statutory sites were identified. These are all Local Wildlife Sites (LWS) with the closest being York and Selby Cycle track approximately 140 m east of the Site. Given the designation of the LWS, it is not anticipated that the proposed development will have an adverse impact upon the site, and the other three sites are all considered to be at a distance from the Site where they would not be adversely impacted upon by the proposals.

The trees and hedgerow at the Site offer opportunities for nesting and foraging birds. At the time of the survey House Sparrow, Song Thrush and Dunnock were recorded at the Site which are all UKBAP Priority species.

Although no records were within the data search, the Site offers potential for reptiles, if present within the local area. The areas of grassland and bracken provide possible cover whilst the boundary hedgerows give connectivity to neighbouring land. However, the Site and neighbouring habitat to the north and west are isolated from any further suitable habitat.

One ash tree at the Site was assessed as having low Bat Roost Potential (BRP) due to the presence of dense ivy cladding possibly masking suitable features. The hedgerows and grassland at the Site provide foraging and commuting opportunities and there are recent records of Common Pipistrelle in the area from 2014.

Recommendation 1 (Nesting Birds)

Any removal or felling works to be undertaken on the areas of hedgerow, trees, grassland or arable land on the Site should be done either before early March or after late July to avoid the main nesting bird season. If Site clearance is necessary during the nesting period an experienced ecologist needs to be present to check the Site before works begin to confirm no nesting birds will be affected.

Recommendation 2 (Reptiles)

The two areas of rough grassland within the southern and eastern extents of the Site are considered suitable reptile habitat, if these species are present in the local area. Therefore, it should be maintained to a maximum of 15 cm high leading up to the proposed development to ensure reptiles do not disperse into these areas. If this is not possible, a reptile survey should be undertaken in between late March to October, requiring seven survey visits to the Site, to determine their presence/likely absence. This will ensure that if necessary reptiles can be appropriately mitigated for ahead of the proposed development works.

Recommendation 3 (Bats)

A bat transect survey should be undertaken at the Site in spring, summer and autumn to determine how bats utilise the Site so that, where necessary appropriate mitigation can be put in place. Although some species of bat are light tolerant, such as Pipistrelle bats, it can also deter other species, therefore, the results of the survey will be used to inform a sensitive lighting plan for the Site. If works are to be undertaken to the ash tree assessed as having low Bat Roost Potential (BRP), it is recommended a licensed ecologist first checks it for signs of bats or bat activity. Any works should avoid the hibernation period (November- March, inclusive) to ensure bats, if present, are not disturbed in torpor. If bats are found to be roosting in the tree, nocturnal surveys may be necessary to inform a European Protected Species Licence (EPSL) application.

Recommendation 4 (Hare, Hedgehogs)

Whilst neither signs of hare nor hedgehogs were found at the time of the survey, as a precaution, care must be taken to ensure excavations are not left uncovered overnight. If any hedgehogs are found during the proposed development works they will be moved to a place of safety.

Recommendation 5 (Planning)

Following the issue of the National Planning Policy Framework (NPPF, 2012) by the Department for Communities and Local Government (DCLG), "The planning system should contribute to and enhance the natural and local environment by: Minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity..."; and, therefore, for this particular development the use of native plant species sourced from local nurseries is recommended in landscape proposals to enhance foraging opportunities for local birds and bats, by increasing the invertebrate diversity on-Site. A species list of recommended trees and shrubs is included within the recommendations section of this Report.

7. ENVIRONMENTAL CONSTRAINTS

C. NOISE ASSESSMENT

7.3 NOISE IMPACT ASSESSMENT

INTRODUCTION

BWB consulting were commissioned to conduct a Noise Impact Assessment for the development

Daytime and night time measurements were undertaken between 10th and 11th February 2015 at three locations. The noise measurements established typical ambient and background noise levels externally at the site.

The full version of the Noise Impact Assessment is to be submitted with the planning application as well as other associated technical reports. The following summarises the key findings from the report with recommendations

At this stage of the development detailed floor plans or layouts have not yet been produced. In order to calculate a 'worst case scenario' three 'example' dwellings were selected as likely to be the most exposed to noise in each area of the site (see noise measurement location opposite).



NOISE MEASUREMENT LOCATION

SUMMARY OF KEY FINDINGS

The assessment showed that when assessed against BS 8233:2014 the LAeq,16hr (Daytime) internal noise levels were within the suggested design range and the LAeq, 8hr (Night Time) internal noise levels were within the suggested design range and met the standard proposed for Night Time maximum noise levels.

Externally, the predicted noise levels were within the 50 to 55 dB LAeq,T criteria adopted for the assessment for Example Dwellings 1 and 3.

Externally, the predicted noise levels were not within the 50 to 55dB LAeq,T criteria adopted for this assessment for Example Dwelling 2. It was therefore considered that mitigation measures may need to be put in place if proposed houses are to include garden areas.

Summary of Measured Noise Levels - 10/02/15 to 11/02/15- free field, dB

Example Dwelling	Measurement Location	Period	L _{Aeq, T}	L _{Amax}	L _{Amax} (Typical)
1	10/02/15	Daytime	48.8	--	--
	10/02/15 to 11/02/15	Night Time	32.1	60.8	42.1
2	10/02/15	Daytime	60.2	--	--
	10/02/15 to 11/02/15	Night Time	31.5	55.4	39.1
3	10/02/15	Daytime	49.7	--	--
	10/02/15 to 11/02/15	Night Time	38.2	65.6	47.2

RECOMMENDATIONS

These mitigation measures should take the form of a boundary fence a minimum of 2m in height to the eastern boundary of the site in close proximity to monitoring location 2. This would reduce noise levels in the gardens along the eastern site boundary by approximately 10dB(A). The residual impacts would therefore be below the upper guideline value specified by BS8233.

8. LANDSCAPE APPRAISAL

A. LANDSCAPE CHARACTER

REGIONAL LANDSCAPE CHARACTER



8.1 LANDSCAPE CHARACTER

National Level Landscape Character

The site is within the National Character Area (NCA) No. 39 Humberhead Levels with the adjoining NCA 28 'Vale of York' lying immediately to the north.

Key characteristics relevant to the site and its surroundings are:-

'A low-lying, predominantly flat landscape, with large, regular and geometric arable fields without hedges but divided by ditches and dykes, many of which form important habitats and key corridors for species movement.'

Many of the fields have been created on drained land, so boundaries are dykes and ditches. The land surrounding the site and the site itself have hedge field boundaries that are more characteristic of the adjoining character area (Vale of York) which are often low and intermittent with sparse hedgerow trees, as is the case with the northern site boundary.

County Level Landscape Character

Chris Blandford Associates were commissioned by North Yorkshire County Council to do a 'Landscape Characterisation Project' for North Yorkshire and York in May 2011.

The site is situated in the Primary Landscape Unit (Area) 'Farmed lowland and Valley Landscapes' which is then further sub-divided into various local landscape types which combine to make up the overall character of the area.

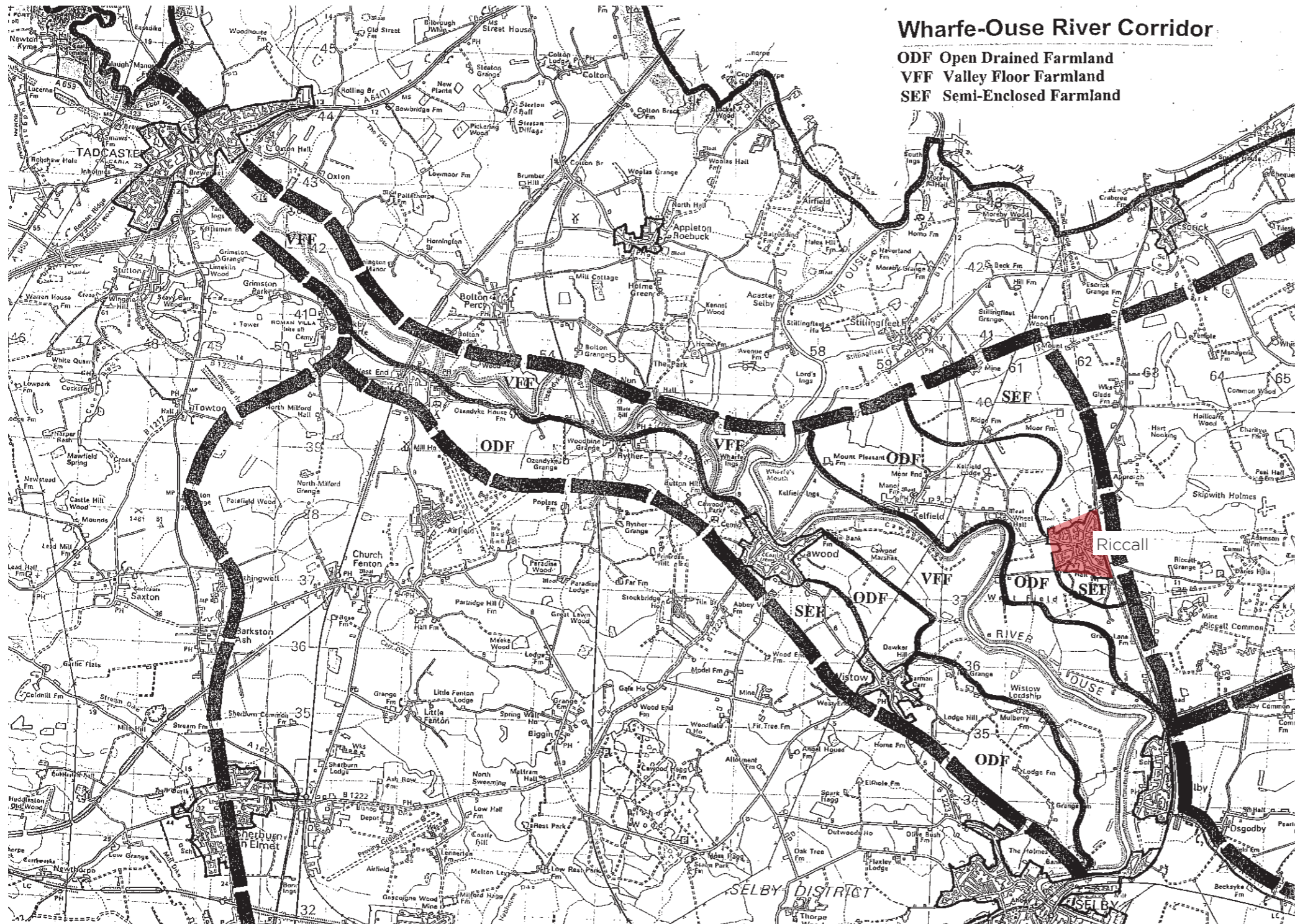
The majority of the settlement of Riccall and the site itself are situated within the Local Landscape Type 28 Vale Farmland with plantation woodland and heath land. Type 24 River floodplain also has a bearing on the wider setting of Riccall as it sits above the floodplain in relatively close proximity to the River Ouse.

Key characteristics relevant to the site include:

- A patchwork of low lying, predominantly arable fields, often delineated by a network of mature hedgerows and interspersed with patches of regular-shaped mixed and coniferous plantation woodlands;
- Large heath lands are key features on sandy soils;
- Distant visual containment is provided by higher Landscape Character Types to the east and west;
- Strong sense of openness throughout much of this Landscape Character Type;
- A network of trunk roads linking the larger settlements and towns.

Sensitivity to change

- Moderate visual sensitivity overall. Whilst there is a strong sense of openness within much of the farmland as a result of the flat or gently undulating topography, patches of plantation woodland disrupt views to adjacent Landscape Character Types in places;
- Moderate ecological sensitivity overall. Much of this Landscape Character Type comprises improved agricultural fields.
- Moderate landscape and cultural sensitivity overall. In places, historic landscape patterns are compromised by modern developments and infrastructure and hedgerows are gappy.
- There are, however, numerous historic landscape features present, including parkland landscapes, historic villages and prehistoric earthworks.



Wharfe-Ouse River Corridor

ODF Open Drained Farmland
 VFF Valley Floor Farmland
 SEF Semi-Enclosed Farmland

Local Level Landscape Character

The local level landscape character is derived from the Selby District Local Landscape character assessment. Woolerton Dodwell Associates produced the *Landscape Assessment of Selby District* in 1999 on behalf of Selby District Council. This assessment describes the local landscape character outside of the main settlements and so is specifically relevant to the settlement of Riccall.

Key characteristics relevant to the site include:

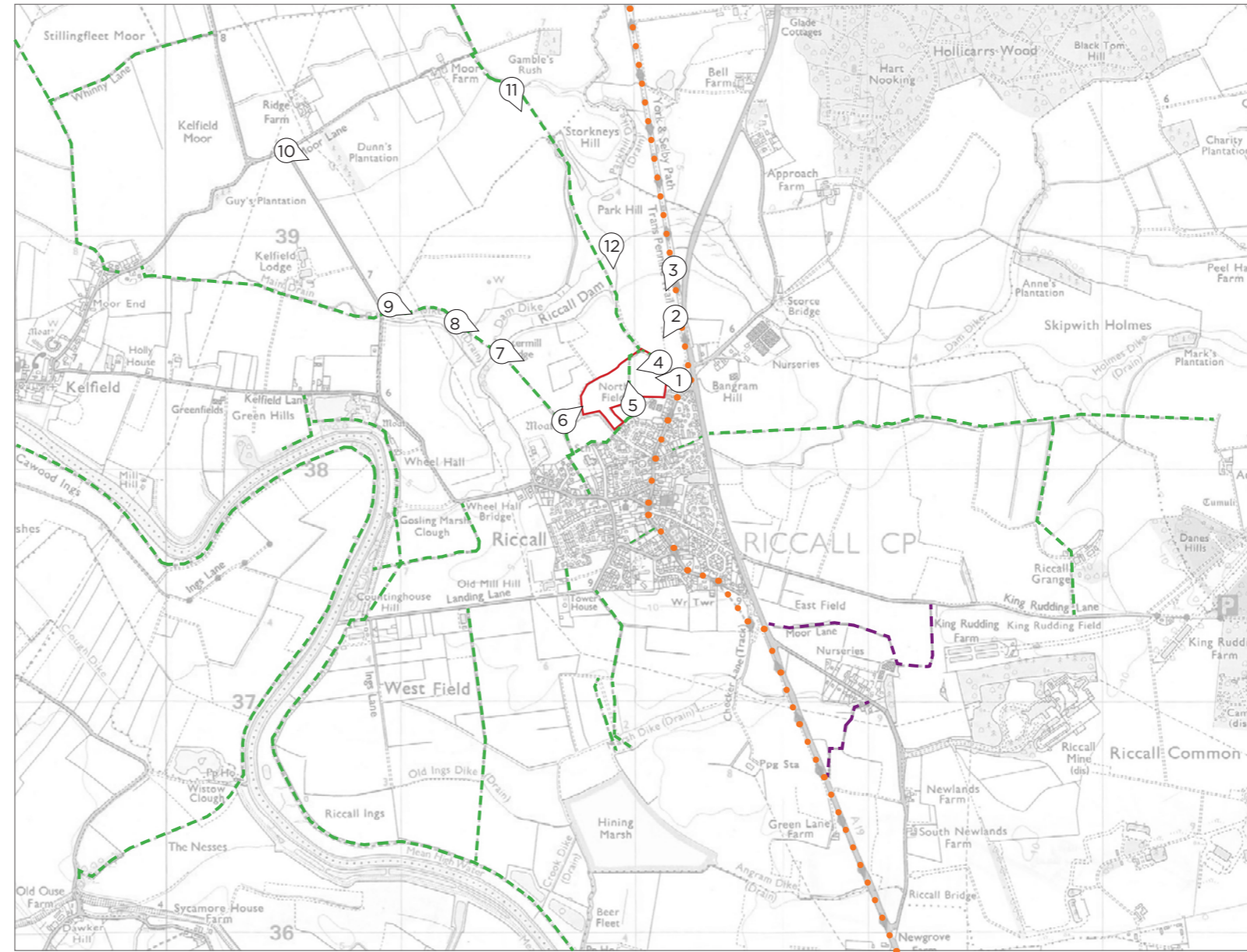
- 'open heavily drained arable farmland with occasional mixed farmland;
- important areas of wetland, diverse marshy grasslands and un-improved neutral grasslands;
- high grassy embankments, which visually isolate the river from the surrounding landscape.
- Alluvial floodplain farmland fringing the River Ouse low lying (3-5m AOD)
- Within the river corridor there are a considerable number of nucleated villages (one of which is Riccall), many of which have pre-conquest origins and retain elements of medieval settlement pattern.'

Key changes in the landscape:






- 'Field drainage and flood relief schemes have improved the quality of agricultural land but have led to the conversion of permanent pastures to arable cultivation and the loss of wetland sites. Flood defence improvements have allowed cultivation of grasslands within former washland areas.'

Farmland around Riccall has been subject to some farming conservation schemes. For example Moor Farm, just north of Riccall has re-introduced areas of traditional hay meadow management and arable field margins as well as restoring hedgerows, to return some land for the purposes of wetland management.

PUBLIC RIGHTS OF WAY AND LANDSCAPE VIEWS PLAN



Key

- | | | | | | |
|--|---------------|---|---------------------------------------|---|----------------------------|
|  | Site boundary |  | Bridleway |  | Photographic view location |
|  | Footpath |  | National Trail
York and Selby Path | | |

8. LANDSCAPE APPRAISAL

B. LANDSCAPE SETTING

Proposed site access



View 1 Proposed access off Wheatfields Walk 50m from the site

Properties at north eastern extent of Riccall

Proposed development site



View 2 from Trans Pennine Trail looking southwest towards site

York and Selby Path

Properties at northern edge of Riccall



Properties at north eastern

Woodland planting surrounding listed Manor House

Arable farmland to north of site

View 3 Trans Pennine Trail - looking southwest towards site from a distance of 600m



View 4 from footpath at northeastern corner of the site



View 5 from entrance to public footpath bisecting the site looking north



View 6 from footpath in the west looking east towards site at a distance of 250m



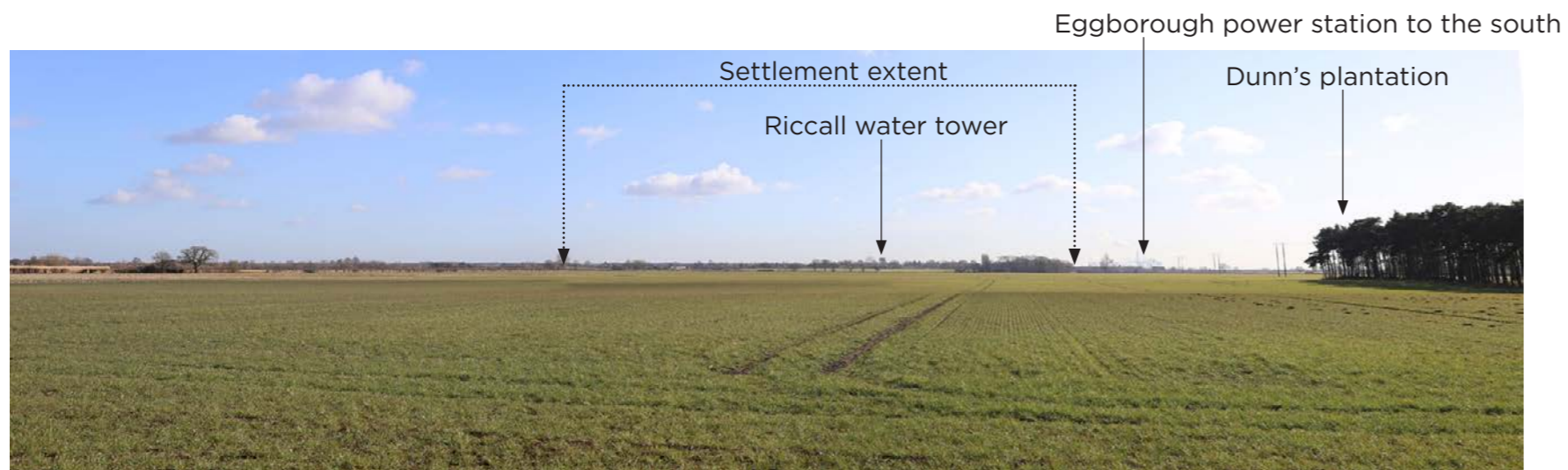
View 7 from footpath in the north west looking south towards site at a distance of 500m



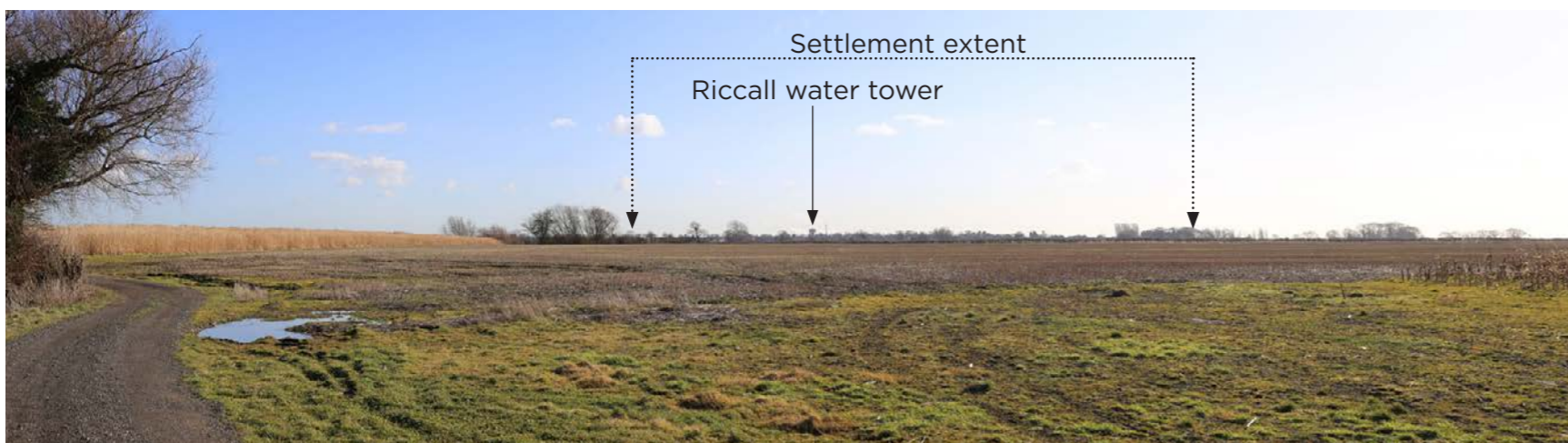
View 8 from footpath in the north west looking south towards site at a distance of 800m



View 9 from footpath in the north west looking southwest towards site at a distance of 1.3km



View 10 from Ridge Farm (Moor Lane) looking south towards site at a distance of 2.2km



View 11 from footpath in the north (Moor Farm) looking south towards site at a distance of 1.8km



View 12 from footpath (bridging point over Riccall Dam) looking south towards site at a distance of 600m

8. LANDSCAPE APPRAISAL

C. LANDSCAPE ANALYSIS

8.2 LANDSCAPE ANALYSIS

The site comprises approximately 6.5ha of land in agricultural use located to the north of Riccall. A concept masterplan has been developed by Sten Architecture. This is provided at section 10 of this report and illustrates that the site is able to provide a development capacity of circa 130 units. The concept masterplan is derived from the assessment of local landscape and responds directly to key landscape elements.

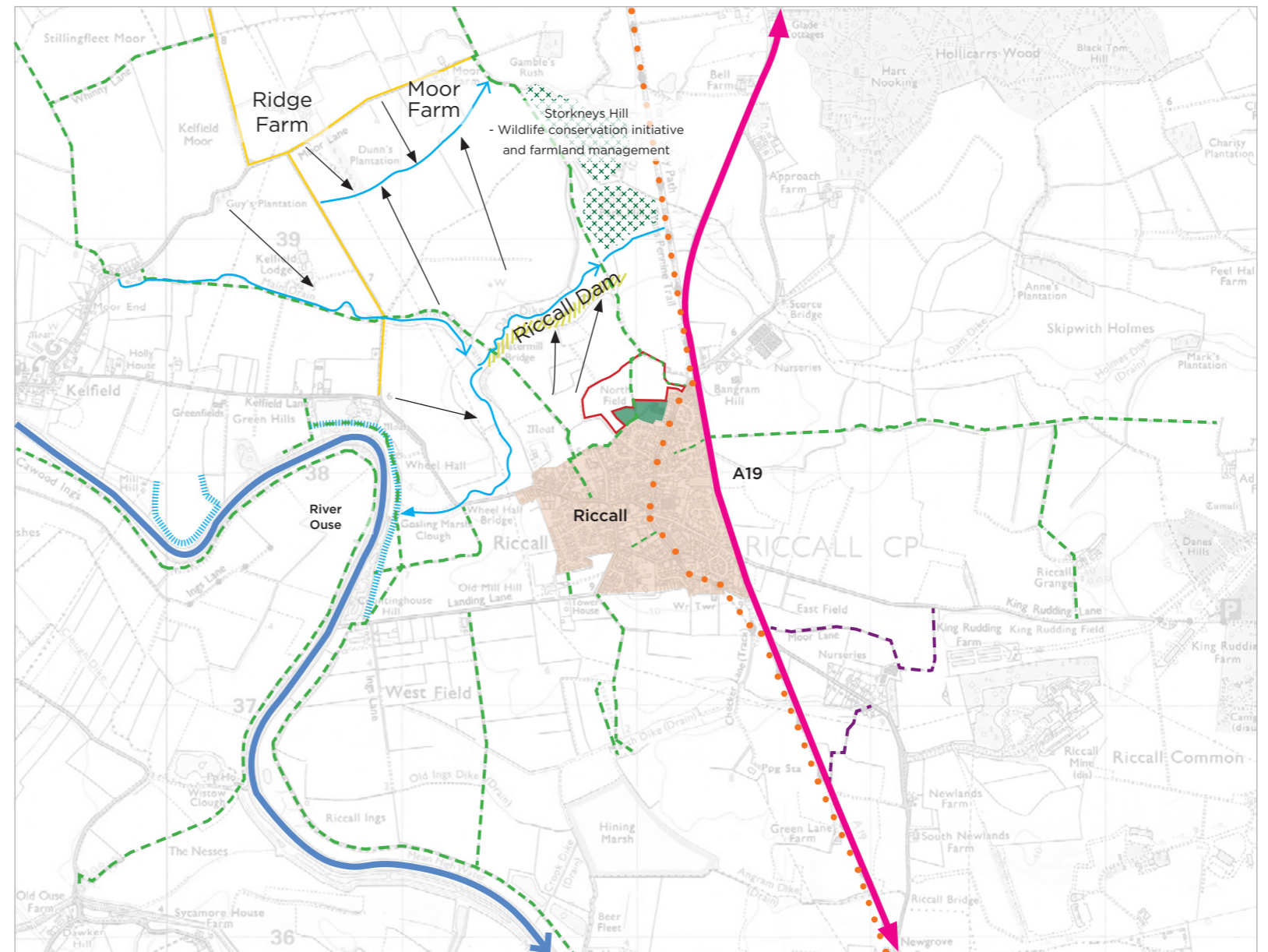
Riccall is physically constrained to the immediate east by the A19 which prevents the settlement from expanding this way. Much of the land to the west, far north and south is within Flood zones 2 and 3, which largely restricts development beyond the immediate context of the village.

8.2 LANDSCAPE AIMS AND OBJECTIVES













The site will be developed with best practice for urban design and green infrastructure in mind. The site layout will seek to retain, protect and enhance key features of the landscape and incorporate them into the development for the benefit of the community. The layout and design of buildings will seek to create a development sympathetic with the local landscape. In particular the development will seek to:

- Provide an appropriate range, form, and density of housing to help meet local housing needs;
- Provide areas of safe and attractive multifunctional greenspace which will complement the movement network, incorporate sustainable drainage (SuDS) and recreational greenspace; and provide ecological enrichment;
- Within the development legibility and sense of direction is created through careful attention to the pattern of roads, design of views and vistas, and urban spaces.
- Protect existing properties' amenity;

LANDSCAPE ANALYSIS PLAN



Key

	Site boundary		National Trail York and Selby Path		Riccall Dam		Existing settlement
	Footpath		Drainage direction		Flood defences		Primary road
	Bridleway		Dikes		Wildlife conservation/ Farmland management initiatives		Minor road



The concept masterplan - Key Features

The outline masterplan layout has been developed using the above key visions and delivers several key features.

- The proposed integrated green space network provides structure to the plan;
- Creates a connected green infrastructure which accommodates existing footpaths, and new SuDS area. A footpath network through each of these green spaces ensures that all open space will be properly multifunctional and accessible.
- An easily accessible and sustainable extension to the village with the opportunity to create a well defined landscape boundary to the immediate north of the settlement.
- The greenspaces within the development would be landscaped to create a semi-rural character of high ecological diversity.

Key benefits derived from the masterplan

The development will provide social, economic, landscape and ecological benefits.

The masterplan would deliver:

- Circa 130 houses to meet housing need;
- Public open space easily accessible to new residents and the existing population of Riccall.
- An integrated footpath network which would be an attractive amenity for local residents; that would continue to provide a popular circular route between Riccall village and Moor Farm, utilising the existing Trans Pennine Trail and adjoining footpaths.
- Green corridors with potential to improve ecological benefits and enhance the biodiversity of the site.

10. CONCLUSION

Riccall is a Designated Service Village with a good level of local service provision and is well integrated into an existing transport network. The site to the north of Riccall is located in close proximity to the junction with the A19, linking the village with York to the north and Selby to the South.

The site benefits from a well established green infrastructure network that can ensure any proposed development is well integrated into the existing settlement and wider public rights of way network.

The proposed development can provide a number of economic benefits for the village and surrounding rural communities including construction jobs, additional council tax income and New Homes Bonus.

There are also a number of social benefits to be derived from the proposed development. The additional housing can help secure the existing and future vitality of the village ensuring it has a sustainable future with a population to support essential services.

Selby District Council have stated there is a need for 59% of affordable housing to be located outside of the three main towns of the District. The Designated Service Villages, of which Riccall is one will need to provide a significant proportion of this requirement.

In terms of environmental constraints the development site is not considered to be of high ecological value as it has no statutory designations attached to it and it is not in close proximity to local wildlife sites in the area. The low lying topography beyond the site reduces its prominence in the mid to long range views in the wider public rights of way network. The proposed housing site is located at the northern edge of the existing settlement and would therefore be viewed against a backdrop of existing development.

The existing highways network has been assessed as having adequate capacity. However it has been demonstrated there is feasibility to provide a junction scheme with traffic lights and right hand filter lanes if it is deemed necessary to make improvements to the existing network.

On balance the proposed development would have many benefits and cause little harm to the surrounding environment and existing settlement of Riccall. The development would be sustainable in terms of its location, economic and social benefits it would provide, as well as its low impact on the environment.

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