

1. INTRODUCTION

- 1.1 This section contains site specific policies and proposals relevant to Riccall and the site of the former Riccall Airfield. General policies applicable throughout the Plan area are set out in Part One of the Local Plan.
- 1.2 Baseline data referred to generally reflects the situation at the time the Deposit Plan was published (July 1997) unless specifically updated through modifications to the Plan or through factual changes consequent to modifications to the proposals map, such as additional recreation space and/or amenity space.

2. LOCATION

- 2.1 The village lies 4.5 miles north of Selby, 9 miles south of York. The A19(T) York to Selby Road forms the eastern boundary of the main settlement.

3. FORM AND CHARACTER

- 3.1 The name suggests that the village was an Anglican settlement established on a ridge near the river. Reference is made to a Wednesday market and fair in Riccall in 1350 and although no subsequent reference can be found it is possible that the triangular area in the village centre at Silver Street was the location. The existing development in the village core is principally 18th and 19th century, apart from the 17th century Bangram Hill farmhouse.
- 3.2 The village is compact in form. The centre has an historic character which is focused principally on Main Street and the village green. The majority of buildings on Main Street are 18th and 19th century and front directly onto the road. This, coupled with the narrowness of the old village streets, creates a sense of enclosure. The Normal Church adjacent to the green is a prominent landmark.
- 3.3 Significant recent estate development has taken place around the central core of the village.

4. HOUSING AND POPULATION

- 4.1 Riccall Parish has a population of approximately 1,949 inhabitants (1991 Census). The Parish has experienced steady growth since 1981 when there were 1,419 inhabitants (an increase in population of 37%).
- 4.2 In 1997 the approximate dwelling stock numbered 873 dwellings within Riccall Parish.
- 4.3 From mid 1981 to mid 1997 there were 323 dwellings completed in Riccall Parish (including 15 conversions).

5. EMPLOYMENT

- 5.1 The village has a range of local services and businesses. A wide range of job opportunities is also available in Selby, at local mines and in association with development at the former Riccall Airfield.

6. SERVICES AND FACILITIES

Shops and Associated Services

- 6.1 Riccall has an excellent service base that includes 6 shops, a post office, a petrol station, 2 churches, a doctor's surgery, a village hall, 2 public houses and 3 restaurants.

Education

- 6.2 Riccall has a primary school.

Public Transport

- 6.3 There is a frequent bus service between Selby and York.

Recreation

- 6.4 There are two recreational facilities comprising an equipped play area and a football pitch that is also used as a playing field. There are also allotments in the village.

Public Utilities

- 6.5 The village has mains drainage which connects into Barlby Sewage Treatment Works. Surface water drains to public sewers.

7. STRATEGY

Constraints

- 7.1 The A19(T) restricts development to the east. The village is surrounded by best and most versatile agricultural land with a small area of Grade 4 directly to the west.

Commitments

- 7.2 As at 31 March 1997 there were planning permissions for an additional 59 dwellings (including 1 conversion) in Riccall Parish. The principal sites are:-

Location	Area (Ha)	Dwellings
Site for former Highways Depot	0.36	20
Dunelm Farm	0.60	13

Development Strategy

- 7.3 Whilst Riccall has an excellent service base and good accessibility to employment opportunities in Selby and the Selby Coalfield, any significant growth is likely to encroach into surrounding countryside. The scale of recent development and existing commitments is such that a period of assimilation would be desirable before contemplating additional allocations.
- 7.4 Whilst no sites have been allocated for residential development, proposals for additional residential development on brownfield sites within the defined Development Limits may be acceptable in accordance with POLICY H6.

8. POLICIES AND PROPOSALS

Environment:

- 8.1 Two areas of local amenity space have been identified in Riccall. St Mary's Church and its grounds, and the triangular area between the Silver Streets are both protected under POLICY ENV29.

Recreation:

- 8.2 Two recreation facilities and two allotments are protected in accordance with POLICY RT1 namely; the playing fields to the west of the village and the play/kickabout area to the south of the village. The allotments are located off Landing Lane and Northfield Lane.
- 8.3 The route of the Trans-Pennine Trail follows the main street through Riccall creating a northerly spur to York. The District Council supports the development of the Trans-Pennine Trail as a major multi-user leisure route across Northern England. Proposals to enhance access within and to the trail will be encouraged by the Council. As such, the line marked on the Inset Proposals Map will be supported by POLICY RT8.

Former Airfield, Riccall Common (Inset Proposals Map No 50):

- 8.4 The former Riccall Airfield at Riccall Common is situated to the east of the A19(T), and may be approached by a series of unclassified roads. The airfield is of limited agricultural value, being traversed by a number of concrete runways and service areas. Land at the airfield was specifically allocated in the adopted Rural Areas Local Plan (1990) to accommodate storage and distribution uses (Class B8 of the Town and Country Planning Use Classes Order 1987) directly in connection with the storage of agricultural products.
- 8.5 The allocation was made in order to meet an acknowledged local problem relating to the lack of suitable land or premises for bulk storage and distribution of agricultural products in the Selby area. Due to the high volume/low margin nature of these businesses, firms may often experience difficulties in securing suitable sites on land suitable for industrial uses which are able to command higher site values.
- 8.6 Some development has subsequently taken place on the site in accordance with a development brief approved by the District Council. The brief requires access improvements to, and sensitive landscaping of the site, and imposes restrictions on building heights and overall site coverage in order to ensure that more intensive forms of development are not encouraged. No problems have been experienced with the operation of the site which ensures that heavy goods vehicle movements are kept away from residential areas. Whilst the need for additional distribution and storage facilities will be kept under review it is considered appropriate to carry forward the allocation in this Local Plan.
- 8.7 This location is not served by a public foul drainage system so that appropriate measures should be undertaken to connect into the public system in Riccall. In addition, the site overlies a major aquifer and measures must be taken to avoid contamination of the groundwater.
- 8.8 In addition to satisfying the requirements of relevant planning policies, proposals will be expected to comply with the provisions of an up-to-date development brief. The production of a development brief is considered to be appropriate for this site in order to provide further guidance.

RIC/1 Land at the former Airfield, Riccall Common, as defined on the Inset Proposals Map, is allocated for storage and distribution use (Class B8). Proposals must be related to the expansion requirements of existing agriculture related businesses.