

**Charlotte Bogg**

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**From:** Chris and Lilian Coulson  
**Sent:** 13 December 2015 20:10  
**To:** Rachael Balmer; Charlotte Bogg  
**Subject:** Potential Development Sites - Sites Consultation November - December 2015  
**Attachments:** Letter RDC re Site Consultation 10.12.15.pdf; Local Plan Sites Document consultation response to RDC, Norton, Dec 15.pdf

Mrs Balmer

**SITE REF 417: LAND AT WELHAM ROAD, NORTON**

**Please note sent in 2 emails due to size of files. 1 of 2**

Please find attached representations on behalf of the landowners for the above site. I also attach a copy of the Highways consultants drawings showing the access design for the site, which confirm that the development would be deliverable.

I would be grateful if you would confirm receipt of these representations, with attachments.

Many thanks

Kind regards  
Lilian

**Lilian Coulson Planning Consultant**



Lilian Coulson Planning Consultant  
BA (Hons) MRTPI

Forward Planning  
Ryedale District Council  
Ryedale House  
Old Malton Road  
Malton  
YO17 7HH

Date: 10 December 2015

Dear Sirs

**Sites Consultation – Local Plan Sites Document**  
**Site Ref: 417 - Land at Whelham Road, Norton - east of Beechwood Road and Hunters Way**  
**On behalf of Mrs P Barber and Mr B Booth**

I write further to your letter dated 30 October 2015 regarding the above and the Council's assessment work undertaken to date to progress the Local Plan Sites Document.

The attached paper sets out our views on the Council's Core Strategy to date where this has implications for the Local Plan Sites Document. It also provides a general comment on the potential options for sites in the Market Towns of Malton / Norton currently identified as preferred options.

We also provide comment on the site assessment, assumptions and judgements used to inform your conclusions of the above site and provide further information to advise how certain assumptions made by the Council regarding the above site are incorrect, as further work has been undertaken to ensure the deliverability and developability of the site of which you are not yet aware.

Of particular importance, we ask you to note that the paper provides key information on how access to the site can be provided, including the design of the proposed new access road undertaken by Highways Consultants Sanderson Associates. As the site generally performs well in your assessment in all other regards, this is a crucial factor where we consider will require the regrouping of the site for you further consideration. Furthermore, with the opportunities to provide appropriate mitigation and enhancement, we consider that the allocation of the site for housing will provide a unique opportunity to create an attractive environmentally led development where people want to live, rather than just an ordinary housing development as in most cases elsewhere.

We reconfirm that there are no known ownership, planning or technical constraints to the site's development. There are currently discussions taking place with potential developers regarding an Option Agreement and therefore its deliverability at an early date is also confirmed.

I trust that this will provide sufficient information at this stage. As further work progresses on site selection, please do not hesitate to contact me if you require any further information that will assist your consideration of the site's allocation for housing.

Yours faithfully

Lilian Coulson



# SITES CONSULTATION – LOCAL PLAN SITES DOCUMENT

## SITE REF 417: LAND AT WELHAM ROAD, NORTON

### Planning Policy Context: overview of housing requirement and distribution issues pertinent to Norton as per the adopted Local Plan Strategy

- Approximately 1,500 new homes (50% of the District's requirement) will need to be found in deliverable sustainable locations in the Malton and Norton area to meet planned provision for the 2012-2027 period.
- **The Local Plan Strategy specifically states that it will not rely on the identification of 'strategic' sites to deliver a significant proportion of the new homes to be provided. It supports the identification of small, medium and large sites at different locations.** Consequently it states that new housing sites will be of varying sizes and will be made up of a combination of Brownfield sites and Greenfield land.
- In Malton and Norton, these are to be distributed on sites within the current Development Limits, on extension sites around the towns and within the A64 boundary at Malton, in locations that will avoid coalescence with Old Malton.
- Major residential development proposals will be expected to contribute to the cost of wider infrastructure schemes, both in the short and longer term.
- Those that help contribute towards the costs of highways improvements to ameliorate existing problems may find favour against competing proposals if such 'planning gain' can be achieved at a reasonable cost (one of those identified is the Welham Road internal junction improvement).
- The process of preparing the Local Plan Sites Document will test in detail the extent to which the size and scale of proposed development sites are considered to be appropriate within the context of their surroundings and the character and scale of the places at which they are situated. They must also comply with the Local Plan Strategy, as outlined above.

### Other planning policy requirements and considerations

- The Local Plan Strategy states that new housing schemes will be expected to provide a mix of dwelling sizes and, where appropriate, dwelling types.
- The Council will also seek the provision of 35% of new dwellings as affordable housing on-site as part of developments of 5 dwellings or 0.2 ha or more. The size, type and tenure of affordable units will be expected to reflect the affordable housing needs in the locality.
- Subject to there being no changes in Government or local policy in this regard, there is no known reason why this cannot be achieved on this site at an early date, creating an environmentally attractive mixed homes development where people want to live.

### Planning issues raised in the Council's Planning Committee Report 'Local Plan Sites Document: Preferred Sites Options (Pickering, Malton and Norton) (28 April 2015)

- Despite the Council's recently adopted Local Plan Strategy specifically stating that it will not rely on the identification of 'strategic' sites to deliver a significant proportion of the new homes to be provided and supporting the identification of a range of small, medium and large sites at

different locations, only 4 large sites are proposed to be allocated for the Malton / Norton area to provide circa 1,500 dwellings. It must be questionable whether these limited proposed allocations conform with the Council's own approved and adopted strategy – which was tested and found 'sound' by the Local Plan Inspector - which is to allocate a range of housing sites of various sizes and in a range of locations.

- With the Government seeking certainty that housing delivery will be forthcoming, and in order to conform with the Council's own Local Plan Strategy, there must be a wider variety and number of sites allocated to provide a range of small, medium and large sites at different locations within both Malton and Norton. It must be noted that 3 out of 4 of the current proposed allocations are owned / controlled by one landowner – the Fitzwilliam Estate. Whilst it must be assumed that the Estate will always have an interest in ensuring that Malton and Norton thrive, Housing Land Availability Studies over many decades have warned against the over-reliance on a small number of landowners to deliver housing land supply and homes in the short term. Therefore, further allocated sites of a range of sizes and owned by a variety of landowners should be allocated in order to provide the certainty that the Council (and Government) requires that the housing sites will be delivered.

#### **Comment on the Council's overall conclusions of the Site Selection Methodology for Malton and Norton Residential – as per Committee Report Appendices (28 April 2015)**

- The consultation process requests comments on the Site Selection methodology and conclusions. It groups the sites into Group 1, 2, 3 or 4, depending on whether it considers sites suitable, whether there are compelling reasons which indicate that a site is not considered deliverable / developable, and whether these are capable of being mitigated in a satisfactory way. This is logical so long as the assumptions made by the Council when undertaking these assessments are correct and an important reason for the consultation is to allow for further information to be provided to allow for correction of any such inaccuracies.
- The Council's detailed examination of Site 417 against its criteria provides mainly positive analysis. It scores green for settlement hierarchy, nature conservation and flood risk issues, subject to sensitive treatment of trees and the beck and a FRA. These are all correct and are supported. However, it scores red purely for access (and subsequently for deliverability) as it states (incorrectly) that the site has no direct connection / frontage to a public highway and is therefore considered undeliverable. It is consequently designated a 'Group 2' site where the Council considers there is no real prospect that the concerns raised at Stage 2 can be sufficiently mitigated as follows: *'The access delivery is not demonstrated to be viable, nor consideration of the remediation of the former fish ponds. As such, there are compelling reasons which indicate that the site is not considered deliverable / developable.'*
- It is imperative that the Council should know that specialist Highways, Traffic, Transportation and Water Consulting Engineers Sanderson Associates have now designed a satisfactory access solution and state: *'In our professional opinion, the drawings produced are considered satisfactory in that they meet the requirements of the highways standards and appropriate documents, as set out in the reports subsequently prepared.'* This access provides a direct connection to the public highway, is of an adoptable standard and uses no 3<sup>rd</sup> party land, and is therefore very much deliverable. Likewise, Sanderson Associates, or other experienced engineering consultants, will be able in due course to provide detailed economic technical designs for flood risk and drainage, including any remediation of the former fishponds area

and sustainable drainage solutions, thus showing that the site can be both deliverable and developable and meet the latest required standards.

- We would remind you that the majority of the site is currently contained by existing housing and the residential development of the site could be seen as a 'rounding off' of this part of Norton. The 'infilling' of the site could be developed in an attractive way that carefully protects and respects the amenity of surrounding dwellings, whilst also providing a green and ecologically sensitive scheme.
- We therefore submit that the site should be considered a very real alternative housing allocation. With the access issue resolved, it performs generally well through each of the stages of the Site Selection Methodology. Any outstanding concerns can be satisfactorily resolved through appropriate mitigation to achieve an acceptable form of development and much needed housing in this part of Norton, and the site should be re-grouped and reconsidered as a housing allocation accordingly.

### Access and highways issues and implications for design

- As outlined above, a new access to the residential development site has been designed by Sanderson Associates. It meets the requirements of latest Government guidance contained within the NPPF, Manual For Streets and Manual For Streets 2 and can be implemented totally within land under the control of the vendors. **A copy of the proposed access drawings are attached (Sanderson Associates drawing numbers: Site access (location) plan 8106 and detailed access drawing 8106-001 Rev A).**
- Manual For Streets (MfS) advises consultation with the local Fire Safety Officer in relation to emergency access. This has been undertaken and their requirements can also be satisfactorily accommodated.
- Access to the site is proposed via a new road off Beechwood Road, a short residential cul de sac off Welham Road. Both roads are adopted and maintainable at public expense. The new road and required visibility have been designed to be totally on land within the control of the vendors. Likewise there is potential for an emergency access to be provided to the south through the existing site access to the former Fish Hatchery as the vendors have a right of way over this land (although this is a preference of NYCC Highways and not a requirement of the Fire Authority).
- Discussions have taken place with NYCC Highways to date who acknowledge that the preferred access design is acceptable in principle, but will (as is common practice for developments of this scale) require a Safety Audit to accompany any planning application in case any outstanding concerns require mitigation.
- A previous draft schematic layout showed that circa 100 dwellings could be accommodated within the land available. However, the access road designed by Sanderson Associates is a Major Access Road (in NYCC's Highways Design Guide) which is designed to potentially serve between 100 and 400 dwellings, and so there is no real restriction on housing numbers and mix, subject to internal design considerations. A second / emergency access can be provided to satisfy NYCC (despite not being required by the Fire and Rescue Service).
- A well designed scheme that minimises the use of major roads would be environmentally sensitive and respect the green setting of the Beck, and could provide an attractive setting where people want to live. On the basis that some element of the Beck would in all likelihood be incorporated into the layout design, an attractive housing development which is sensitive to the local environment could be created here (eg. in a similar way to the Linfoot

development that was created previously to the north). Such a scheme would have a far greater chance of being supported by the local community, especially if it provided a mix of housetypes.

- Whilst it is known that the Council wishes to focus much of the new housing needed in Malton, there will still be a requirement for housing sites in Norton. The implications for the wider highway network will require examination in due course and potentially some contribution may need to be provided towards the Welham Road junction improvements as set out in the Local Plan Strategy and the Council's infrastructure delivery plan. This would potentially provide betterment for the local community and would be acceptable in principle to the vendors, subject to other policy / development requirements.

### Ecology and trees and other environmental issues

- The site's development provides a unique opportunity to create an exceptional housing development, using the natural resource of the Beck as its heart. Designed well, the Special Qualities, Landscaping and Setting test could score highly with the provision of an attractive sustainable green lung (amenity area) within the developed site.
- An initial sweeping ecological assessment, examining the affect from Mill Beck and other water areas, would be used to inform a detailed Opportunities and Constraints appraisal of the site to support a planning application for the development of the site. A full survey of affected species would be undertaken during the appropriate survey season and would need to be commissioned in due course. Further overarching landscape/nature conservation work will also be undertaken to support the planning application submission.
- There do not appear to be any TPO trees that affect the site. Nor is any of the land within the Norton upon Derwent Conservation Area, which also affords protection to trees. The majority of the site has been cleared of trees for many years but notwithstanding this, if there are any worthy of retention or that would add to the amenity of the site, the vendors would be willing to work with the Council's Tree Officer to agree any important trees – or groups of trees – that should be retained and integrated within the development.
- The remediation of the historic fishponds, together with the integration of the Beck and provision of green amenity areas as part of the comprehensive development of the site, would provide an opportunity to enhance the ecology and natural environment. We believe that the site provides a unique opportunity to create a sensitive housing scheme that is ecologically and landscape led, with habitat creation and / or enhanced measures implemented on or close to the site. These can only be created as part of the residential development and we advocate that this opportunity should not be missed.



Site access plan 8106.pdf



Sandersons Draw no. 8106-001 Rev A.pdf