

# **Hipswell, Scotton and Colburn (Catterick Garrison): Development Search Areas and Strategic Directions of Development**

## **Development Requirements in Preferred Core Strategy**

**Housing = up to 1,400 military housing, plus 2,400 general dwellings  
(existing permissions = 675\*; residual requirement = about 1700 dwellings  
or 100 hectares at 30 dwellings per hectare)**

(and if the Garrison grows by an additional 4 military units: 1,440 single quarters will be provided within the units)

\*Excludes potential housing at the Town Centre of 183 dwellings, despite Council resolution to grant outline permission subject to signing of S106 legal agreement as this is unlikely to be part of detailed Town Centre scheme expected this Autumn

**Employment = 20 hectares**

## **Existing Land Uses in Hipswell, Scotton and Colburn**

Hipswell, Scotton and Colburn including western parts of Brough with St Giles, is a complex built-up area that has evolved through the growth of military and non-military settlements, but remains dominated by Catterick Garrison. It extends from 5 km west to east and 4 km north to south. Within the overall settlement form there are distinctive villages, such as Colburn Village, Hipswell Village, which have their own character. Around these villages there is a strong military character to this area, however, it is not exclusive and there are now large areas of market housing following disposal of military accommodation. The largest areas of market and social housing are to the south in Scotton village, in particular between Hunton Road and Bedale Road, and to the north of the village, at Piper Hill, Colburn and Hipswell village. The majority of Service Family Accommodation (SFA) is located in Hipswell area mainly in the north west. There are also areas of SFA to the north of Catterick Road and off Horne Road.

The building of a Tesco superstore and a leisure centre has started to create a town centre that will continue to develop with the proposals for further redevelopment in the same area adjacent to Hipswell village. The majority of shops and leisure facilities are located at Gough Road/Richmond Road/Shute Road, with further retail and some other community facilities at White Shops and The Broadway. A golf course and other sports and recreation facilities are located in the west of the area to the east of Alma Barracks. There are several schools across the area.

General employment is predominantly located off the A6136 in the Colburn/Walkerville area. Military employment can be found at several sites across Hipswell, Scotton and Colburn, with major areas in the west of Hipswell and to the north of Scotton Village. Ministry of Defence training land dominates the area to the west and south west of Hipswell and Scotton providing 20,000 acres of training land.

## **Development Constraints**

The following table sets out the main development constraints and the existing infrastructure position within Hipswell, Scotton and Colburn which provides the context for future potential development areas identified.

<b>Development Constraints</b>	
<b>Transport</b>	<p>The settlements of Hipswell, Scotton and Colburn are not accessible by train. There is nearby access to the A1 with junctions at Catterick North and Catterick South via the A6136. The A6136 links the area to Richmond and the A1. The three primary service villages of Scotton, Brompton-on-Swale and Catterick have good road access to the settlements of Hipswell, Scotton and Colburn. There are good bus links to Richmond and Darlington, at least every 30 minutes with some parts of Hipswell being served by buses connecting to Richmond/Darlington every 15 minutes. There is a regular service from Hipswell to Northallerton (every 30 minutes).</p> <p>The A1 Leeming Bar to Barton motorway upgrade scheme was cancelled on 26<sup>th</sup> October 2010 as part of the Coalition Government's Comprehensive Spending Review. Traffic modelling work has been carried out to test the capacity of the road network to 2026 with and without the A1 upgrade taking into account the level of proposed development in the area to 2026 (as identified above). The modelling has established that full development proposals can be accommodated in the Garrison area subject to improvements to five of the A6136 junctions. The location of the junction improvements are: Scotton Crossroads (to be normal roundabout); Catterick Bridge (to be normal roundabout); Colburn Dale and First Avenue (to be compact roundabouts to meet expected capacity - at least one of these to be delivered by the developer for £250,000); and White Shops (to be normal roundabout). Expected costs are £1,410,000 for 4 roundabouts (excl Colburn Dale). The report considers that the junction improvements in these locations along the A6136 will reduce rat-running through Tunstall village as the A6136 becomes a more attractive route (demonstrated by Traffic Flow Analysis modelling). Landowners are being contacted where land outside NYCC ownership may be required to complete the proposed works.</p>
<b>Footpaths and Rights of Way</b>	<p>There are a number of Public Rights of Way present in and around Hipswell, Scotton and Colburn outside the MOD training area, as shown on the diagram. There is also an extensive cycle network in the Garrison area.</p>
<b>Nature Conservation Areas</b>	<p>There is a Local Nature Reserve (Foxglove Covert) within the area to the west of Cambrai Barracks and Alma Barracks to the west of the area. There is one Site of Special Scientific Interest, which is within the Local Nature Reserve. There is also a Site of Importance for Nature Conservation and an area of ancient semi-natural woodland in this location.</p> <p>There are a number of other Sites of Importance for Nature Conservation with five of these located to the north of Hipswell, Scotton and Colburn - at Peacock Hill Wood, Throstle Gill (south of Throstle Gill Farm), West Wood, Wilson Wood and Park Wood.</p> <p>There are two further Sites of Importance for Nature Conservation to the west of Cunningham Road and Robertson Road, and to the west of Hunton Road.</p>
<b>Water Courses</b>	<p>The River Swale flows through the north eastern part of the area with areas liable to flooding identified to the north of Colburn Hall and to the south west of Brompton-on-Swale.</p> <p>Sour Beck flows west to east, south of Catterick Road. There is a small area identified as liable to flooding by the Environment Agency to the south of Colburn Pipeworks site, to the south of the beck.</p> <p>Scotton Beck is liable to flooding in a number of locations; to the north of Thorny Hill Plantation, around Loos Road, Bushby Gill Plantation, along Hunton Road and Bedale Road.</p> <p>Cottages Beck (which further east turns into Colburn Beck), running to the north of the A6136, is liable to flooding. Areas indicated to be liable to flooding by the Environment Agency are land to the north of the housing at Vicarage Drive and</p>

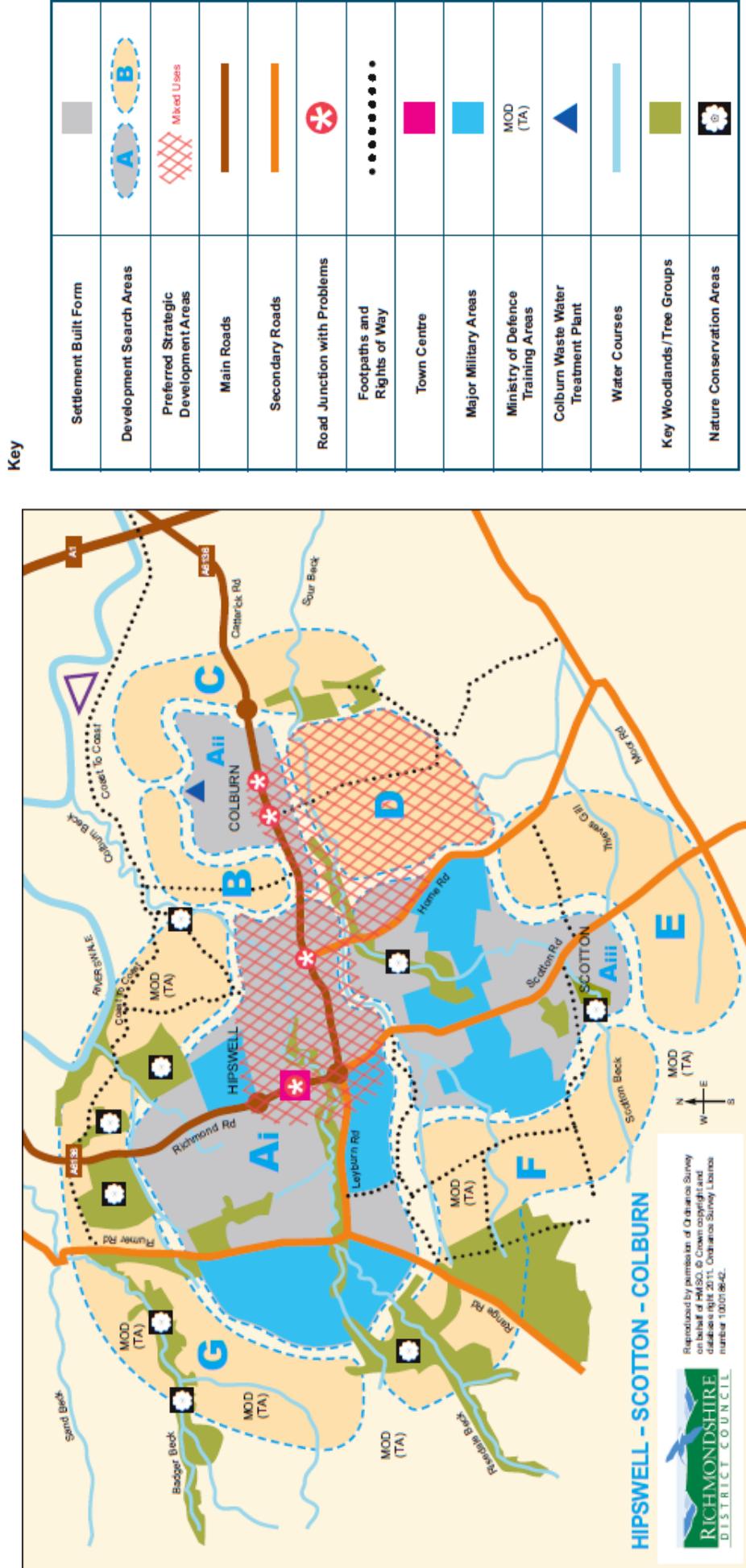
	<p>Kingfisher Drive, and land to the North of Albermarle Drive and Chestnut Crescent.</p> <p>There are a significant number of water courses and drains in the west of the area. The most prominent of these are Sand Beck, which is located in the north west and below this is Badger Beck. Further south there are Risedale Beck, Scotton Beck and Willow Gill.</p> <p>To the south of Scotton, Thieves Gill flows eastwards towards Tunstall.</p>
<b>Landscape and Settlement Character</b>	Policy 7 of the Richmondshire Local Plan identified the countryside immediately to the south and west of Scotton and to the north and west of Hipswell as an 'Area of Great Landscape Value'.
<b>Agricultural Land Value</b>	Paragraph 167 of the Draft National Planning Policy Framework states that "Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of higher quality, except where this would be inconsistent with other sustainability consideration of the Local Plan's growth strategy and where poorer quality land is unavailable or unsuitable. The current Planning Policy Statement 7 PPS 7 (para 28) defines low quality as land classified as Grades 3b, 4 and 5 and high quality being Grades 1, 2 and 3a. In the study area to the west of the existing built form is identified as Grade 3, land to the south and west of Scotton is identified as Grade 4, and land to the west of Hipswell is identified as being Grade 5. There is no breakdown of Grade 3 available.
<b>Key Views</b>	The area can be seen from Richmond, with views from the Race Course (off Hurgill Road) and from Green Howards Way and Pilmoor Hill.
<b>Key Woodland</b>	<p>There are a number of blocks of Ancient Woodland. There is Ancient and Semi-Natural Woodland to the west of Cunningham Road and Robertson Road.</p> <p>There are areas of Ancient and Semi-Natural Woodland alongside Risedale Beck to the south west of Cambrai Barracks and Alma Barracks, part of which is within the Local Nature Reserve and Site of Importance for Nature Conservation.</p> <p>There are two areas of Ancient and Semi-Natural Woodland to the north of Colburn/Hipswell located north of Park Wood at Iron Banks along the River Swale and Abbey Woods to the north of the River Swale.</p> <p>There are three areas of replanted Ancient Woodland to the North of Hipswell and Colburn. These areas include Flat Wood, Peacock Hill Wood, Throstle Gill Wood, West Wood and Park Wood.</p> <p>The area is characterised by a number of tree blocks, particularly alongside becks and gills, along the A6136 Catterick Road and surrounding blocks of development.</p>
<b>Tree Preservation Orders</b>	In addition to the significant woodland blocks, groups of trees characterise the area with a number of Tree Preservation Orders, predominantly within the built up area. There is a group of TPOs on the western edge of the Piper Hill development and within the Piper Hill development to the north. There are a couple of group TPOs near Colburn Leisure Centre and on the InPipe site. There is a large group of TPOs around the nursing home opposite the hospital (to the west, south and east). Further TPOs are located in Scotton in the area between Bedale Road and Hunton Road.
<b>MOD Land and Training Areas</b>	<p>The MOD has substantial land ownership in the area. A 20,000 acre training area is located to the west of the Garrison. Within the Catterick Garrison Area the MOD has significant land ownership. The Catterick Garrison Long Term Development Plan (revised 2008) indicates MOD ownership and identifies potential sites for market and affordable homes and for Service Family Accommodation (SFA).</p> <p>The release of other MOD sites for housing/mixed use will depend on wider military policy, however a number of market/affordable sites along with sites enabling the expansion of the town centre have been identified for release.</p> <p>On the basis of an additional 4 military units within the LDF Core Strategy plan period around 1,400 military SFA would be required and within the units and an additional 1,440 personnel requiring single living accommodation (SLA), which is</p>

	barrack accommodation built behind the wire.
<b>Historic Areas</b>	<p>There are no Conservation Areas in the Garrison Area, but there are several listed buildings.</p> <p>There are important Scheduled Ancient Monuments outside the area at Catterick Bridge and Catterick Village, which could be affected by necessary infrastructure improvements in these areas to serve the development taking place within the study area.</p> <p>There is another Scheduled Ancient Monument to the north west of St Giles Farm (south of Brompton Bridge). The Scheduled Ancient Monument is St Giles medieval hospital a post medieval farmstead and Iron Age occupation site.</p>
<b>Other Constraints &amp; Constraints Identified by Service Providers and Key Consultees</b>	<p>The areas along Sour Beck; to the south west of the Hipswell, Scotton and Colburn area and to the north of Hipswell and Colburn have been identified as being within a Biodiversity Opportunity Area.</p> <p><b>Water &amp; Drainage - Yorkshire Water</b>  The Waste Water Treatment Works at Colburn requires upgrading and is effectively very near capacity. Yorkshire Water estimates it will cost around £6,500,000. It is currently anticipated that investment to meet the level of growth identified in the Core Strategy will be delivered in Yorkshire Water's investment period 6, with bids in 2013. The works here are likely to be an early fix scheme starting in 2015 and completed by 2017. We are working with Yorkshire Water to seek to bring forward investment.  The implications would affect the phasing of development in Colburn Hipswell, Scotton, Brompton-on-Swale and Scorton, as they all feed into Colburn Treatment Works. There is estimated to be only additional capacity for 350 properties at the most. The use of brownfield land in the first phase will assist with issues surrounding capacity of the Treatment Works. New technology and systems are likely to have less of an impact on the network than existing systems.</p> <p>Yorkshire Water may operate a 400m buffer from Colburn Waste Water Treatment Works. The works will need to expand unless expansion takes place at an alternative Waste Water Treatment Works.  There may be a requirement to upgrade the potable water network, but it is unable to confirm at this stage.</p> <p><b>Flooding - Environment Agency</b>  Limited areas of flooding are present, but the extent of flooding is not great enough in any of the areas to significantly affect the development options.</p> <p><b>Heritage Assets - English Heritage (EH)</b>  EH require the need to demonstrate development would not harm listed buildings and specifically St Giles medieval hospital, a post medieval farmstead and iron age occupation site which is a Scheduled Ancient Monument.</p> <p><b>MOD Estates</b>  See MOD Land and Training Estates.</p> <p><b>Children &amp; Young People's Services – North Yorkshire County Council (NYCC)</b>  NYCC have indicated that there is unlikely to be sufficient capacity at the primary schools within Hipswell, Scotton and Colburn to meet the anticipated growth. Wavell has limited capacity, Colburn has slightly more capacity (currently estimated position at 2021 is 69), and Michael Sydall C of E has some limited capacity.  Risedale Secondary School has capacity, but potentially not enough to meet all demand that would be expected from the anticipated level of growth. Growth in Hipswell, Scotton and Colburn affects demand for places at Richmond School, which is at capacity. There may be a need to look at the policy for contributions towards secondary school places.  The primary schools in Hipswell, Scotton and Colburn generally have enough space to allow for building extensions on site. When 'Building Schools for the Future' funding was in place there were discussions regarding the relocation of</p>

	<p>Risedale School to MOD owned land nearer to the Garrison Town Centre, but this is no longer an option.</p> <p><u>Health and Safety Executive</u> There is a major hazard pipeline near to options D and E, but it is thought that the options lie beyond the consultation distance, which extends 42 metres either side of the pipeline. Northern Gas Networks are the operator.</p> <p><u>Highways – North Yorkshire County Council (NYCC)</u> The network is capable of meeting the additional growth through improvements at a number of junctions. See Transport above.</p> <p><u>Public Utilities (Gas, Electricity, Telecoms)</u> No constraints have been identified.</p>
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## Diagram

### Development Constraints, Search Areas and Preferred Strategic Development Areas



## **Strategic Options**

Hipswell, Scotton and Colburn including the Army's Catterick Garrison main site is a group of settlements which together create a larger and more complex settlement pattern in comparison to Leyburn and Richmond. Therefore the approach to the strategic options differs slightly to the approach taken in Leyburn and Richmond in order to respond to the unique and complex nature of these settlements. The approach has been set out within the preferred Core Strategy and subsequently the Local Strategy Statement. The latter seeks to adopt a 'Town Centre First' approach to development for Hipswell, Scotton and Colburn (including Catterick Garrison Area). Supporting this desire a significant number of options around Hipswell town centre have been identified by the Defence Estates Long Term Development Plan and the District Council's Strategic Housing and Employment Land Availability Assessment (SHELAA). There are strategic sites around the Town Centre proposals but not in Colburn and Scotton.

There may be options for development within the existing built form of Scotton and Colburn, but sites here are likely to be smaller in scale and not strategic in nature, and therefore these areas have been considered separately and not as a single Option A. We would not seek to preclude development within the built form in these settlements and if opportunities arise for development of smaller scale sites then they would be assessed in accordance with the wider policies of the Development Plan and the principle of Town Centre first.

As identified in the constraints table above there is an issue with capacity at Colburn Waste Water Treatment Works and improvements needed to increase its capacity may not be complete until 2017 (Yorkshire Water Asset Management Plan 6). This would significantly limit the growth in the Hipswell-Scotton-Colburn area and wider Central Area in the first 5 years. The issue of capacity at Colburn Waste Water Treatment Works affects all options that are identified below (as well as any additional growth in Brompton-on-Swale, Catterick village and Scorton). This has therefore not been identified as a specific constraint within each of the following options.

### **Option Ai – Hipswell (including White Shops)**

#### **Description**

This area includes most of Catterick Garrison, including the town centre, Hipswell Village and White Shops.

The 2010 Strategic Housing and Employment Land Availability Assessment (SHELAA) and MOD Long Term Development Plan (LTDP) identify a number of sites in this area for general housing and for military only housing. The LTDP identifies the major military development areas predominantly on land to the western edge of this option. The yield of identified sites in this area is estimated to be around 1,300 dwellings at around 30 dwellings per hectare, plus three of the potential four additional military units could be located in this area if a small part of Option G is used. There is potential for further sites to be identified.

<b>Pros</b>	<b>Cons</b>
Close to main town centre and employment and military employment. Eastern parts of the option remain relatively close to the town centre and are close to local services and amenities at White Shops. Eastern parts of the site area close to employment at Colburn/Walkerville.	A number of areas are MOD Safeguarded Sites and may not be released for general use in the short term. Release of sites will depend on wider military policy.
Opportunity to make efficient use of previously developed land.	Cannot meet general housing requirements in this area alone. The significant proportion of developable land is likely to be for military development (LTDP), rather than general housing/employment.
Majority of land can be accessed from the	The capacity of the Junction at White Shops

<b>Pros</b>	<b>Cons</b>
main road network (A6136). Frequent bus services to Richmond and Darlington.	Development costs could be higher where it involves brownfield sites (eg site clearance and remediation costs).
Scope to develop town centre amenities further. There is a resolution to grant outline planning permission (pending Section 106 agreement) for town centre development at the recreation land north of Gough Road and Shute Road. A detailed scheme is expected in October 2011 for the part of the site that is north of Gough Road, West of Richmond Road. If consent for the scheme is granted development would be due for completion around December 2013.	Le Cateau, Wavell and Hipswell Primary Schools are at or near capacity. Colburn Primary has some capacity
Predominantly sites within low flood risk areas (Flood Zone 1).	There are a few listed buildings and development nearby would need to respect their setting.
Minimal adverse impact on settlement form and character	Distance of northern, central and western parts of the option from traditional employment area at Colburn/Walkerville.
No identified local nature conservation/landscape designations and minimal landscape impact. Blocks of replanted Ancient Woodland and natural green corridors (non- designated) provide a landscaped setting for potential development and scope for integration.	Colburn Beck is located in the northern half of the area and there is potential for some limited flooding in the areas immediately adjacent to the beck.
Close to schools.	Character of Hipswell needs to be retained and enhanced (eg Village Green and openness). Potential for town cramming.
Opportunity to improve the public realm.	
Opportunity to increase pedestrian routes.	
Contains largest military development area.	
Opportunity to build on character of Hipswell.	

## Option Aii – Colburn

### Description

This area includes the development at Piper Hill in the west to the petrol filling station in Brough with St Giles to the east and extends northwards to Colburn Waste Water Treatment Works. It is estimated that around 70 dwellings could be achieved in this area, if built at a density of about 30 dwellings per hectare.

<b>Pros</b>	<b>Cons</b>
Opportunity to make more efficient use of previously developed land.	Costs associated with redevelopment of brownfield sites.
Bus routes along the A6136 serving Hipswell Town Centre, Richmond and Darlington with frequent services. The A6136 is the main road connecting the area with Richmond, Brompton-on-Swale, Catterick village, the A1 and beyond.	May require relocation of existing uses, development may not be possible in the short term.
Close to existing employment at Colburn/Walkerville.	Upgrading of access may be required.
Close to local services and amenities at The Broadway, and Lidl, Colburn Leisure Centre.	Capacity of Junctions at Colburn Dale and First Avenue.

<b>Pros</b>	<b>Cons</b>
There is a part implemented permission which would enable the delivery of further commercial development and the nursing home near to Lidl. This relates to former Local Plan Policy E8.	
Minimal adverse impact on settlement form and character.	
Close to existing schools. Colburn Primary has some capacity.	
Opportunity to improve the public realm and improve access to existing facilities such as Colburn Leisure Centre.	

## Option Aiii – Scotton

### Description

This is the built area to the south of Sour Beck, south of the A6136 and Leyburn Road. Horne Road runs along the eastern extent. The area includes Scotton Village in the south. The eastern edge of the golf course provides the western boundary. It is estimated that around 350 dwellings could be delivered in this area if developed at around 30 dwellings per hectare, plus one of the four additional military units if required.

<b>Pros</b>	<b>Cons</b>
Opportunity to make more efficient use of previously developed land.	Potential that the MOD may not release land in the area for alternative uses in the short to medium term. If released it is currently expected that this land would be for service families accommodation and would not meet the general housing needs of the district.
Northern parts of the area are relatively close to Town Centre.	Costs associated with redevelopment of brownfield sites.
Northern parts of the area are relatively close to bus routes along the A6136 serving Hipswell Town Centre, Richmond and Darlington with frequent services. A less frequent service operates along Bedale Road serving the southern parts of the Area.	Southern parts of the area have limited services/facilities and are distant from the Town Centre and employment at Colburn and Walkerville. Limited bus services serve parts of this area. The area is separated from the town centre by the MOD development of Vimy-Helles Barracks.
Minimal adverse impact on settlement form and character.	Le Cateau school has limited capacity.
Relatively close to existing schools (Le Cateau CP).	There is some limited flooding around Scotton Beck on sections around Scotton Bridge and Loos Road
MOD have ownership of a number of potential development areas in this location	

## Option B - West and North West of Colburn

### Description

This area includes land from Cravendale Road to The Broadway from west to east, and as far north as Colburn Farm. The option is located between existing development at Hipswell and development at Piper Hill, Colburn.

Pros	Cons
Close to local amenities at The Broadway and White Shops.	Ownership of some of the land in the area is not known and therefore availability of all the land for development cannot be confirmed at this stage.
Southern and Eastern areas have access from the A6136 and A1, particularly with junction improvements.	Close to small settlement of Colburn Village, Colburn Hall and Colburn Farm and need to maintain some separation to protect the character of the village. There is a desire to maintain some separation between Colburn and Hipswell
Areas of land to the south are close to existing bus routes, serving Town Centre, Richmond and Darlington.	Access to the most westerly areas may require upgrading of access.
Close to existing employment at Colburn and Walkerville.	Colburn Beck is to the western extreme of this area and can be liable to flooding affecting a very limited extent of the most westerly areas.
Potential for mixed use and future employment in this location.	Reports of Clinker presence on land to south west.
Potential to redevelop the Sewage Works for alternative use.	The Waste Water Treatment Works is located to the north of Piper Hill and it may restrict nearby residential development due to amenity issues such as smells and odours.
Predominantly within low flood risk areas (Flood Zone 1).	Colburn primary school has some limited capacity.
Although predominantly greenfield it is located between large scale development at Hipswell and Colburn/Piper Hill, which may minimise the impact on the overall settlement form.	The Coast to Coast footpath runs is to the north of this option. Careful consideration should be given to the design of development to ensure that there is not an adverse impact on views from the path. A public right of way runs through the area. Grade 3 agricultural land (moderate)
Relatively close to existing primary schools.	
Northern parts of the site have good access to the Coast to Coast path	
Pedestrian and cycle routes along the A6136 provide reasonably level routes to the town centre from the south of the option.	

## Option C - North and East of Colburn/Walkerville

### Description

This area includes land from Catterick Road roundabout with Churchill Drive to the track leading to St Giles Farm to the east. The option extends as far north as St Giles Farm and westwards towards Colburn Waste Water Treatment Works. The option extends southwards over the A6136 including land around Brough Hall. The option is predominantly within the parish of Brough with St Giles.

Pros	Cons
Areas of land around the A6136 have good access to main road network (A6136).	Ownership of all the land is not known, availability is unconfirmed and some existing uses may need to be relocated.
Land around the A6136 benefit from access to bus routes.	Extends the built up area prominently further east impacting on settlement form.
Close to local services, leisure and retail facilities (Lidl and Colburn Broadway). There is a part implemented permission which would enable the delivery of further commercial development and nursing home near to Lidl.	Access may be difficult or require upgrading for sites to north west.
Close to existing employment area.	The Waste Water Treatment Works is located to the north of Piper Hill and it may restrict nearby residential development due to amenity issues such as smells and odours.
Close to A1.	Brough Hall is Grade I listed and any development in this location should not have an adverse impact on the setting of the listed building. This would affect the development to the south of the A6136
Predominantly within low flood risk areas (Flood Zone 1).	St Giles medieval hospital, a post medieval farmstead and iron age occupation site lie to the north and form a Scheduled Ancient Monument. Development to the north would need to demonstrate that it will not cause harm.
Pedestrian and cycle routes along the A6136 provide reasonably level routes to the town centre from the south of the option.	The Health and Safety Executive have indicated that there is a high hazard pipeline running nearby, but it is thought the option falls outside the consultation distance.
	There is some limited flooding from Sour Beck around Brough Hall.
	Colburn primary school has some limited capacity.
	The Coast to Coast Path runs is to the north of this option. Careful consideration should be given to the design of development to ensure that there is not an adverse impact on views from the path.
	Grade 3 Agricultural Land (moderate)

## Option D - South of Colburn

### Description

This option comprises land from Ayr Avenue (inclusive) to Catterick Road roundabout to the north along the A6136. The option extends as far south as Cleveland Road/Horne Road and nearly as far east as the Richmond Equestrian Centre. The option can be separated into two parts: north of Sour Beck which is predominantly brownfield and south of Sour Beck which is mainly greenfield.

The former Pipeworks site lies in this area and has outline planning permission for 288 dwellings, granted in 2010 and works have started on site.

Pros	Cons
Access to the area is possible at several points; north of Sour Beck being served from the A6136, south of Sour Beck from north of Harley Crescent and further points of access may be possible at the southern end. Estimates for bridging the beck are being calculated.	Ownership of all the areas of land is not known, although MOD owns a significant area to the south west.
Potential to make efficient use of land though the redevelopment of brownfield land (north of Sour Beck).	Capacity of the White Shops junction.
Close to bus routes (north of Sour Beck) along A6136.	Access to land south of Sour Beck may be limited from the north and would require a bridge. Alternative access available from the west.
Close to existing employment. There are employment allocations in this area north of Sour Beck	Flooding to the south of Sour Beck, on land south of the Colburn Pipeworks site. The area of land liable to flooding is however limited.
Development north of Sour Beck would not extend the settlement limits. Overall development would have limited impact on settlement form and surrounding landscape and character as it is well located in the existing landscape framework.	Distance from bus routes (south of Sour Beck) but there could be investment in new/extended routes.
Close to A1 (north of Sour Beck).	The Health and Safety Executive have indicated that there is a high hazard pipeline running near Option D, but it is thought that the option falls outside the consultation distance.
Potential for a comprehensive mixed use development.	Le Cateau and Michael Sydall CE primary schools are at or near to capacity.
Predominantly within low risk flooding areas (Flood Zone 1).	Sour Beck is identified as a biodiversity opportunity area by Natural England. It will be important for development to ensure that land immediately around the beck is integrated within the development and biodiversity assessed.
Pedestrian and cycle routes along the A6136 provide reasonably level routes to the town centre from the north of the option.	There are two small historic landfill sites within this option. One near the former Pipeworks site to the north of Sour Beck and one north of the equestrian centre. Grade 3 agricultural land (moderate).

## Option E - South and South East of Scotton

### Description

This option lies to the south and south east of Scotton village, extending west of Bedale Road to James Lane and to the south between Bedale Road and Hunton Road towards Hawkswell Lane.

Pros	Cons
Eastern and south eastern areas are close to existing bus routes along Bedale Road.	The Western part of option E is intensively used for military training and will not be available for other development.
Access to the northern corner of the site could be accessed from Horne Road.	Land has not been put forward by landowners in this area and therefore availability is unconfirmed.
Grade 4 agricultural land.	Access to this area may be restricted by capacity of road bridge in Scotton village and by the steeply undulating nature of Bedale Road (Scotton Dips).
	Distance from Town Centre. The area is separated from the town centre by the MOD development of Vimy-Helles Barracks.
	South western parts are distant from existing bus routes.
	Distance from main road network (A6136).
	Southern areas fall within an Area of Great Landscape Value – as designated in the former local plan. Development of the southern part of the option would severely impact upon the settlement form.
	Environment Agency Flood Maps indicate flooding on land either side of Scotton Bridge. Affecting limited areas to the northern parts of this option. May affect access to remainder of land within this option.
	Potential for development in this location to increase rat-running through Tunstall village.
	Le Cateau primary school has limited capacity.

## Option F - West of Scotton

### Description

This option lies to the west of Scotton, west of Hunton Road, extending northwards towards the golf course and Range Road up to and including the local nature reserve at Foxglove Covert.

Pros	Cons
Accessible from the south east (to be confirmed by NYCC Highways).	MOD training land, which is intensively used for military training and will not be released for other development.
Woodland to the west would provide a natural edge to development.	Distance of southern parts from town centre.
Closely related to military employment/barracks.	Distance from main road network and existing bus routes (particularly southern parts).
Grade 4 agricultural land (low)	There is a site known to have local

	conservation interest located to the west of Scotton Bridge. There is a local nature reserve (Foxglove Covert) in the north western part of this option.
	Environment Agency Flood Maps indicate flooding on land either side of Scotton Bridge. Affecting limited areas to the southern parts. May affect access to parts of this option.
	A number of watercourses and drains flow throughout the area
	Falls within an Area of Great Landscape Value – as designated in the former local plan.
	Le Cateau primary school is at capacity.

## Option G - West and North of Hipswell

### Description

This option sweeps round the northern part of option Ai. The River Swale lies to the north eastern extreme of the area. On the east the option incorporates West Wood between Plumer Road and Richmond Road to the North. Badger Beck forms the north western edge to the option. To the west the option extends southwards from Badger Beck to the north of Foxglove Covert (local nature reserve).

Pros	Cons
Reasonably level routes towards the town centre.	MOD training area which is intensively used for training purposes (particularly to the west) and will not be released for other development.
The north western part of the option is adjacent to existing military barracks and areas likely to see military expansion. There is an outline planning permission granted in 2006 for military development in this location	Access to majority of land in the west may require access through a Major Area of Concentration of Military Activities.
Predominantly Grade 5 agricultural land (low)	Distance from town centre (particularly north western parts).
	Distance from main road network and existing bus routes (particularly north western parts).
	There are six known sites of local nature conservation importance in this area within which there is some ancient and semi-natural woodland.
	A number of watercourses and drains flow throughout the area. There is potential for limited flooding from the River Swale in the north eastern part of the option.
	The Coast to Coast footpath runs through part of the northern section of this option, development in this area would therefore require careful consideration to ensure that there is no adverse impact on views.
	Falls within an Area of Great Landscape Value – as designated in the former local plan.
	Carnagill primary school is beyond capacity.

The Grade I listed Hipswell Hall is located to the north of Hipswell along with a number of other listed buildings. It would be necessary to demonstrate that development of the northern part of area G could be developed in a manner which would not harm those elements

## Preferred Strategic Option – Hipswell, Scotton and Colburn

The overall strategy for the Hipswell, Scotton and Colburn area is one that promotes development in the Town Centre first. This strategy has developed through the preferred Core Strategy and subsequently the Local Strategy Statement. Generally across all settlements there is the desire to make the most efficient use of land possible. This encourages the use of previously developed land which is a priority for Hipswell, Scotton and Colburn. **Options Aii and Aiii** comprise the built up area in Colburn and Scotton respectively but are unlikely to provide sufficient land to meet the development needs of the area and therefore do not form part of the strategic growth option; previously developed sites in these areas will nevertheless be a priority for development when they become available. The preferred direction of strategic growth reflects the overall strategy of 'Town Centre first' and maximises opportunities for the reuse of previously developed land as a priority. The preferred direction for growth is **Option Ai and Option D**.

The reasons for the preferences are set out below:

Preferred Strategic Area	Justification
<b>Option Ai – Hipswell (inc White Shops)</b>	Option Ai provides the most sustainable option in terms of access to local facilities at both the Town Centre and those at White Shops. It provides for a wide range of sustainable transport choices (e.g. walking, cycling, public transport) and would have minimal impact on the settlement character and surrounding landscape. The development of this option would provide the opportunity to bring forward works to improve the junction at White Shops. Maximising development opportunities within and around the Town Centre minimises visual and environmental impacts on the surrounding landscape. There are a number of opportunities to provide general housing, employment and retail development including the expansion of the town centre. It is anticipated that the option could deliver up to 3 military units, which may require land from the northern end of Option H. It is estimated that this option could deliver around 1300 dwellings at around 30 dwellings per hectare over the plan period. The Sustainability Appraisal supports this option.
<b>Option D – South of Colburn</b>	This option could provide for a significant proportion of the growth. Its location immediately adjacent to employment development provides an opportunity to deliver a comprehensive mixed use scheme, encouraging sustainable travel to work patterns. There would be minimal adverse impact on the settlement form and character and the surrounding landscape. The MOD owns a 1/3 of the area. This option is likely to come forward in the medium to long term as it would rely on MOD land being released to: deliver improvements to the White Shops Junction, enable the most appropriate access into the land and delivery of substantial development in this area. Previously developed land to the north, including previous local plan allocations may come forward earlier. The Sustainability Appraisal supports this option.

## Rejected Strategic Development Areas – Hipswell-Scotton-Colburn

The rejected strategic development areas are **Options B, C, E, F and G** as reasoned below.

Rejected Strategic Area	Reasons for Rejection
<b>Option B – West and North West of Colburn</b>	This option is predominantly Greenfield, and forms a large green wedge between development at Colburn and Hipswell. It is classified as Grade 3 agricultural land (moderate). Colburn Village is to the north of the option and there is a need to maintain the existing separation to protect the character of Colburn village, Colburn Hall and Colburn Farm. There is also a desire to maintain some separation between Hipswell and Colburn. There is a public right of way through the area and the Coast to Coast path lies to the north. Access to the west would require upgrading to the existing country lane and changing its character. These factors limit the extent of growth appropriate in northern and western parts of this area. Availability of all of the land in the area is not known; therefore the majority of this option may not come forward in the short term.
<b>Option C – North and East of Colburn</b>	This option is relatively distant from the town centre. It extends the settlement form prominently to the east and is therefore most likely to have impact on the overall character, settlement pattern and main approach to the area. There would be a potential impact of any development in the north of this area on the scheduled ancient monument St Giles Hospital. The southern part of the option south of the A6136 is also limited by the presence of the Grade I listed Brough Hall.
<b>Option E – South and South East of Scotton</b>	This option is relatively distant from the town centre and amenities and the bus services available are not as frequent as elsewhere within Hipswell-Scotton-Colburn. The western part of this area is intensively used for military training and will not be available for any other development. The access over Scotton bridge is difficult and there is no public footway on the bridge which reduces the potential for development. It is also difficult to identify access points from Bedale Road due to the steeply undulating nature of this road. Further there is the potential that significant growth in this location could increase rat-running through Tunstall.
<b>Option F – West of Scotton</b>	This option comprises MOD Training land which is intensively used and will not be available for any other development. This is an overriding constraint restricting development at this location. Further the option is distant from main road network and public transport services. There is a Local Nature Reserve which would restrict development in the north of the area and there is a known site of nature conservation importance near Scotton Bridge which would serve to limit development at this location.
<b>Option G – West and North of Hipswell</b>	This option comprises MOD Training land which is intensively used (particularly to the west) and will not be available for any other development. This is an overriding constraint restricting development at this location. A small part of the northern section of this option may be required to support expansion in the number of military units on adjacent land within Option Ai. Within the north of this option there are 6 known sites of local nature conservation importance within areas of semi-natural ancient woodland and replanted ancient woodland. This severely limits development to the north of the area. Access into Option G to the west is likely to require access through a major area of concentration of military activities.

### Policy Supporting ‘Town Centre First Approach’ and Phasing of Development and Delivery of Growth

A number of sites within **Option Ai** are currently in MOD ownership and it is understood that these sites may not be released in early phases. Where land in options further from the town centre come forward first evidence will be sought to demonstrate that land within the town centre or options nearer to the town centre than that being proposed cannot come forward at that time. Where the MOD owns that land it will be expected to clearly demonstrate that specific sites are required to be safeguarded in that location for a later phase and their reasons preventing release or the ability to complete land swaps.

The Core Strategy expresses a desire for the majority of traditional employment uses (B1, B2 and B8) in Hipswell, Scotton and Colburn to be located in Colburn/Walkerville area, near to existing traditional employment uses. In the case of employment uses (B1, B2 and B8), development in Option D would be acceptable in earlier phases.

In the event that all the above options cannot deliver anticipated growth in the area, further consideration should be given to the capacity and deliverability of land within Option B, C and the north of E before considering development in other settlements outside of Hipswell-Scotton-Colburn if development is evidenced to be required.

Developer contributions will be necessary for all options in relation to funding the improvement to the A6136 junctions and the provision of school places (possibly including secondary provision as well as primary). There may also be a requirement to pay towards upgrading the potable water network; open space provision and Primary Health Care facilities. Further, if investment in Colburn Waste Water Treatment Works is not programmed to be complete until 2017 development in the early phases may be required to contribute towards a proportion of the costs associated with bringing forward investment in Colburn Waste Water Treatment Works.

## ANNEX A Sustainability Appraisal - Development Search Areas – Hipswell, Scotton and Colburn (Catterick Garrison)

### Introduction

The Local Development Framework Core Strategy should be in accordance with sustainability principles and strike the best balance between securing necessary social, economic and physical development and protecting the environment locally. The Sustainability Appraisal Scoping Report of the Richmondshire Local Development Framework (January 2008) has examined in depth the range of local sustainability issues and identified a set of Sustainability Appraisal Objectives to help test the Core Strategy (Table 7.1, page 23 of the Scoping Report).

This particular assessment on the sustainability of development search areas for the key settlements of Hipswell, Scotton and Colburn (Catterick Garrison), Richmond and Leyburn has two elements. Firstly, it considers the compatibility of each option relating to each settlement with the relevant Sustainability Appraisal Objectives and then informs the selection of the preferred areas, where appropriate, against the range of options that have not been pursued. This assessment is set out in the table below. At this stage, given the strategic nature of the options, the sustainability appraisal assessment is based on the provision of mixed development in each option and does not specifically distinguish between particular types of development (e.g. housing or employment).

### Key

Assessment	Symbol
<b>Strongly Supportive</b>	↑↑
<b>Supportive</b>	↑
<b>Neutral</b>	~
<b>Unsupportive</b>	↓
<b>Strongly Unsupportive</b>	↓↓

Sustainability Appraisal Objectives	Option Aii Hipswell (inc White Shops)	Option Aii Colburn	Option Aiii Scotton	Option B West & North West of Colburn	Option C North & East of Colburn	Option D South of Colburn	Option E South & South of Scotton	Option F West of Scotton	Option G West and North of Hipswell	Comments
1. Good quality employment opportunities available to all.	↑	↑↑	~	↑↑	↑↑	↑↑	↓	↓	↓	Options Aii, B, C, and D are along the main transport routes and are near to existing traditional B1, B2, B8 employment and access to the A1. There is a potential for these sites, particularly around Colburn and Walkerville to provide for new employment opportunities. These sites are strongly supportive of this objective
2. Conditions for business success, economic growth and investment.	-	-	-	-	-	-	-	-	-	Option A is near to the town centre and or along main public transport routes. There is a potential for town centre and those sites along the A6136, to provide for new employment opportunities.
3. Education and training opportunities which build the skills and capacity of the population.	-	-	-	-	-	-	-	-	-	Options E, F and G do not support this objective as they are located the furthest away from existing general employment provision and the main road network and the most frequently served bus routes. (Northern Parts of option G are on the main road network but remain distant from Colburn/Walkerville.
4. Quality housing available to everyone.	↑	↑	↑	↑	↑	↑	↑	↑	↑	Option Aiii has scored neutrally, southern parts are distant from the town centre and Colburn/Walkerville, northern parts above the major areas of military concentration are nearer to and better connected existing employment, near to the main road network and public transport routes.
										Assessment of this objective is not development area specific.
										Assessment of this objective is not development area specific.
										Housing provided on any of the options would support this objective of providing new housing which is of a good quality. All options are therefore considered to be supportive.

Sustainability Appraisal Objectives	Option Aii Hipswell (inc White Shops)	Option Aiii Colburn	Option B West North & West of Colburn	Option C North & East of Colburn	Option D South of Colburn	Option E South & South of Scotton	Option F West of Scotton	Option G West and North of Hipswell	Comments
5. Safety and security for people and property.	↑	↑	↑	↑	↑	↑	↑	↑	Options Aii, Aiii, B, C and D are near to the most frequent bus services, and the main road network. They can be considered to be more accessible to all.
6. Conditions and services to engender good health.	-	-	-	-	-	-	-	-	Development in any of the options offers the potential through good design to create safe and secure environments for the people living and or working in those areas. Further new development will provide the ability to improve the public realm, particularly if the redevelopment of derelict sites is involved or where opportunities for redevelopment allows development to better respond to the public realm.
7. Culture, heritage, leisure and recreation activities to all.									Assessment of this objective is not development area specific.
									Options Aii, B, C and D all support this objective. It is located around Hipswell Town Centre where there are a number of leisure and recreational activities available. It is also on the main road network and Public Transport Routes with frequent services to Richmond and Darlington enabling access for all to cultural and leisure facilities offered there.
									Options Aiii, B, C and D all support this objective, but to a lesser extent than the above options. It is located on a bus route which is less frequent than those on the A6136, and the option is adjacent to the Saddle Club and areas of natural and semi natural green space.
									Options F and G score neutrally, they

Sustainability Appraisal Objectives	Option Aii Hipswell (inc White Shops)	Option Aiii Colburn	Option Aii Colburn	Option B West & North West of Colburn	Option C North & East of Colburn	Option D South of Colburn	Option E South & South East of Scotton	Option F West of Scotton	Option G West and North of Hipswell	Comments
8. Prudent and efficient use of energy and natural resources, minimal production of waste.				↑	↓	↓	↓	↓	↓	are near to a number of leisure and recreation activities such as the Golf Course and Nature Reserve. However they are not on or near the main road network and public transport routes serving the town centre and Richmond or Darlington (with exception to a small part of option G to the North)
9. Minimise greenhouse gas emissions and a managed response to the effects of climate change.				↑	↓	↓	↓	↓	↓	Options Ai, Aii and Aiii offer the ability to use previously developed land and therefore support this objective.
10. Reduction of flood risk to people and property.				↑	↓	↓	↓	↓	↓	Options B, C, D, E, F and G are predominantly on greenfield sites and therefore do not support this objective.
11. A transport network which maximises access whilst minimising detrimental impact.				↑↑	↑	↑↑	↑↑	↑↑	↑↑	Assessment of this objective is not development area specific. Aspects regarding transport and flood risk are dealt with under Objectives 10 & 11.
										Most options do not have an impact on this objective as flood risk is minimal in Hipswell-Colburn.
										There are some localised areas of flooding in Options Ai, Option D and access to Option E. Although limited flooding is present in these areas the extent is not significant enough to impact on the ability of the options to deliver growth. The extent of flooding in Option D and Ai is very small relative to the area covered by the option
										There may be land drainage issues present in Options F and G, although this has not been confirmed by SFRA or the EA. A number of land drainage channels and becks are present in this area. These options are considered not to support this objective.
										Options Ai, Aii, B, C and the northern part of Option D are located off the main public transport routes and the main road network and strongly support this objective.

Sustainability Appraisal Objectives	Option Aii Hipswell (inc White Shops)	Option Aiii Aii Colburn	Option B West North West of Colburn	Option C North & East of Colburn	Option D South of Colburn	Option E South & South East of Scotton	Option F West of Scotton	Option G West and North of Hipswell	Comments
12. Minimal pollution levels.	-	-	-	-	-	-	-	-	Not applicable. Difficult to assess this objective at this strategic stage.
13. Bio-diverse natural environment.	-	-	-	-	-	-	↓	↓↓	The majority of Option Aii and Option D (South of Sour Beck) do not fall within the Biodiversity Opportunity Areas as defined by Natural England. They have therefore been identified as having neutral impact on this objective.
							↓	↓↓	Most of Hipswell- Scotton-Colburn falls within the Biodiversity Opportunity Area as defined by Natural England.
									Option Ai, Aii, and Aiii has also been identified as having no affect on biodiversity as the focus is predominantly on previously developed sites within the existing settlements. It should be noted however that Aii and Aiii are within the Biodiversity

Sustainability Appraisal Objectives	Option Aii Hipswell (inc White Shops)	Option Aiii Colburn	Option B West North West of Colburn	Option C North & East of Colburn	Option D South of Colburn	Option E South & South East of Scotton	Option F West of Scotton	Option G West and North of Hipswell	Comments
14. A quality built environment that protects and enhances its historic assets and efficient land use patterns, that makes good use of derelict sites, minimises travel and promotes balanced development.									Opportunity Area.  Options B,C,E and G have scored negatively due to reliance on previously undeveloped sites.  Option F is strongly unsupportive due to the presence of the Local Nature Reserve within the area.  Options Ai, C and D present opportunities to strengthen the green corridors along the becks.
									Options Ai and Aii are strongly supportive of this objective in that development will seek to improve the quality of the built environment making efficient use of land use patterns, involves some previously developed land and minimise travel needs as they are well related to existing transport networks particularly to the south west.
									Option Aiii supports this objective as it will make efficient use of land use patterns and involves some previously developed land however not all areas in this option are well related to existing transport networks particularly to the south west.  Option D supports this objective as they are located on the A6136, part of the main road network, with frequent bus services and in close proximity to existing employment and other local services.  The southern part of Option D has a neutral impact. It is further from existing

Sustainability Appraisal Objectives	Option Aii Hipswell (inc White Shops)	Option Aiii Colburn	Option B West North West of Colburn	Option C North & East of Colburn	Option D South of Colburn	Option E South & South East of Scotton	Option F West of Scotton	Option G West and North of Hipswell	Comments
15. Vibrant communities that participate in decision making.	-	-	-	-	-	-	-	-	Options E, F and G do not support this objective as they do not minimise travel needs or support efficient land use patterns. Not applicable. Difficult to assess this objective at this strategic stage.
16. Local needs met locally.	↑↑	↑	↑	↑	↑	↑	↑	↑	All other options are scored supportively as they are located next to existing or within reasonable distance from the existing settlement and its local facilities such as town centre, White Shops, the Broadway, and employment at Colburn and Walkerville and Military Developments.

## **Erratum - Central Sub Area**

### **Hipswell, Scotton and Colburn (Catterick Garrison): Development Search Areas and Strategic Directions of Development.**

#### **Key Diagram 5.2**

1. Amend diagram to illustrate the location of Norway Wood in Area D.

### **Hipswell, Scotton and Colburn (Catterick Garrison): Development Search Areas and Strategic Directions of Development.**

#### **Development Constraints Table**

##### **Other Constraints & Constraints Identified by Service Providers and Key Consultees.**

###### **Water & Drainage – Yorkshire Water**

- i) This section states the upgrade of Colburn Water Water Treatment Works ' is estimated to cost around £6,500,000'. The reference to cost should be removed. Yorkshire Water have not undertaken the necessary feasibility work to assess the potential cost.

Opening sentence to read '**The Waste Water Treatment Works at Colburn require upgrading and is effectively very near capacity. It is currently anticipated that investment to meet the level of growth ....'**

- ii) The current third sentence refers to 'investment period 6' should be amended to '**Asset Management Plan 6(AMP6)**'
- iii) The second paragraph refers to the Colburn WWTW being estimated to have a capacity of 350 dwellings. This should be removed and replaced with the following.

**'There is sufficient capacity to accommodate those sites that are currently allocated and committed'**

- iv) The final sentence in the second paragraph reads 'new technology and systems are likely to have less of an impact on the network than existing systems'. This should be removed.
- v) The third paragraph refers to Yorkshire Water operating a 400 metre buffer from a WWTW, this is the Water Industry standard, however, in this instance Yorkshire Water suggest that no housing or other sensitive uses are built closer than existing houses, this is approximately 150 metres. The first sentence should be revised as follows:

**Yorkshire Water would not seek the development of housing or other sensitive users closer to the WWTW than existing housing, approximately 150m**

- vi) The third paragraph final sentence refers to a potential need to upgrade the potable water network. Yorkshire Water have undertaken further investigations into the capacity of the strategic potable water resource network and can confirm that, as suggested, there will be a requirement to invest to accommodate growth as forecast in the emerging Local Development Framework. The final sentence should now read

**'There will be a requirement to upgrade the potable water network to meet the levels of growth identified for the plan period. Yorkshire Water will accommodate allocated and committed sites (i.e. those in the current**

**adopted plan and those with extant planning permissions). Please Note that Yorkshire Water assuming that an extensive area of the garrison belonging to the Ministry of Defence will remain on their current private water supply source and will not seek to connect to the public distribution network.'**