

In December we wrote to express our dismay that this Council had recommended that the National Park planning application be approved.

We were critical of your process for considering applications, and the obvious failure to be guided by the Town Plan.

We were particularly aggrieved that there was no recognition whatsoever of the many serious concerns expressed at a previous Town Council meeting.

Your response addressed none of our issues.

Four weeks ago, the National Parks application was approved, following an officer report very dismissive of our safety concerns, and some frankly farcical member contributions.

We are told that 'this is the system' and we should accept it.

Since that date, however, we have discovered that a key safety recommendation, directly relevant to our principal concerns, was not disclosed to the Committee.

The Plan Brief for the National Park site, under the heading 'Key Principles of Development', references a report providing "useful analysis and consideration of design principles".

Bauman Lyons Architects Ltd was commissioned by Ryedale District Council around 2007 to report on the potential for development in southeast Helmsley.

The report, with its recommendations, was approved by this Council, Ryedale District Council, and the National Park Authority, and was formally referenced in the 2015 Helmsley Plan.

The report specifically identifies **Riccal Drive** as a '**mixed distributor road**', that should have, "**no direct residential driveway access to it**".

It later adds, "**there should be no direct access from properties to this road.**"

Ryemoor Gardens, approved in 2018, now has 27 direct residential driveways onto Riccal Drive.

We are constantly told, 'The Town Plan must guide the process'. We understand this, and appreciate the time, effort and resources invested in that Plan.

Q \* So, why is the Plan not being followed? How is it that such a key recommendation has until now remained undiscovered? At the very least it suggests gross negligence.

We have asked the North Yorkshire Council to investigate how and why this has happened, and to give an absolute assurance that it will not happen again.

We have also asked that the hybrid site consultation be rerun to allow contributors to consider the new information, and the changed status of the National Park site.

I am confident that I accurately represent the views of many Riccal Drive residents, when I ask you, our elected representatives, to formally pursue this matter with North Yorkshire.

This is urgent. Your standing orders do not prevent you dealing with this today.

Thank you.

Good Evening

As a resident of Riccal Drive I attended the meeting on the 19<sup>th</sup> February 24 where you had arranged for Mr France and Mr Nicholls from the North York Moors National Park to attend and answer questions about their proposed move to a new site on Riccal Drive

The gentlemen from the National Park were keen to endorse the message from CEO Tom Hind that they were keen to be good neighbours to the Residents of Riccal Drive and the wider community served by this road

In response to a question from the public we were assured by France and Nicholls that the NP was a Monday to Friday 9 to 5.30 operation and there would be no need for concerns about safety and noise pollution for the residents and their families outside these times

It was therefore somewhat of a shock at the North Yorkshire Council planning meeting on the 16<sup>th</sup> of January 2025 to find the Park's permitted hours are 7.30am to 7pm, 7 days a week and also their intention to make the meeting room available to Helmsley WI – Helmsley Archaeology Group and Helmsley Town Council.

Q \* Can I ask were you aware of this plan ? and if you were why wasn't this noted at the meeting ?

I ask that with immediate effect an official complaint is sent to the National Park senior management and its board of trustees and stress that the HTC and the residents you represent are furious with being misled at a public meeting and that we expect them to adhere to the promises made on the 19<sup>th</sup> February 2024

## **Planning applications and approvals for sites on Riccal Drive.**

### **Information for residents who access their homes via Riccal Drive.**

The Helmsley Town Plan is the guiding manual for all development in Helmsley while it is in force. It contains a specific brief for the development of each site allocated.

Four sites are allocated which rely solely upon Riccal Drive for access. Two are allocated to housing; two to employment.

The brief for each site requires coordination between applications on traffic and other matters, and refers separately, by name, to a consultant's report containing 'useful analysis and design principles' for the site.

Bauman Lyons Architects Ltd (BLA) was commissioned by Ryedale District Council and Helmsley Town Council to examine and report on the potential for development in southeast Helmsley, to assist the preparation of a Helmsley Town Plan. Following wide public consultation, the BLA recommendations were scrutinised and approved by the Town Council, Ryedale District Council and the National Park Authority (NPA). The BLA report was formally referenced in the plan.

The Helmsley Town Plan was duly adopted, and 'examined', a statutory requirement. There is no record of any disagreement with, or qualification of the BLA recommendations.

The BLA report specifically identifies Riccal Drive as a 'mixed distributor road', that should have, "**no direct residential driveway access to it as at present**". (2008). It later adds, "**there should be no direct access from properties to this road.**" Ryemoor Gardens has 27 such direct access driveways onto Riccal Drive.

Throughout the submission, assessment and eventual approval of development at Ryemoor Gardens and the NPA site, no party to the process, either the applicants, Space Homes and the NPA, or the supervisors of the process, the Ryedale District Council and latterly, the North Yorkshire Council planning units, has referred, either in writing or verbally, to the recommendations in the BLA report.

Experienced professional developers, alongside experienced town planners charged with the control and supervision of the planning process have, through successive assessments, failed to inform either the public or the examining planning committees that this critical safety recommendation existed. The residents concerned for their safety have been misled. The North Yorkshire Council committee members have been misled.

This has resulted in the approval of a development which will permanently inflict upon residents of Riccal Drive, the detriment and harm anticipated by BLA, and which led it to make the explicit safety recommendation.

Was this failure to mention a critical safety recommendation accidental or deliberate? To accept that it was accidental would require accepting that a multitude of professional developers and Council planners each, separately and by chance, did not see or notice this key recommendation in a report referenced in the Town Plan briefs specific to the respective sites.

The current application to develop the field at the end of Riccal Drive, partly for housing and partly for commercial/industrial use, has been with the Council planners for more than two years. There has been no explanation for the delay, and it is yet to be presented for committee approval. That presentation may come as soon as this month.

When this application comes to committee for decision, our efforts to resist it will be greatly strengthened by a large presence of objectors. Meetings are normally scheduled for 10.00am on a Thursday, monthly in Malton. Transport can be arranged if numbers are sufficient.

MS. 05/02/2025