

NYMNPA

21/05/2019

From: David McCormack
Sent: 21 May 2019 13:55
To: Hilary Saunders
Subject: FW: Response To Application Number NYM/2019/0136/FL at Hambleton Inn, Hambleton, Thirsk,

Dear Hilary

Please find attached the Highways and Archaeology response in relation to the above.

Kind regards,

David McCormack RIBA APMP
Director

Parking Strategy for The Hambleton Inn and Country Club

Section 9 of NPPF2 requires maximum parking standards for residential and non residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport.

Development Policy 14 of the NYM Core Strategy and Development Policies Documents requires there are existing adequate access arrangements for the proposed use and level of activity and does not refer to parking or provide advice on parking standards.

The proposal seeks consent for alterations and extensions to the existing Hambleton Inn to provide bar/restaurant, 22 no. bed suites, retail areas, staff accommodation and underground leisure facilities with associated parking and landscaping works (NYM/2019/0136/FL).

The design proposal incorporates 26 formal parking spaces on the site. In addition, the applicant has plans to operate a concierge service.

With respect to securing additional parking the client is pursuing two further options:

- 1) The applicant is currently in talks with NYM National Park Authority representatives and it has been agreed to hold discussions to make the Sutton Bank visitor centre car park available for guests associated with the Hambleton Inn and Country Club. It is envisaged that this will be used on an overnight basis for the vehicles of residents of the hotel.
- 2) The client is also in talks with Tilhill Forestry who manage the woodland behind the application site. They have advised they may be prepared to set aside an underused area for parking and this would be available for use for staff parking for 10/12 cars.

1.0 Response to Archaeology

- 1.1 This short statement has been produced in response to the Local Planning Authorities observations that the site lies across the line of the Casten Dyke (or often spelt Casten Dike), part of the extensive Cleave Dyke system.
- 1.2 Two sections either side of the application site remain and are Scheduled Monuments. To the east the monument lies at a distance of 225 metres and to the west on the south side of the A170 lies 220 metres.
- 1.3 Data has recently been collected from PastScape 'Historic England's website to assist with informing the planning application and is set out below.
- 1.4 The information on PastScape is derived from the National Record of the Historic Environment (NRHE) which holds records on the architectural and archaeological heritage of England.
- 1.5 Information collected is in relation to Casten Dyke North (Cold Kirkby) and not Casten Dyke South (Kilburn High and Low) which is located immediately opposite the Yorkshire Gliding Club and whilst possibly archaeologically linked is not relevant to the application site.
- 1.6 Casden Dike North is located at: SE 51668256 to SE 52668317 - (NR).
- 1.7 Data that is found to be significantly useful is highlighted in yellow.

2. Findings

In summary:

- 2.1 Probable late Bronze Age or Iron Age linear earthwork/cross ridge dyke - territorial boundary forming part of the Cleave Dyke system. Incorporates earlier round barrow. Scheduled. Elements of this monument were mapped as part of the North York Moors National Park NMP, visible as earthworks on air photographs. The feature is intermittently defined by two parallel banks. The Cleave Dyke (UID 1032865) appears to superimpose this monument. The current condition could not be ascertained owing to tree cover on the latest 2009 vertical photography.

In more detail:

- 2.2 The Casten Dike joins the steep cliff (SE 51668256) to the head of a valley (SE 52668317) running up **behind the Hambleton Hotel** and cutting through the Cleave Dike (LIN 6) at right angles.
- 2.3 Rampart 10-12 ft wide, 4-5 ft high; ditch on S is 10 ft wide, 3 ft deep in places. **Mutilated by forestry plantation**. A cross ridge work boundary; appears to overrun Cleave Dike (LIN 6), though this may be doubtful(?). (Visible on RAF APs F21/58 2131/0084-5 28.3.57).

- 2.4 Casten Dike (name confirmed). A cross ridge dyke as described by Authys 2 & 3. **The best preserved section, to the south of High Street**, consists of a bank up to 1.3m high with a ditch 0.5m deep to the SE. There is no evidence of a break where the line of Cleave Dike meets it, so it may be assumed that Casten Dike is the later of the two. **The earthwork is destroyed in the vicinity of Hambleton**, but a short section remains extant where it meets Flassen Gill. Published survey revised at 1:2500 on MSD by air-ground.
- 2.5 SE 515 825 to SE 520 828. Casten Dyke. Scheduled No NY/974.
- 2.6 Casten Dyke North from SE 517 826 to SE 526 832. This is a well preserved earthwork from the scarp at SE 517 826 to the A170 road at SE 521 829. There is tumulus at the scarp (SE 58 SW 14) and one in the dyke (SE 58 SW 33). **North of the A170 road the dyke becomes fragmentary** but Hayes and the 1795 map show it running to the old line of Hambleton Street at SE 526 832. Casten Dyke North is frequently mentioned in the 18th century documents as the northern boundary of Kilburn. There are banks on both sides of the ditch. Height of bank above ground level (east), 0.3m and (west),0.4m; Width of bank (east),3.0m and (west) 3.3m; Depth of ditch below ground level, 0.7m; Width of ditch, 3.0m.
- 2.7 Forms part of the Cleave Dyke System which is shown by field and aerial evidence to originate probably in the late Bronze Age or Iron Age. The dyke system was developed earlier than the Hambleton Street (SE 58 NW 43) and the High Street which seems to have come into use in the Roman and/or Saxon periods.
- 2.8 SE 5166 8256 - SE 5186 8277 - SE 5209 8291. Two sections of the Cleave Dyke system, one known as the Casten Dike, and a round barrow south of Kilburn Moor Plantation. Scheduled. RSM 26933. (see also LINEAR 6 and SE 58 SW 33)
- 2.9 SE 5268 8317 - SE 5260 8315. Section of the Cleave Dyke system, known as the Casten Dike, 300m ENE of Hambleton Inn. Scheduled RSM 26924
- 2.10 Elements of this monument were mapped as part of the North York Moors National Park NMP, visible as earthworks on air photographs. As described by authorities 1-8 above, the feature is intermittently defined by two parallel banks. The Cleave Dyke (UID 1032865) appears to superimpose this monument. The current condition could not be ascertained owing to tree cover on the latest 2009 vertical photography.

3.0 Conclusion

- 3.1 In order for the NYM Archaeology Officer to understand the potential impact of the proposal on any areas of significance in line with the NPPF2 it is recommended that a pre-commencement condition of archaeological trial trenching is agreed.
- 3.2 The applicant is in agreement to the condition that is suggested and for an appointed contractor to submit a Written Scheme of Investigation and submit a report to the HER.

References:

https://www.pastscape.org.uk/hob.aspx?hob_id=57368&sort=2&type=&typeselect=c&rational=a&class1=None&period=None&county=None&district=None&parish=None&place=Casten%20Dyke&recordsperpage=30&source=text&rtype=&rnumber= - 23 April 2019

and

(1) Ordnance Survey Map (Scale / Date)

OS 6" 1958

(2) General reference

Victoria County History - Yorkshire Vol 2. 1912. 59

(3) General reference

Hayes R H. 1963. History of Helmsley, Rievaulx & District (Ed J McDonnell).418.

(4) General reference

Air Photographs (OS 75/124 086-7)

(4a) Field Investigators Comments

C D Allanson/05-NOV-1976/Ordnance Survey Archaeology Division Field Investigator

(5) General reference

English Heritage SAM List - North Yorks March 1994 13

(6) General reference

Spratt D A. 1982. 'The Cleave Dyke System' in Yorkshire Archaeological Journal Volume 54. 42.

(7) General reference

English Heritage SAMs Amendment 03-AUG-1995

(8) General reference

English Heritage SAMs Amendment 07-NOV-1995

(9) Vertical aerial photograph reference number

NMR RAF/106G/UK/1298 4018 26-MAR-1946

Ends.