

Mrs Jill Thompson  
Forward Planning Manager  
Forward Planning and Conservation  
Ryedale District Council  
Ryedale House  
Malton  
North Yorkshire  
YO17 7HH

18<sup>th</sup> March 2019

Dear Jill,

**RYEDALE SITES LOCAL PLAN – LAND AT BEVERLEY ROAD, NORTON – BARRATT HOMES & TAYLOR WIMPEY UK LTD - SITE REF. SD3 – RESPONSE TO MAIN MODIFICATIONS**

We write on behalf of our clients Barratt Homes & Taylor Wimpey UK Ltd to provide Ryedale District Council (RDC) with their response to the Sites Local Plan Main Modifications consultation. The comments are made in association with their land interest at Beverley Road, Norton.

Our clients **fully support** RDC's retention of the Beverley Road, Norton site as a potential housing allocation within the Sites Local Plan document.

There are no other suitable or available sites within Malton and Norton that can deliver a comprehensive development of market and affordable housing alongside the development's proposed community and highway infrastructure proposals. Infrastructure which has specifically been included within the proposals in order to meet the identified needs and aspirations of Malton and Norton over the plan period and beyond.

This letter provides our clients response to each of RDC's proposed main modifications to the Ryedale Sites Local plan of relevance to their Beverley Road, Norton site.

**Main Modification Ref. MM2 – Minerals Safeguarding**

The nature of this modification was discussed at the examination in public hearing sessions. Our client's have acknowledged the informational requirements that this modification would necessitate to be submitted alongside a future planning application for the development of the Beverley Road, Norton site.

As our clients are close to submitting a planning application, this assessment has already been undertaken and has concluded that there are no issues that would preclude the development of the site. Consequently, our client does not object to this proposed modification.

**Main Modification Ref. MM4a – Indicative Dwelling Yield**

Whilst our clients acknowledge that the proposed dwelling yield identified for each site is indicative and that the precise number of residential units will be determined at the planning application stage, they wish to maintain their position that the development will deliver a minimum of 600 homes before the end of the plan period.

Evidence has previously been provided in representations and hearing statements to confirm this position.

We do however support the Council’s position that the dwelling numbers for each allocation are indicative and will be treated flexibly to allow for final decisions to be made following a detailed assessment of design, housing mix and other relevant technical matters.

**Main Modification Ref. MM6 – Development Principles**

For ease the response to each of the proposed modifications is set out in the table below: -

Proposed Modification	Barratt Homes & Taylor Wimpey Homes Response
<i>An indicative yield of 600 dwellings, 560 within the Plan Period</i>	We maintain our position that the development will deliver a minimum of 600 homes before the end of the plan period. We do however support the Council’s position that the dwelling numbers for each allocation are indicative and will be treated flexibly to allow for final decisions to be made following a detailed assessment of design, housing mix and other relevant technical matters.
<i>provision of measures to provide safe pedestrian movements across the link road, particularly between the neighbouring factory and its car park and within the neighbouring industrial estate.</i>	Discussion have taken place with North Yorkshire County Council’s (NYCC) highways officers and Karro Foods to identify appropriate measures to provide safe pedestrian movements across the proposed link road within the vicinity of the Karro Food factory and the neighbouring industrial estate. These discussions will continue prior to the submission of the impending planning application and throughout the planning application process where necessary. Consequently, our client does not object to the proposed modification.
<p><i>a substantive landscape, visual and noise attenuation buffer shall be provided between the housing development and the neighbouring industrial estate.</i></p> <p><i>&amp;</i></p> <p><i>a design and layout that responds to requirements to mitigate odour and noise associated with the adjacent food processing factory and co-located slaughterhouse.</i></p>	Discussions have taken place with Karro Foods and their appointed technical consultants to identify the appropriate measures that need to be provided to ensure that there are no cross-boundary issues created for the existing commercial use and proposed residential use of the site. Assessments have been undertaken within both the site boundaries of Karro Food site and the proposed allocation site. The discussions and assessments led to an update of the Illustrative Masterplan to include the provision of a landscape bund and acoustic fencing on the site’s boundary with Karro. Final details of the necessary mitigation measures will be confirmed within the future planning application. Consequently, our client does not object to the proposed modification.
<i>Capability for electric vehicle charging for each property with a dedicated car parking space within its curtilage</i>	Our clients have always argued for the removal of this development principle as they consider it to be a matter that could be dealt with by an

	appropriately worded planning condition. However, the amended wording does provide additional flexibility that is welcomed by our clients.
<i>Appropriate archaeological evaluation and mitigation as detailed in Appendix 1</i>	As our clients are close to submitting a planning application, this assessment has already been undertaken and has concluded that there are no issues that would preclude the development of the site. Consequently, our client does not object to this proposed modification.
<i>As a Safeguarded Site, the feasibility and viability of the extraction/utilisation of the minerals resource will be demonstrated</i>	As our clients are close to submitting a planning application, this assessment has already been undertaken and has concluded that there are no issues that would preclude the development of the site. Consequently, our client does not object to this proposed modification.

We note that RDC have sought to maintain the development principle which requests the implementation of a MOVA system at the junction with Scarborough Road and Westfield Way. Our clients therefore wish to remind RDC of their previous objection to this principle as they consider it to be pre-emptive in advance of the submission of the planning application. Indeed, no evidence has been provided by RDC and NYCC to demonstrate its requirement.

This specific MOVA scheme may well form part of the proposals for the site in due course, but it has not been discussed with NYCC at this point and our client's own highways consultants have not specifically identified that it is needed. In fact, our client's highways consultants are currently predicting that the Scarborough Road and Westfield Way junction will operate with significant reserve capacity in the future following the delivery of the Link Road, meaning we are not expecting that mitigation will be required at this location. In any event, this is a matter that we will work with NYCC on over the course of the determination of the impending planning application.

### **Main Modification Ref. MM22 – Archaeological Informative**

The nature of this modification was discussed at the examination in public hearing sessions. Our clients have acknowledged the informational requirements that this modification would necessitate to be submitted alongside a future planning application for the development of the Beverley Road, Norton site.

As our clients are close to submitting a planning application, this assessment has already been undertaken and has concluded that there are no issues that would preclude the development of the site. Consequently, our client does not object to this proposed modification.

### **CONCLUSIONS**

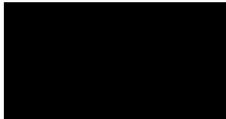
Our client's Beverley Road, Norton proposals represent a deliverable residential development that will create a sustainable, high quality and accessible development which will provide significant social and economic benefits to Norton and the wider Ryedale District area.

They fully support the retention of the site as a housing allocation within the Ryedale Sites Local Plan. These representations have provided our client's response to each of the proposed main modifications that relate to the Beverley Road, Norton site. The majority of which they do not object to.

They do however request that RDC further considers the comments made in respect of the indicative dwelling yield, electric charging points and the currently unjustified demand for a MOVA system at the Scarborough Road and Westfield Way junction.

We trust that the information provided will be taken into consideration in the preparation of the final Ryedale Sites Local Plan prior to its proposed adoption. Should you need any further information or wish to discuss any of the points made in these representations further please do not hesitate to contact me.

Yours sincerely



**PAUL BUTLER**

Director

