

# **The Ryedale Plan**

## **Local Plan Sites Document**

### **Consultation Statement**

#### **Appendix**

**Publication 2017**

This document is also available in other languages, large print and audio format upon request.

本文件也可應要求，製作成其它語文或特大字體版本，也可製作成錄音帶。 (Simplified Chinese)

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# Appendix 1

## Accommodating Growth and Managing Change in Ryedale (July 2007)

### List of respondents

1. Barratt York and Taylor Wimpey
2. CPRE
3. Carter Jonas
4. CABE
5. Ampleforth PC
6. Helmsley PC
7. Mr R Coates
8. Mr D Crease
9. Environment Agency
10. Fitzwilliam ( Malton) Estate and Olive Countess Fitzwilliam trust
11. Flaxton PC
12. Lindrick Homes
13. English Heritage
14. Nick Farell and Co
15. Shepherd Homes Ltd
16. Savills
17. Kingspan PLC
18. Henry Boot Developments LTD
19. Brewis Family
20. Yorkshire Forward
21. Government Office For Yorkshire and the Humber
22. Yorkshire and Humber Assembly
23. Habton PC
24. Cllr Paul Andrews
25. S L Oswald
26. North Yorkshire County Council (Development and Countryside Services)
27. Caddick Group Ltd
28. National Grid
29. M Southerton
30. B Johnson
31. Norton on Derwent TC
32. Pickering TC
33. North York Moors National Park Authority
34. Tees Properties LTD
35. The Castle Howard Estate
36. Home Builders Federation
37. British Wind Energy Association
38. Great and Little Barugh PC
39. A Agar
40. THRIVE
41. Cundalls
42. E Fawcett and G Hayden
43. Kirkbymoorside TC
44. Bulmer PC
45. Sport England
46. Golder Associates
47. West Park Developments Ltd
48. The Theatres Trust
49. Natural England

50. B White
51. Cllr Mennell, Ebberston with Yedingham PC
52. Cllr S Law, Ebberston with Yedingham PC
53. Cllr H Leng, Ebberston with Yedingham PC
54. Cllr A Wheldon, Ebberston with Yedingham PC
55. Cllr M Farey, Ebberston with Yedingham PC
56. Barratt Northern
57. Slingsby PC
58. The Birdsall Estates Company Ltd
59. National Offender management Service
60. North Yorkshire County Council. Children and Young People's Service
61. Hambleton DC
62. Helmsley Design Statement Working Group
63. Edstone Parish Meeting
64. A Walters
65. D Cockerill
66. Flamingoland
67. K Monkman

No Comments

68. City Of York Council

## Appendix 2

### Accommodating Growth and Managing Change in Ryedale (July 2007)

#### Summary of Comments received

| <b>General Comments</b>  |
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| It is vital that the Ryedale economy grows sustainably. Fully agree with the plans for development in service centres such as Malton/Norton, Pickering, Kirkbymoorside and Helmsley (Cundalls)   |
| Council should think seriously about a double council tax on second homes (A Agar)   |
| Infrastructure needs to be put in place ahead of such proposed development. The strategy should not be submitted to the Secretary of State without highlighting the requirements for major investment in the infrastructure required to support such development. (Great and Little Barugh PC)   |
| Need to prevent new homes being acquired for 2 <sup>nd</sup> homes (Great and Little Barugh PC)  |
| The LDF should contain policies to promote and encourage development of renewable energy resources and ensure a policy with the mandatory requirement for onsite renewables (British Wind Energy Association)  |
| Keen that the LDF does not stifle the ability of the Estate to achieve continued investment in Castle Howard, which can only be achieved through a positive approach by the LPA in the formulation of future policies on matters such as housing, employment, tourism and recreation. The estate is a valuable resource to the District and is the reason for the unique landscape West of Malton. Unfortunately, such success is also the reason why protecting the area from further development rebound and stifle the ability of the estate to survive through the utilisation of its assets. (The Castle Howard Estate) |
| Promote land at Sheepfoot Hill for residential use (National Grid)   |
| The LDF should identify any site allocations that may be within the consultation distance of a major hazard site (Health and Safety Executive)   |

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| Robust design policies should be included within all LDF documents (Commission for Architecture and the Built Environment)   |
| Promoting a site in Kirkbymoorside for residential apartments for use by the elderly. For each specialist apartment built, a larger property becomes available, representing a cost benefit ( R C Coates)  |
| Disappointed with the document. We had been expecting a complete draft Core Strategy and key policies (CPRE)   |
| The Beverley Road/Scarborough Road link could be delivered in its entirety by our clients, subject to an adequacy of residential and other mixed use development being provided within the envelope to be created between the agreed route of the relief road and the existing development boundary. (Barratt York and Taylor Wimpey)  |
| There have been no changes in local circumstances or regional and national policies which would justify a significant change in the approach previously adopted by the Council. The policies in the original document remain appropriate ( North Yorkshire County Council)   |
| Plan should support the conversion of redundant farm buildings to residential use and give specific support to equestrian businesses in Ryedale. (Cllr P Andrews; Great Habton Parish Council)   |
| Concerned to see the amendments to the Core Strategy will be limited to those areas, which the Inspector criticised. (Carter Jonas)  |
| Support the inclusion of accurate references to the RSS and the latest panel report position throughout the Core Strategy ( Regional Assembly – Officer Comment)   |
| The Core Strategy should be updated to reflect ENV5 of draft RSS, in particular to support Combined Heat and Power schemes and community energy schemes. The document should also identify how the District renewable energy target will be delivered. (Yorkshire Forward)   |
| Recognise that much of the content and direction of the Councils emerging Core Strategy has previously been consulted on. However, the Inspectors report clearly identifies that the general approach of the strategy and much of the detailed content is sound, including the approach to new development outside the Market Towns and Service Villages. (Yorkshire Forward)  |
| There is poor provision of convenience retailing throughout the District. Opportunities to improve the provision of convenience retailing exist in Malton/Norton and Kirkbymoorside is also well placed for further convenience retail space. Urge the Council to provide a strategy for examining the requirements for further convenience shopping and carry out a retail capacity study covering all households. ( N Farrell Surveyors) |
| The Core Strategy needs to take account of the Governments policy on flood risk contained in PPS25 which requires a sequential test to be  |

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| applied to the allocation of land. (Environment Agency)  |
| Geopolitical changes are affecting energy and food supplies. There is a vital need to safeguard good agricultural land from development to preserve our food supplies ( Mr Cockerill)  |
| Should abandon all thoughts of building conventional housing on land where there is the slightest probability of flooding within the next 100 years or so ( Mr Cockerill)  |
| In line with the new Prime Ministers declarations, the housing target should be increased in Ryedale where demand exceeds current plans. Presumably the Panel report is already out of date. (Mr Cockerill)  |
| Would welcome the introduction of a policy seeking developer contributions (NYCC Education)  |
| Future housing should reflect the current mix. If planning permission has been granted for one type, no further permissions should be given for similar houses until other types have been built (Edstone Parish Meeting)  |
| Access roads to the village should not be increased but hard passing places should be provided. A national speed limit (lower than 60mph) is advocated on designated single track roads (Edstone Parish Meeting)   |
| New buildings should reflect the character and scale of neighbouring buildings (Edstone Parish Meeting)  |
| There is no need, in this village, to consider policies that restrict second homes ( Edstone Parish Meeting)   |
| The local market towns are important for services. Concern is felt at recent reports that public toilets may be closed (Edstone Parish Meeting)  |
| It would be inappropriate for references to Helmsley in the Core Strategy to be cast in stone without taking account of our groups forthcoming survey findings (Helmsley Design Statement Working Group)   |
| The issues raised and broad approach are generally supported (Sport England)   |
| Support the need to enhance recreation and leisure facilities for the main towns. An objective of the revised strategy should be to protect and enhance these. Given there is no theatre in the District, community and village halls should be protected and enhanced for performance arts and cultural facilities.(The Theatres Trust) |

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| Consider that the LDF is still generally unsound (Slingsby South Holme and Fryton Parish Council)  |
| The LDF should place restrictions on building on floodplains, make note of climate change and make reference to environmentally sustainable/low energy use housing (Slingsby South Holme and Fryton Parish Council)            |
| The LDF could indicate areas for further education establishments as the population grows. (Slingsby South Holme and Fryton Parish Council)  |
| Request the inclusion of a criteria based policy to deal with a prison proposal should it arise during the plan period (National Offender Management Service)  |
| New housing development should be restricted to meeting the needs of local people and new homes built in the smaller villages should not contribute to in-migration ( Bulmer PC)   |
| Would be concerned if the strategy impinged upon/watered down our development rights (Flamingoland)  |
| The District needs to grow and change. If we lose the odd field so that people have somewhere to live, work and enjoy their leisure then that is how it has to be 9 k Monkman)   |
| The Core Strategy evidence base should refer to the service centre transportation strategies and the Rights of Way Improvement Plan ( NYCC Countryside Unit)   |
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| <b>Levels of Development</b>   |
| Agree with the analysis of issues (Cllrs S Law, H Leng, A Wheldon, M Farey, L Mennell, Ebberston with Yedingham PC)  |
| Agree with the issues but will the figures be increased given the governments concern about housing supply? (Kirkbymoorside TC)  |
| Generally agree with the issues but the document is still focussed on the towns, service villages and the overcrowded A64. Migrants come into the towns which then overcrowd the demand for housing and services (E M Fawcett) |

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| Overall level might be about right providing the level of affordable housing is increased. (A Agar)  |
| Concerned about increasing the population from 3310 additional homes and whether if these are for migrants, whether they will pay for their property or have it provided for them and whether this will result in jobs being lost to individuals. (Great and Little Barugh Parish Council) |
| The level of development should be increased. It is also important that sufficient deliverable land is made available. Promote a site in Nawton (Tees Properties Ltd)  |
| Support the level of development as it is expressed in the document as it accords with draft RSS. (NYMNP)  |
| Acknowledge that the District Council has to work within the constraints imposed by the draft RSS (Pickering Town Council)   |
| In relative terms, the level of housing for Ryedale is above the UK average, despite a policy that is meant to concentrate new housing growth in the main areas of the UK and despite the fact that Ryedale is not expected to accommodate significant change. (B Johnson)                 |
| The level of development will be settled through the RSS process (Caddick Group)   |
| Agree with the analysis about overall levels of development (Helmsley TC)  |
| Why can't new homes be delivered at the rate outlined? (CPRE)  |
| The Core Strategy should do more than express the housing figure as an overall total and as annual rates. Most of the requirements of PPS3 will be in a separate DPD, but the Core Strategy should give a fairly firm indication of where new housing should be built. (CPRE)              |
| Given existing permissions and pdl, there should be little if any, need to use greenfield land in Malton/Norton. Include completion figures and extant permissions to help inform any need for the extension of settlements into greenfield land. (CPRE)                                   |
| A realistic target for the reuse of PDL would be 40% (CPRE)  |
| The scale of development will need to take account of the proposals in the RSS when they are finalised and this is acknowledged in the consultation document ( North Yorkshire County Council)   |
| It is unclear what the analysis is, nor are the issues on which we should make comment on clear. (S L Oswald)  |

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| 3,500 dwellings over the 15 year period is not enough (Cllr P Andrews; Great Habton Parish Council) We would expect the amount to be increased/ regional policies changed to reflect the recent Green Paper (Great Habton PC)  |
| Concerned about the housing trajectory/rate of delivery which appears not to be in conformity with the rates of delivery outlined in RSS (GOYH)  |
| The LDF needs to conform with PPS3 which requires a supply of housing land to be made on a 15 year horizon from adoption with a 5 year deliverable supply. The Core Strategy should explain how the 15 year supply will be achieved and provide more clarity about the period before the housing allocations document is adopted ( GOYH)   |
| To ensure flexibility you will need to allow for any revised/ higher RSS figures when the final version of the RSS is published (GOYH)   |
| The Core Strategy may need to reflect changes to draft RSS following the panel report once these are adopted. The report suggested refining the B1 figure, reflecting updates to the regional Econometric model and the period covered. (Yorkshire Forward)  |
| The Core Strategy will need to take account of any updated regional employment land forecasts (GOYH)   |
| It is essential that a sufficient supply of green field land is made available for residential development to ensure a sufficient supply of market and affordable homes are provided. The balance between market and affordable units need to be kept in proportion to ensure that landowners continue to make sites available. A sufficient supply of land is also needed to assist with funding of transport infrastructure in Malton/Norton. Remind the Council that they own land to the eastern end of the Malton by-pass (Brewis Family) |
| The overall level of housing provision should be maintained at 3460 and not reduced. This will allow for some modest housing growth to be achieved in the smaller villages in addition to local needs affordable housing. (Savills)  |
| RSS requirements mean that the Council needs to find 6.5-7 hectares of land over the next five years to meet its minimum housing and employment land targets. Within the context of the current land shortage, there is merit in exploring a strategic site(s) for Ryedale in or adjacent to the larger settlements (Lindrick Homes)   |
| In reality there is no scope for changing the figures that will be prescribed in the final version of the RSS. It is hoped that further consideration at the regional level might result in an increase in the figures (Fitzwilliam Estate and Trust)  |
| Appreciate that the dilemma the Council is in in terms of land supply, but consider that the timetable proposed is going to encourage landowners/developers to pursue applications to appeal (Fitzwilliam Estate and Trust)  |

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| It is difficult to decide how to respond to the RSS figures until RSS has been finalised (Hambleton DC – Officer comments)   |
| It is not wise to rely on draft RSS figures at this stage (Golder Associates). The figure may change to reflect current national priorities (West Park Development)  |
| Agree with the Council’s analysis of the issues surrounding the overall levels of development. (Golder Associates)   |
| It is a very real concern that in seeking to maximise the delivery of affordable housing from the levels of development proposed that the Council will adopt an inflexible strategy to testing the viability of housing sites in sustainable locations which could result in less or sometimes no affordable housing being constructed on some sites. (West Park Developments)   |
| The strategy must acknowledge in greater detail the effect the pace and level of meeting the final housing requirement will have in terms of satisfying affordable housing need. It is possible to increase the level of housing to cater for affordability etc. as demonstrated at the North East RSS examination. Landowners will have difficulty in accepting reduced yield for their land (West Park Developments) |
| In terms of employment land, we have no comments to the council seeking to meet the requirement acknowledging the source of the figures (West Park Developments)   |
| Overall, agree with the analysis. The suggested approach is in line with national and emerging regional guidance. (Natural England)  |
| Does planning prevent affordable housing need being met? There are plenty of sites/developers but obviously a lack of intent to provide people with an opportunity to own their own home. (B White)  |
| Disagree with the levels. New housing should be built urgently until supply meets demand (Mr Cockerill)  |
| Levels are appropriate (K Monkman)   |
| Should reflect the latest version of the RSS ( Highways Agency)  |
| The strategy should look to accommodate 3850 dwellings between 2004-2021 (Barratt Northern)  |
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| <b>Location of Development</b>  |
| Planning permission should be given to small sites on the edge of villages for affordable and locally needed homes. To apply the restriction only to build in the service villages is wrong. Provision should be made for people of all stages of life. Many village people have happy lives in areas without services and maybe don't require any of them anyway (A Walters) |
| Generally agree. New build in smaller villages should be for local need only. Market towns should remain so, providing good local shops and services to remove the need to travel. Local employment opportunities is very important (Cllr M Farey, Ebberston with Yedingham PC)   |
| Limit development to infill plots (Cllr S Law, Cllr L Mennell, Ebberston with Yedingham PC)   |
| Agree with the approach to the settlement hierarchy/roles of settlements (Cllrs S Law, H Leng, A Wheldon, M Farey, L Mennell, Ebberston with Yedingham PC)  |
| No other settlements should be classed as PSC's (Cllrs S Law, H Leng, A Wheldon, M Farey, Ebberston with Yedingham PC)  |
| Classification of Pickering, Helmsley and Kirkbymoorside as Local Service Centres is appropriate (Cllrs S Law, H Leng, L Mennell, A Wheldon, M Farey, Ebberston with Yedingham PC)  |
| Agree with the location of development and that this reflects the roles of different settlements Kirkbymoorside TC)   |
| Agree with definition of service villages. (Cllr H Leng, L Mennell, A Wheldon, M Farey, Ebberston with Yedingham PC)  |
| No other settlements should be classed as Principal Service centres (Kirkbymoorside TC)   |
| Agree with the classification of Kirkbymoorside, Pickering and Helmsley as Local Service Centres. (Kirkbymoorside TC)   |
| Identification of service villages is correct. Village services have been depleted, especially with the loss of post offices. They could also be defined on the presence of medical facilities (Kirkbymoorside TC)  |
| Gate Helmsley should be classed as a Service Village. It has a farm shop, good public transport links to Stamford Bridge and York and a school  |

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| bus service (E M Fawcett)   |
| Disagree with the classification of settlements. Malton/Norton, Pickering, Kirkbymoorside should be classed as Principal Service Centres and some smaller villages should be classed as Service Villages (E M Fawcett)  |
| A number of villages with good services, such as Weaverthorpe have been overlooked as service villages. (Cundalls)  |
| Many villages have not classed as service villages have infill plots and when suitable, these should be developed to help sustain communities (Cundalls)  |
| Suggest a range of services to assist the definition of Local Service Centres and suggest that Service Villages include businesses and a community meeting place (THRIVE)   |
| Approach to the location of development is broadly right but more weight should be placed on service villages being nearer to the actual housing needs. ( A Agar)   |
| The identification of Slingsby is welcomed. However, given the catchment area for employees of the estate, it would be beneficial to increase the number of settlements where a modest amount of growth can take place. Also concerned that an embargo on modest housing growth in villages not identified as service villages, will risk loss of community facilities which policies are supposed to protect. There is a case for increasing housing development in some of the smaller settlements e.g. Terrington and Welburn (The Castle Howard Estate) |
| Support the designation of Nawton as a Service Centre but it should be listed as a service village in its own right (Tees Properties Ltd)   |
| Recommend the introduction of a further category of villages below service villages (Tees Properties Ltd)   |
| The approach to the location of development was supported by the Park in the previous version of the strategy. There are no circumstances that suggest a different approach should be taken and therefore the approach to the location of development should be supported. (NYMNPA)   |
| Agree with the approach. It concentrates housing where there are services, protects the countryside, allows for maximising affordable housing and, in the smaller villages would inhibit in-migration. (Pickering Town Council)   |
| Notes that as a local Service Centre, Pickering is rated higher than Kirkbymoorside and Helmsley. Given that Pickering has the largest population of these towns, is an important historic centre and tourist location, the designation as a LSC seems inappropriate. (Pickering Town   |

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| Council)   |
| Should a farm shop be used to extend the definition of a Service Village? (Pickering Town Council)   |
| Pickering as well as Malton and Norton should be classed as a Principal Service centre. The infrastructure of Malton and Norton is such that members believe that very little difference exists between them. The hospital at Malton is being downgraded and people have to travel elsewhere. The Station is an asset for Malton and Norton but is counterbalanced by the transport links that exist in Pickering (Norton on Derwent Town Council) |
| Support the proposed location of development in general. (B Johnson)   |
| A further category in the settlement hierarchy should be villages suitable for exception/small scale sites (B Johnson)   |
| There are no other PSC's (B Johnson)   |
| Classification of the other towns is appropriate (B Johnson)   |
| Definition of the service villages may be too tight and excludes a number of villages which have the potential to accept more housing. (B Johnson)   |
| Support the settlement hierarchy, including the treatment of Pickering. (Caddick group)  |
| The role of Pickering should be reinforced as the centre most able to meet the needs of northern Ryedale. There needs to be greater emphasis to the role of Pickering above Kirkbymoorside and Helmsley. There is a case for Pickering to be a PSC but we acknowledge that such a designation is unlikely to make a practicable difference to the scale of allocations that will be made.(Caddick Group)   |
| The proposed distribution of employment and housing land conforms to national and regional policy, reflects local needs and the roles of the service centres (North Yorkshire County Council)  |
| Agree in general with the approach and that the approach reflects the roles of the different settlements. (S L Oswald;CPRE; Helmsley TC)   |
| Cannot see an alternative way of defining service villages. By their very nature they should be required to have the basics to enable sustainable transport. Access to key services and to support community needs (S L Oswald)  |

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| <p>Only Malton/Norton qualify as the Principle Service Centre as they above any other settlement have the public transport links, shops, business/ office description which merits description as a PSC. Classification of other towns as Local Service Centres seems appropriate to their size and the services they offer. (S L Oswald)</p>   |
| <p>Welburn may now have a shop which would classify it as a service village (S L Oswald)</p>  |
| <p>LDF should be modified in a way which will enable consideration to be given for further natural growth in our village. The approach will stop development in the villages (Great Habton PC)</p>  |
| <p>Disagree with the strategy. The policy of trying to concentrate development in the towns has not worked in the past. There is demand for housing in the villages and many employment opportunities are located in the villages. It is therefore not appropriate to restrict new housing to the market towns and villages. The strategy will also not address affordable housing need in the villages – exacerbated by right to buy and RHA letting policy. The Council have produced no evidence to show that any housing association is likely to build on exceptions sites in the near future. It is naïve to expect private developers to build exclusively affordable homes. (Cllr P Andrews; Great Habton Parish Council)</p> |
| <p>The concept of service villages does not fit Ryedale. Businesses are dispersed around Ryedale and are not concentrated around specific service villages. It is more realistic to look at groups of villages e.g. Great Habton is in a group of villages that together have numerous services and facilities. The approach will unduly restrict development outside the towns and service villages. Restricting development to affordable housing only will sterilise villages not classed as service villages and it will drive low paid local people out of the villages. (Cllr P Andrews; Great Habton Parish Council))</p>  |
| <p>The Core Strategy will prevent the development of the Manor Farm site for housing, a proposal supported by the Parish Council. A previous appeal was dismissed on policy grounds. The local MP suggested the Parish Council should pursue the matter through the local plans process, but Ryedale is not being at all helpful. There would not be a significant impact on the strategy if Habton were included in a ‘Group of villages with Services’ category. (Great Habton PC)</p>  |
| <p>The hierarchy of settlements reflects the roles of different settlements except in relation to employment. Employment opportunities are dispersed throughout the countryside. Additionally there should be no separate category of service villages. The concept does not fit Ryedale. It is more realistic to look at groups of villages/parishes. The classification of Malton and Norton as Principal Service Centre and the other Market Towns as local service centres is appropriate. (Great Habton PC)</p>  |
| <p>There are no other settlements in Ryedale that should be classed as a Principal Service centre (Great Habton PC; CPRE; Helmsley TC)</p>  |

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| Need to review options for growth. Should ensure that there is a steady unlimited growth of housing within the village. Only a trickle of houses will be built even in the service villages. The Council must review the settlement hierarchy and the % options (Carter Jonas)   |
| Support the overall settlement hierarchy and approach to the location of development. (Regional Assembly Officer Comment)  |
| Support the approach to the Service Villages that was followed previously and consider that the criteria for identifying the service villages remains appropriate. The Core Strategy need to provide clarity about the roles of different centres and the classification of service villages (Regional Assembly Officer Comment) |
| Remind the Council that an allowance for windfalls should not be made unless there is genuine local circumstances that prevent specific sites being identified (GOYH)  |
| Broadly support the content of the document which is in general well aligned with the Regional Economic Strategy (RES). In particular, welcome the settlement hierarchy which is well aligned with the RES, emerging RSS and national planning policy. (Yorkshire Forward)   |
| Generally support/agree with the approach to the location of development (Brewis Family; Ampleforth Parish Council; Helmsley TC)   |
| Generally agree with the classification of settlements (Brewis Family)   |
| Only Malton/Norton should be classed as a Principal Service Centre (Brewis Family)   |
| Generally support the classification of the other towns as Local Service Centres/ settlement hierarchy (Brewis Family:CPRE)  |
| No other villages should be defined as Service Villages and do not suggest an alternative way to define service villages (Brewis family)   |
| Other villages should not be considered as Service Villages as this would increase the need for more cars and alter the appearance of the countryside. Post offices should be top of the list of necessities for a service village (Ampleforth Parish Council)   |
| Continue to support the overall spatial strategy that seeks to concentrate the majority of housing and employment development in the Principal service centre of Malton/Norton (Henry Boot Developments Ltd)   |
| Seek a recognition in the Core Strategy that Sherburn is not merely a service village and that a distinction is made in the settlement hierarchy between those service villages that host a major employment site and those which do not. (Kingspan)   |

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| <p>The role of the smaller villages should not be dismissed at this stage in the preparation of the LDF. There is no evidence to support arguments that there has been no significant increase in new services or decline of other services. Limited growth within small villages could help support existing services (Savills)</p>   |
| <p>The definition of service villages is rather simplistic and does not take account of the fact that some villages may perform higher than required against one of these criteria, but not in another. Thixendale has a shop and a bus service but not a school. It does not qualify based on the definition but it could be considered an appropriate location to support a modest amount of new residential development. (Savills)</p>  |
| <p>The service village category should be sub-divided between primary service villages and service villages, the former defined with a shop, school and reasonable bus service, the latter being a village that has a shop and a reasonable bus service. This would ensure more holistic growth and allow for limited growth in small villages such as Thixendale (Savills)</p>  |
| <p>Support the general approach to the location of development as it is in line with both national and regional guidance. Agree with the settlement hierarchy as it recognises Malton/Norton as the Principal Service Centre. (Shepherd Homes)</p>   |
| <p>Only Malton/Norton should be classed as a Principal Service Centre given the range of services and facilities including two High schools, the railway station and hospital. (Shepherd Homes)</p>  |
| <p>Generally agree with the settlement hierarchy and agree with enhancing the role of the market towns as service centres ( N Farrell Surveyors)</p>   |
| <p>Broadly support a continuation of the approach set out in the 2005 Core Strategy and broadly agree with the identified roles of the different settlements. In order to determine the precise scale of development which each settlement should accommodate, an assessment should be undertaken of the ability of each settlement to accommodate growth without harm to its character or landscape setting. It is essential that the character of settlements are not compromised through inappropriate levels of growth. To be truly sustainable a strategy for growth safeguards irreplaceable elements of the built and natural environment. (English Heritage)</p> |
| <p>There needs to be an assessment of the capacity of service villages to accommodate growth without harm to their character/landscape setting. Service villages could be ranked in terms of the services they have together with potential constraints to accommodate further growth. (English Heritage)</p>  |
| <p>Support the broad location of development in focussing on the five main towns (Lindrick Homes)</p>  |
| <p>The propose settlement hierarchy is inconsistent and the number of settlement categories should be clarified. Reference to Local Service</p>  |

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| centres and other Local Service centres implies there is a distinction between Pickering and Kirkbymoorside and Helmsley. Helmsley should be confirmed as a Local Service Centre and afforded equal status to Pickering. This would reflect its status in the NYMNPA and Ryedale Planning Framework as a strategically important centre. (Lindrick Homes)   |
| Support the general approach. More development and growth is essential at Malton/Norton, together with the expansion of town centre facilities. Growth would sustain the economy, help in the regeneration of the towns and produce a sustainable community serving as a focal point for the surrounding rural areas. Support a positive growth strategy for Malton/Norton (Fitzwilliam Estate and Trust)   |
| Support the settlement hierarchy and Malton/Norton as the Principal Service Centre and primary focus for development. Supports the roles of the other settlements as identified. (Fitzwilliam Estate and Trust)   |
| The hierarchy and selection process seems appropriate (Hambleton DC – Officer Comments)   |
| Limited development should continue within the present village boundaries. Visually important area policy should continue (Edstone Parish Meeting)  |
| The grouping together of Kirkbymoorside and Helmsley in the settlement hierarchy is unlikely to be welcomed by either town (Helmsley Design Statement Working Group)  |
| Concentration of development at Malton/Norton could have a significant impact on school places. Secondary school places are already at/near capacity and North Yorkshire does not enter the building schools for the future programme until 2011, so capital resources to address this impact will be limited in the short term. (NYCC Education)   |
| All service villages have a school and there are no proposals for significant changes to provision in this area. NYCC has a presumption against the closure of rural schools. Definition of service village as one containing a school should be used with caution as patterns of provision change over time and increasingly schools in villages are asked to work collaboratively. Other children’s services i.e. early years provision may be used to extend the definition of a service village. Most schools in villages are at/near capacity and likely to remain so. Any significant development in service villages is likely to have an impact on school places (NYCC Education) |
| Do not agree that the urban areas should be exclusive for new housing growth. Malton has serious infrastructure problems. There are many opportunities for the conversion of farm buildings/extending village envelopes, which may use brownfield sites. Do not agree that affordable housing has to be all on greenfield sites (Birdsall Estates)  |

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| <p>Don't agree that development should be restricted to urban areas and the villages named. Much of the housing demand in Ryedale is for retired people who would like to become local people. There is little land in current development limits and development would be on a very small scale. The needs of home workers should also be considered. In danger of creating fossilised villages. They should be allowed to grow to become more sustainable locations. (Birdsall Estates)</p> |
| <p>The classification/ranking of settlements reflects their roles. However some serious road improvements are required in Malton/Norton (Birdsall Estates)</p>  |
| <p>No other Principal Service Centres should be identified (Birdsall Estates)</p>   |
| <p>Classification of Pickering, Kirkbymoorside and Helmsley as local service centres is probably right (Birdsall Estates)/ agree (Helmsley TC)</p>  |
| <p>Other villages should be classed as Service Villages e.g. Settrington and Leavening. (Birdsall Estates)</p>  |
| <p>The definition of a service village is fairly vague and likely to remain so as all villages differ (Birdsall Estates)</p>  |
| <p>All villages should be allowed steady and limited growth of housing to accommodate young families, local people, new commuters and retirees. (Slingsby South Holme and Fryton Parish Council)</p>  |
| <p>Development of housing for tourists holiday cottages should be restricted in all areas (Slingsby South Holme and Fryton Parish Council)</p>  |
| <p>Development of housing in Service Villages should be related to investment in infrastructure improvements. Street lighting and footpaths require updating in Slingsby before new housing is allowed. Investment would be needed at the school. The village does not have a reasonable bus service. To reduce the ever growing use of cars, public transport should be provided as a minimum to York. (Slingsby South Holme and Fryton Parish Council)</p>                                  |
| <p>Agree with the general approach. There is a good case for infill between Swinton and Broughton. Villages such as Hovingham require careful preservation. It is appropriate to extend Thornton-Le-Dale. (B White)</p>   |
| <p>Pickering should be classed as a Principal Service Centre (B White).</p>   |
| <p>Pickering should be classed as a Principal Service centre as its population is similar to Malton, it's commercial centre more vibrant and it is the main centre for tourism in Ryedale. (Cllr P Andrews)</p>   |

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| All new housing should contribute to meeting the needs of local people and any new homes built in the smaller villages should not contribute to in-migration and put further pressure on the housing market. (Bulmer Parish Council)  |
| Emphasis on the Principal and Local Service Centres is supported in principle. (Sport England)  |
| Support maximum use of brownfield land (Golder Associates)  |
| Early delivery of housing land is vital and we would encourage the Council to look towards sites that are available in the near future, rather than accepting that housebuilding is delayed until further into the plan period. (Golder Associates)   |
| Agree with enhancing the role of the Market Towns as service centres. Provision needs to be made for windfall/infill from sites in the market towns. Agree that the proposed approach is appropriate but would caution against the abandonment of villages for appropriate development. (Golder Associates)   |
| Approach to distribution reflects the roles of different settlements in Ryedale. No other settlement should be on the same level as Malton/Norton. Agree that the other towns should be classed as Local Service Centres. Alternatives to the distribution of housing would not accord with national or regional policy for sustainable development or would represent the status quo with development being led by demand and constrained by development limits. (Golder Associates) |
| Support the approach of Malton/Norton accommodating the principal contribution ( West Park Developments)  |
| In principle, agree with the settlement hierarchy (West Park Developments)  |
| There are no other settlements in Ryedale that should be classed as a Principal Service centre (West Park Developments)   |
| Classification of other towns as Local Service Centres is appropriate (West Park Developments)  |
| The method of classifying service villages is comparable to the methods adopted in other existing /evolving plans. Unaware of other tried and tested ways of defining service villages given the need to develop in sustainable locations. It may be necessary to reduce the number of service villages by closer examination of the criteria used i.e. long term school plans. (West Park Developments)  |
| Continue to support the distribution of development on the basis of a settlement hierarchy as set out. The approach takes account of transport links and the availability of services It is important that the document includes policies to protect/enhance the open countryside (Natural England)   |

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| Should consider implications of services disappearing in service villages i.e. post offices (Helmsley TC)  |
| There are no other ways to define service villages (Helmsley TC)   |
| Disagree with the location of development. All towns and villages should be allowed a similar percentage of new buildings subject to flooding and the protection of agricultural land (Mr Cockerill)   |
| Approach reflects the obvious roles of the towns ( Mr Cockerill)   |
| Malton/Norton is a PSC and the classification of the other towns is appropriate ( Mr Cockerill)  |
| Disagree with the approach to the villages / designation of service villages. Ease of access by road to a market Town should be a criteria influencing the future development of villages (Mr Cockerill)   |
| Essential that development is concentrated in the market Towns and particularly Malton/Norton. Growth in villages should meet local need. Development in Helmsley and Kirkbymoorside should be more limited than in Pickering ( K Monkman)   |
| The hierarchy is entirely appropriate. Malton/Norton is the only PSC. ( K Monkman)   |
| Disagree with the restrictions in the smaller villages. Spasmodic low-volume development may be appropriate and the local occupancy condition will result in landowners holding onto land. Family housing should be encouraged in order that communities can thrive (Terrington PC)  |
| Agency prefers locating new development in urban areas. Oppose new development that would have an impact on the SRN (Highways Agency)  |
| Development should be allowed in the villages or they will stagnate (Malton and Norton Area Partnership)   |
| Support location of development. No other settlements should be classed as PSC's on the basis of current information. Classification of Pickering , Kirkbymoorside and Helmsley is appropriate. Method of defining service villages was found sound and credible by the Inspector and there seems to be no reason to depart from the established approach (Barratt Northern) |
| A small amount of new housing, in addition to local needs affordable housing should occur in the non-service villages based on their sustainability (reasonable bus service and a shop) and character. This will help the vitality and viability of these locations (Savills)  |

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| <b>Housing Distribution - General</b>   |
| Support focussing the majority of new development at Malton/Norton. This is in line with emerging RSS. (National Grid)  |
| Malton/Norton are big enough already and a more adventurous distribution to the other towns and villages is needed (B White)  |
| Malton and Norton should accommodate more than 50% of the Districts new housing as it will mean – a greater proportion will be in the most accessible location in the District; less greenfield land would be required at other Local Service Centres, preserving the countryside around them – an important consideration given their role as tourist and heritage centres; places less strain on the Local Service centres; maximises the delivery of affordable homes and helps to ensure that infrastructure developments would be realised. (Pickering Town Council) |
| The distribution of new housing could include the building of new council homes with reference to Parish Plans, upgrade the riverside in Malton/Norton and redevelop empty industrial units. (Kirkbymoorside TC)  |
| Propose the allocation of up to 5% development on brownfield sites in the non-service villages to take account of the fact that places may change the life of the strategy (THRIVE)   |
| Housing should not be remote from local amenities and floodplains avoided (A Agar)  |
| The options are too prescriptive. The Core Strategy should adopt a broad approach to give it flexibility and to give flexibility to subsequent DPD's in making detailed land allocations. (Home Builders Federation)  |
| It would be helpful to have a separate indicative figure for Kirkbymoorside and Helmsley to clarify the level of growth (NYMNPA)  |
| Development should be accommodated in the Market Towns, but the amount of new housing should reflect the potential for it to be accommodated without unacceptable damage to their character. This is often a key factor that attracts people/tourists to Ryedale and benefits the economy. (M Southerton)   |
| It may not be appropriate to determine figures for Helmsley and Kirkbymoorside at this stage as it is clear there is far less scope to accommodate housing in Helmsley in an acceptable manner. (M Southerton)  |
| The number of new homes proposed for Helmsley would change the face of the town and should not be considered for the land already earmarked for Industrial development (Helmsley TC)  |

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| <p>The distribution of housing between the settlements should be focussed on the Principal Service Centre of Malton and Norton in line with draft RSS. It should ensure that the majority (i.e. at least 50%) of new housing development is distributed to Malton/Norton to support and enhance its role as the Principal Service Centre for Ryedale. (Regional Assembly Officer Comment)</p>  |
| <p>To deliver the Core Approach of the draft RSS and support the Principal and Local Service Centres in Ryedale, the proportion of development directed to the service villages should not increase to 15 or 20%. The Assembly would support an approach that directs up to 10% of the Districts new housing development to the service villages (Regional Assembly Officer Comment)</p>   |
| <p>Statement in the consultation document the Regional Policy requires that 50% of all new development should be in Malton/Norton is incorrect and misleading. It is a local decision as to what % of new development is required to satisfy the 'main local focus' criterion of RSS. The background paper to the RSS which suggests 50% is not policy and has not been subject to consultation. References to the majority of housing being concentrated at the Principal Service centres is heavily qualified and is an explanation of how the policy might be applied. It does not have the binding force of policy. GOYH also take the view that the text is explanatory only. (Great Habton PC)</p> |
| <p>The Council has not published the necessary evidence to justify the % figure. The public should be consulted on figures substantially less than 50% i.e. 40% or 30%. Neither approach appropriate. (Great Habton PC)</p>  |
| <p>There is nothing in the RSS which requires development limits to be thrown away or which restricts development in villages to be limited by conditions regarding local connection. Provided a very substantial amount of new housing could take place at Malton/Norton, there could be a whole range of options which could satisfy the soundness tests, ranging from 30%-70% of development at Malton/Norton and including allowing new development within existing/new village envelopes with or without service villages (Great Habton PC)</p>   |
| <p>The Council's desire to concentrate 50% of new development at Malton/Norton is to enable contributions to be obtained for A64 junction improvements. This approach will create difficulties for Malton. Much development will take place on the floodplain; there is no guarantee that the Highways Agency will permit implementation of the schemes or when work will begin. The Council is taking a serious risk with the people of Malton (Great Habton PC)</p>  |
| <p>At the examination last year, the revised Core Strategy (including percentages) was produced 10 minutes before the examination resumed. The figures had not been subject to public consultation or previously put before any Council committee. We are not surprised that the document was found unsound. (Great Habton PC)</p>   |
| <p>No more than 30% of new development should be concentrated in Malton/Norton. Malton does not have the infrastructure or services to</p>   |

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| accommodate more development. The growth of the towns by 50% is growth by almost 1/3 <sup>rd</sup> and it will change the character of the town (Cllr P Andrews)  |
| The Preferred approach will need to be in general conformity with RSS once changes to draft RSS have been made. (GOYH)  |
| It is too early for the Council to have reached the conclusion that 50% of housing will deliver the two junction improvements (Brewis family)   |
| Provided that Malton/Norton is the main focus for development, then a figure of less than 50% would not conflict with the RSS if this is necessary to protect the character, distinctiveness and heritage of Malton/Norton (English Heritage)   |
| Table on Page 15 is misleading. The advantages/disadvantages do not necessarily correlate (Lindrick Homes)  |
| Should be centred on Malton/Norton (Brewis family)  |
| The only way of securing developer led infrastructure improvements will be via an allocation of a major settlement expansion at Malton/Norton and the appropriate linked infrastructure. A piecemeal approach to 'catch all' development by contributions will not deliver the required improvements (Lindrick Homes) |
| The majority of new development will need to be concentrated in the Principal Service Centre and allow for a balanced approach to the development of Local Service centres and Service Villages, whilst being in conformity with national and emerging regional policy (Natural England)                              |
| Distribution must take account of the need to protect the natural environment (Natural England)   |
| Need to have regard to protecting natural assets and the capacity of infrastructure. The scale and location of social infrastructure should be supported by a robust evidence base as per PPG17 advice on open space, sport and recreation facilities (Sport England)   |
| Majority of new housing is required to be located in the Principal Service centre in accordance with national/regional policy (West Park Developments)  |
| May be appropriate to make specific provision for the elderly in the towns to cater for an ageing population (Golder Associates)  |
| The contributions required for infrastructure may impact on the site viability and the ability to provide affordable homes. Significantly higher proportions of new homes should be accommodated that under approach 1, within the Principal Service Centre. Whilst this will limit the ability to                    |

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| address affordable housing needs it is submitted the advantages outweigh the disadvantages (West Park Developments)  |
| Can't think of other ways of distributing housing but the additional level of housing in the Principal Service Centre as suggested requires more detailed analysis. (West Park Developments)   |
| There are no other approaches to the distribution of housing (S L Oswald)  |
| There should be no such development in Malton without major changes to the road infrastructure. A64 junction improvements are not the only answer (Birdsall Estates)   |
| Housing should be distributed by using brownfield land/barn conversions in and outside service and non-service village areas (Birdsall Estate)   |
| Maximise use of brownfield land, low grade agricultural land and land not liable to flood. Avoid ribbon development and the exacerbation of traffic problems (Mr Cockerill)  |
| Locate new housing in the PSC. However, some service village sites may be more sustainable and therefore the agency will provide a more detailed response when specific allocations are brought forward ( Highways Agency)   |
| Fully endorse an allocation of at least 50% of housing growth for the District being in Malton/Norton ( Malton and Norton Area Partnership)  |
| Malton/Norton have strong infrastructure to allow allocation of housing above 50%. However, primary school provision is stretched and therefore proposed development must include the building of at least 1 additional school. Also need to increase the range of retail outlets. If Malton/Norton were allocated 60%+ then the Dualling of the A64 should be considered and park and ride to improve opportunities to pedestrianise the Market Place. (THRIVE) |
| Concerns over how much housing will go where. Growing Pickering, Helmsley and Kirkbymoorside by 20-25% would damage their character. Solutions could include, increasing the amount to Malton/Norton, by for example 5%; designating more service villages; providing more housing through exceptions sites or developing a new village on a brownfield site. (B Johnson)  |
| <b>Housing Distribution – Approach 1</b>   |
| Agree with approach 1. Larger developments should be in Malton/Norton with housing elsewhere according to local demand (Cllr M Farey, Ebberston with Yedingham PC)   |

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| Support Approach 1 (Tees Properties Ltd; THRIVE)   |
| Approach 1 best conforms with national and regional policy (particularly PPS3 which requires a balanced distribution in rural areas) and which best meets the needs of the district, particularly the need for affordable housing outside Malton and Norton. It would also be less damaging to the environment of Malton/Norton than Approach 2 and would allow an appropriate level of development to take place in Pickering (Caddick Group) |
| Need evidence that 50% will provide sufficient funds to generate the A64 junction improvements. The provision of options for option one implies that the decision has been taken to opt for approach 1. (S L Oswald)   |
| Provides a balance of growth that would not overburden any one settlements social and transport infrastructure. (Lindrick Homes)   |
| Both scenarios will require greenfield land releases. The amount of land required across Ryedale will mean that the Council must consider a balanced approach across all its larger settlements in order to deliver on PPS3 and employment land requirements for the plan period. Therefore Approach 1 is the only realistic means of delivering the required land.(Lindrick Homes)  |
| Combined with Option 1, provides a more balanced distribution with less emphasis on the small service villages that do not have the critical mass to support a full range of facilities (Sport England)  |
| Neither Approach 1 or 2 is appropriate without changes to infrastructure (Birdsall Estate)   |
| Support Approach 1 – it is an appropriate balance given the make up of the District.(Golder Associates)  |
| Support Approach 1. There are no other alternative ways to distribute development that would balance regional policy requirements with local aspirations. The proposed approach would be in line with emerging RSS (Natural England)   |
| Approach 1 is preferable to approach 2 but still requires too much quality agricultural land and is in flood danger areas. Neither is most suitable for Ryedale (Mr Cockerill)   |
| <b>Housing Distribution – Approach 2</b>   |
| Agree with Approach 2 (Cllr S Law, Cllr Mennell, Ebberston with Yedingham PC)  |

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| Approach 2 is the better option (Kirkbymoorside TC)  |
| Support, in conjunction with an approach of increasing densities and making the most effective use of brownfield land (National Grid)  |
| Prefer approach 2 with 60% at Malton/Norton (CPRE). Suggest up to 60% at Malton/Norton; at least 20% Pickering; at least 10% Kirkbymoorside and Helmsley and 10% Service Villages (CPRE)   |
| The advantages/disadvantages outlined in the document do not provide an even view or all of the points on which one can make a decision. Despite this Approach 2 would appear more appropriate, reducing strain on limited infrastructure and providing more sustainable development as Malton/Norton has better transport links ( S L Oswald)   |
| Suggest Approach 2 is taken forward, to provide 60% of housing at Malton./Norton. This would improve that balance and sustainability of employment and housing development as well as being aligned with national and emerging regional policy. Suggest a remaining distribution of 20% to Pickering; 10% to Kirkbymoorside and Helmsley and 10% to the Service Villages. It is important that the scale of new development to Malton/Norton is sufficient to deliver the necessary infrastructure improvements. (Yorkshire Forward)   |
| Support Approach 2. It is more sustainable, will assist in the funding of transport infrastructure improvements and will achieve an increase in the amount of affordable housing provided. Early allocations and release of green field land for housing will be needed to provide sufficient funds for the funding of road improvements and an appropriate number of affordable housing units. It is too early for the Council to say that the junction improvements would be delivered from 50% of development at Malton/Norton. Doubts as to whether at this level sufficient development has been proposed. A figure of no less that 60-75% should be supported for Malton/Norton. (Brewis Family) |
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| Concerned about whether the higher levels of development in Approach 2 are deliverable in Malton and Norton in terms of infrastructure. Higher growth could only be accommodated if strategic transport improvements are put in place via major strategic urban expansions (Lindrick Homes)  |
| Support Approach 2 as it accords more closely with national and regional planning policy in the emerging RSS. It is also more likely to deliver the objectives of funding infrastructure improvements at Malton/Norton and to increase the amount of affordable housing provided. Between 60-70% of all new housing should take place in the Malton/Norton area. The proposal to allocate nearly 80% of employment land to Malton/Norton is additional argument for this. Doubt whether 50% will deliver required affordable housing and road improvements. Early greenfield releases will be needed to fund A64 improvements. (Fitzwilliam Estate and Trust)  |

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| Is the most appropriate way forward. Focuses development in key transport, employment and service nodes of Malton/Norton. Important that development is limited in other towns. 'Up to' is important. (K Monkman)  |
| Is the most sustainable. Should seek to match housing and employment growth. It is recognised that there will be a need for local needs housing outside the main settlements and this will inevitably moderate the distribution accordingly. (Barratt Northern)      |
| <b>Housing Distribution - Options</b>  |
| It would have been helpful to have set out a series of options for Approach 2 (English Heritage)   |
| It would have been helpful if separate options under Approach 2 were outlined (Yorkshire Forward) and that the Council is not implicitly favouring one approach (GOYH)   |
| Agree with Option 1 or possibly Option 2 (Cllr A Wheldon, Ebberston with Yedingham PC)   |
| Could distribute on the basis of need, working locally etc. (Cllr M Farey, Ebberston with Yedingham PC)  |
| Agree with Option 1. (Cllrs H Leng, L Mennell, A Wheldon, Ebberston with Yedingham PC)   |
| Option 1 provides a more even option. ( Cllr S Law, Ebberston with Yedingham PC)   |
| Option 3 would impose less stress on the villages and allow the landscape between Helmsley and Pickering to be protected (Kirkbymoorside TC)   |
| Suggest an alternative option. Malton/Norton should get 40% so as not to overload services and road networks, Pickering 20%, Kirkbymoorside and Helmsley 10% and all other service villages 30% to give a more even distribution and choice of housing (E M Fawcett) |
| Suggest alternative option of 50% Malton/Norton; 20% Pickering; 15% Kirkbymoorside and Helmsley; 10% Service Villages and 5% non- service villages (THRIVE)  |
| Option 4 gives the best opportunity for maintaining the best features of Ryedale.(A Agar)  |
| Option 1 provides the 'best fit' in terms of recognising the enhanced role of Pickering referred to in the document and limiting the levels of   |

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| development coming forward in smaller villages. (NYMNPA)   |
| The consultation document offers no option for Malton and Norton. Members would like to see a fairer allocation. Suggest 30% to Malton/Norton; 25% Pickering; 25% Kirkbymoorside and Helmsley and 20% to the Service villages. (Norton on Derwent Town Council)  |
| Options 1 or 3 should be preferred. 875 dwellings should be allocated to Pickering and consideration should be given to more, to ensure that an adequate level of housing is provided to support the town's role as a provider of jobs, services and facilities for the northern part of the District. (Caddick Group)                   |
| Housing requirement for Pickering should be expressed in terms of 'at least' rather than 'up to', because of the importance of such development to achieving sustainable patterns of development in the District and its northern parts. (Caddick Group)   |
| Suggest options 3 or 4 (Helmsley TC)   |
| Option 4 is the most appropriate (Ampleforth Parish Council)   |
| Lack of information on which to base a judgment on other combination of proportions (S L Oswald)   |
| Do not favour a particular option. Areas of high landscape value adjacent to the town should be protected for their own sake and for the setting of the town. Would not want to see large amounts of new housing that would strain amenities and services. ( Pickering Town Council)   |
| Neither option is appropriate (Great Habton PC)  |
| Suggest alternative option of 50% Malton/Norton; 20% Pickering; 10% Kirkbymoorside/Helmsley; 15% primary Service villages; 5% Service Villages (Savills)   |
| It would have been helpful to set out more explicitly, the potential constraints that the Council has identified to the growth of these settlements (English Heritage)   |
| Support Option 1 as it provides a balance between the primary roles of Malton/Norton, the primacy of Pickering in relation to other settlements and acknowledges the key role of Kirkbymoorside and Helmsley. It would sustain local facilities, reinforce local communities and conform to national/regional policy (Golder Associates) |
| Suggest alternative option of at least 55% in Malton/Norton, up to 20% in Pickering, up to 15% in Kirkbymoorside and Helmsley and up to 10%  |

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| in the service villages 9 (West Park Development)  |
| On balance Option 1. It is important that development takes account of landscape setting and local distinctiveness. Flood risk will be another constraint particularly in Malton/Norton (Natural England)  |
| Option 4 (Birdsall Estate)   |
| Suggest an alternative option: 50% to Malton/Norton;20% to Pickering;20% to Helmsley;10% to Kirkbymoorside and 0% Service Villages, as development in the villages is likely to be limited to infill/windfall only and cannot be counted as deliverable in terms of PPS3. This option would balance greenfield releases across the settlements; provide more choice in the housing market and allow for more affordable housing outside Malton/Norton; would place less pressure on the service villages, where the allocation of housing would put an unnecessary burden on services; would reduce the need for major transport infrastructure at Malton/Norton and is therefore more deliverable; would reduce pressure on social infrastructure, retail and employment land in Malton. (Lindrick Homes) |
| None of the options are appropriate because they do not allocate housing land to villages not designated as service villages (Mr Cockerill)  |
| Support Option 4. Higher levels of new housing for the service villages will help maintain and enhance their services (Tees Properties Ltd)  |
| Alternative option of 60% Malton/Norton, 20% Pickering, 10% Kirkbymoorside and Helmsley, 10% Service Villages ( Barratt Northern)  |
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| <b>Employment Land Distribution</b>  |
| Cannot think of another way to distribute employment land ( Cllrs S Law, H Leng, L Mennell, A Wheldon, M Farey, Eberston with Yedingham PC)  |
| Agree with the distribution of employment land (Kirkbymoorside TC)   |
| In the past small villages provided work for villagers so why can't small industrial sites be set u-p in these villages to provide work locally ( E M Fawcett)   |
| Core strategy should promote the reuse of industrial areas for residential use where they are no longer required for employment purposes   |

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| (National Grid)   |
| Allocation to Pickering should be increased by 20% to reflect the towns important role serving the northern parts of the District (Caddick Group)   |
| The allocation of employment land should be linked with the allocation of housing land (CPRE)   |
| Distribution of nearly 80% of employment land to Malton/Norton would seem out of balance with 50% proposed for housing. This would seem to encourage travel to work and could result in fewer benefits to businesses in the twin towns. If people live and work in a centre they are more likely to spend time and money ( S L Oswald)  |
| The consultation document does not outline the location/type of employment land in centres. Does the distribution take account of existing developments of employment land which currently lie vacant? (S L Oswald)   |
| Agree in general but ask that employment development in villages be restricted to rural type activities i.e. industries that serve agriculture, equestrian businesses or the rural environment (Great Habton PC)  |
| Welcome the approach to the distribution of employment land and support the use of an up to date employment land study (Regional Assembly Officer Comment)  |
| The pre-production process should be about option generation. It is difficult to argue that there are no other distribution options, so the Council will need to have a firm evidence base and full justification for pursuing this approach. (GOYH)  |
| Concerned that in stating that jobs will be created in the places where employers say they need to locate in order to be successful, may lead to employment development in unsustainable locations. New employment development should be encouraged in a way that reduces the need to travel by private car and to promote accessibility by public transport, walking and cycling (Yorkshire Forward) |
| Support the approach. Concentrating employment land on Malton/Norton will produce more sustainable development (Brewis family)  |
| Support the findings of the Employment land Study that there is an urgent need to bring forward 45 ha of employment land and that 36ha should be provided in/around Malton/Norton and that the land at York Road is one of the most appropriate locations. (Henry Boot Developments Ltd)  |
| The document needs to acknowledge the situation of existing major employers in the rural area. A flexible approach ( as with EMP6 of the Local Plan) should be adopted (Kingspan)   |

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| The proposed distribution of employment land does not appear to take account of the potential environmental constraints ( English Heritage)   |
| Distribution should be approached on a pro-rata basis alongside housing land. Suggest 60% to Malton and Norton;15% to Pickering; 15% to Helmsley and 10% to Kirkbymoorside. (Lindrick Homes)                                      |
| Support the approach to the distribution of employment land (Fitzwilliam Estate and Trust)  |
| Support the approach but this should not preclude the Authority responding to locational requirements for applications outside of these centres where locational criteria justify (Golder Associates)                             |
| Approach to employment land distribution appears reasonable as it is based on the settlement hierarchy and evidence form the employment land study. (Natural England)   |
| Existing employment sites should not be used for housing development (Slingsby South Holme and Fryton Parish Council)   |
| Another way to distribute employment land would be to ensure that agricultural to alternative use is liberally granted (Birdsall Estate)  |
| Thought that insufficient information had been provided to give an informed response (Pickering Town Council)   |
| Should generally follow housing distribution with exceptions for justifiable business requirements. Business that employ mostly temporary imported labour should not have a priority claim when land is allocated. (Mr Cockerill) |
| Proposal is appropriate (K Monkman)   |
| Should be sustainably located ( Highways Agency)  |
| Agree that Malton and Norton should have the most employment growth and endorse the % split proposed ( Malton and Norton Area partnership)  |
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| <b>Visions for the Market Towns</b>  |
| <b>General</b>   |
| Provide easier traffic flows, better facilities and clean up centres (Cllrs H Leng, L Mennell, Ebberston with Yedingham PC)  |
| Don't disagree with the Council's proposals provided local infrastructure and roads are capable of supporting them and provided Malton does not become an 'out of town' shopping mall. (Great Habton PC)   |
| Agree with the visions for each of the Market towns (Regional Assembly Officer Comment; Cllrs S Law, L Mennell, Ebberston with Yedingham PC))  |
| Welcome visions for the market Towns. Support reference to the enterprise centre in Malton/Norton and new business park in Pickering. The provision of a new technology/business park in Malton would support Theme B of the Investment Plan for York and North Yorkshire which seeks to connect Malton/Norton to the York economy and support the development of Science City York sectors. (Yorkshire Forward) |
| The preservation and enhancement of the historic environment should be part of the vision for each of the settlements. New development should not be delivered at the expense of the erosion of their historic character/landscape setting. (English Heritage)   |
| Concerned to see proposed development in close proximity to rivers and becks and wonders how much account has been taken of flooding risks in these areas (Flaxton Parish Council)   |
| Endorse the visions set out for the Market Towns (Golder Associates)   |
| Support the roles of the towns as outlined (West Park Developments)  |
| It is important to understand the capacity of the environment to accommodate change to ensure a good environmental fit is achieved. Development in each town should respect a number of principles – respecting character, public transport accessibility etc. (Natural England)   |
| The towns are pedestrian friendly enough (Birdsall Estate)   |
| Complete the A64 dual carriageway programme (Mr Cockerill)   |
| Develop strengths of Helmsley, Kirkbymoorside and Pickering for tourism/ focus for local services. (K Monkman)   |
| Support the ideas that are expressed (Barratt Northern)  |

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| <b>Malton and Norton</b>  |
| Agree with vision (Cllr M Farey, Ebberston with Yedingham PC)   |
| Retain Cattle Market. Too many shops are already closing due to high rents (Cllr A Wheldon, Ebberston with Yedingham PC)  |
| Encourage service to be open on Sundays. Improvements to rail links are welcomed and we would be keen to see the Malton to Pickering link reopened. Road improvements need to provide better cycling routes and prioritisation for buses (THRIVE)   |
| Priority for Malton/Norton should be broader economic activity and the provision of a technology/business park (CPRE)   |
| Pedestrianisation of the Market Place. (S L Oswald)   |
| Retain the cattle market. It is part of the historic character of the town and has the potential to be a feature and not an eyesore. The Conservation Area may need to be reviewed (S L Oswald)   |
| Develop a cohesive car parking strategy to encourage use of the local facilities and removes uncontrolled parking ( S L Oswald)   |
| Improve cycle and footpath network connecting Malton/Norton with nearby service villages (S L Oswald)   |
| Improve visitor offer through retail, leisure and food and drink. There is the opportunity to capitalise on heritage, the farmers and Saturday markets and inject life into them (S L Oswald)   |
| Hard to imagine that the towns could be centres for banking (S L Oswald)  |
| Support the aim of building on the role of Malton/Norton as Principal Service Centre. To achieve this, it will be necessary for Malton/Norton to become more self-sustaining with a much improved employment and retail offer. Additional employment opportunities are needed to reduce out commuting. This can only be realistically achieved by the development of Greenfield land on the edge of settlements such as land at York road. It is likely that new retail development in out of centre locations will also be required to meet specific needs e.g. bulky goods and to reduce the leakage of retail expenditure. (Henry Boot Developments Ltd) |
| To support aspirations, it is important that the A64 junction improvements are made. The Core Strategy should give explicit priority to the improvement of Musley Bank (Henry Boot Developments Ltd)  |
| Fully support the aims and objectives outlined for Malton/Norton (Fitzwilliam Estate and Trust)   |
| Closure of the Cattle market would be very negative for Malton/Norton (B White)   |
| Allow development to compete with York in/around Malton (Birdsall Estate)   |
| Improve rail services (Birdsall Estate)   |
| Create a southern Malton bypass and prevent so much traffic entering the town centre and railway crossing by bridge. Prevent the traffic system coming to a halt for each train. (Birdsall Estate)  |
| Put the Malton Saturday market out of the centre (Birdsall Estate)  |
| Agree with the proposal for a technology and business park at Malton (Birdsall Estate)  |

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| A good tourist class hotel is needed with car parking. Wider range of medical services. Outline for roles of other towns seems sensible. ( Mr Cockerill)   |
| Develop its role as a service and employment centre. Improve shopping, improve the A64, pedestrianise town centre streets, fund a southern relief road through new development, improve rail link, relocate cattle market and redevelop the existing site, encourage the estate to let their properties ( K Monkman) |
| Support the ideas put forward as these reflect priorities the partnership has identified in its business plan ( Malton and Norton Area Partnership)  |

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| <b>Pickering</b>   |
| Flood prevention (Cllrs H Leng, L Mennell, A Wheldon, M Farey, Ebberston with Yedingham PC)  |
| Improve traffic flow, better parking, support and provide retail /services for locals not just tourists (Cllr M Farey, Ebberston with Yedingham PC)  |
| Favour the creation of a linear park running parallel with the beck and seek political will being found to create a park close to the town centre. Conservation of the strong historic fabric should be a priority. Improved facilities for the users of public transport and pedestrians. Monday market should be re-sited. Support emphasis on providing a range of market and affordable homes rather than numbers. Determining factor should be the ability of infrastructure to accommodate additional demand. (Pickering Town Council) |
| Agree with the visions but would like more emphasis on the town being the main focus for sustainable development in the northern part of the District (Caddick Group)  |
| Town Centre redevelopment and enhancement should be the priority (CPRE)  |
| Full pedestrianisation of the high street may improve the offer (S L Oswald)   |
| <b>Helmsley</b>  |
| The suggestions are supported but should include a general point relating to the need for new housing in Helmsley.(NYMNP)  |
| Should not only be considered as a tourist town but should have improved job opportunities and recreational facilities. Car parking is a high priority (Helmsley TC)   |
| Protect good quality shops ( Cllr M Farey, Ebberston with Yedingham PC)  |
| Suggest the following role; enhanced role as a tourist centre; continued provision of a range of services to cater for a large catchment; provide land for new homes and employment; provision of affordable housing; improved public transport and pedestrian facilities; retain and enhance historic core and public realm; strategic location on the A170 and the first port of call on A170 from Thirsk to Scarborough; serves a large catchment area (Lindrick Homes)   |
| <b>Kirkbymoorside</b>  |
| Agree with vision (Cllr M Farey, Ebberston with Yedingham PC)  |
| Development of sports and leisure facilities is needed (Kirkbymoorside TC)   |
| The town team identified the possibility of developing artisan housing and workshops to encourage the development of trade and vocational training given the pattern of employment historically in the town (Kirkbymoorside TC)  |
| There is a need to maintain attractive employment land to provide opportunities for employment (Kirkbymoorside TC)   |
| Propose provision of further convenience retail space at Kirkbymoorside of 4,000 sq. ft. (N Farrell Surveyors)   |
| <b>Potential 'growth' locations - General</b>  |
| Use infill and brownfield first, don't spread out and out and avoid floodplains (Cllr H Leng, L Mennell, M Farey, Ebberston with Yedingham PC)   |
| Use infill land first and do not use the Green Belt and avoid floodplains. (Cllr A Wheldon, M Farey, Ebberston with Yedingham PC)  |
| Agree with the suggested broad locations but avoid putting development on floodplains. (Cllr S Law, L Mennell, Ebberston with Yedingham PC)  |
| Expansion should be on a small scale within existing limits if possible and for local need only (Cllr M Farey, Ebberston with Yedingham PC)  |
| Ban any building on or near a floodplain (E M Fawcett)   |
| Concerned that all the sites are on the fringes. Hope that a high proportion of new housing will be on town centre brownfield sites. Do not want to  |

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| see green field sites extending settlements into the open countryside. (CPRE)  |
| The location of housing in specific settlements will need to follow the sequential approach set out in the draft RSS as set out in Policy YH8 (Regional Assembly Officer Comment)  |
| The Council should identify strategic growth locations as part of the Core Strategy for housing and employment. (Henry Boot Developments Ltd)  |
| All potential development areas need a thorough evaluation in terms of landscape setting and archaeology (English Heritage)  |
| Protect character of Helmsley, Pickering and Kirkbymoorside on the edge of the moors from urban encroachment ( K Monkman)  |
| Development should be located so as to not have a detrimental impact on the safe and efficient operation of the A64 ( Highways Agency)   |
| <b>Potential 'growth' locations – Malton/Norton</b>  |
| Site 3 and 6 ( Cllr A Wheldon, Ebberston with Yedingham PC)  |
| Site 1 is brownfield and is acceptable for development but must not be allowed to become too big (Norton on Derwent Town Council)  |
| Site 2 is greenfield and should not be considered unless absolutely necessary ( Norton on Derwent Town Council)  |
| Site 3 is greenfield with poor access and should not be considered unless absolutely necessary (Norton on Derwent Town Council)  |
| Site 4 is greenfield but along with site 5 has the potential to deliver the Scarborough to Beverley Road link. This as planning gain would make these two sites acceptable for development. (Norton on Derwent Town Council)   |
| Prefer sites 2 and 3 if greenfield sites are necessary. In terms of site 6, the gap between Malton and old Malton should be preserved. Sites 5 and 8 extend the settlement too far (CPRE)  |
| Sites 1,2 and 3 together could be linked to fund the building of a second rail river crossing  |
| Sites 4 and 5 may increase demand for access across the river/rail unless alternative routes can be provided from site 4 to 5 and then to the A64 from that end of Norton.(S L Oswald)   |
| In terms of site 6, it would be undesirable to merge Malton and Old Malton together (S L Oswald)   |
| The extent of site 7 is unclear but it appears to encompass the Showfield which has historic associations and is part of the character of Malton. Concerned about increased traffic and road safety in this location ( S L Oswald)   |
| Site 8 – question the visual impact and impact on traffic. There are also allotments in this location ( S L Oswald)  |
| Support areas 4 and 5. They are sustainable in terms of access to the towns and accessible to employment areas. Residential and employment uses could be effected on the two areas. Development proposals will help to facilitate the Beverley/Scarborough link road (Brewis Family: Barratt Northern) |
| Support Area 4. This area of Norton is highly sustainable and accessible to a range of services and facilities. (Shepherd Homes)   |
| Site 6 could have an adverse impact on the Old Malton Conservation Area by the erosion of the gap between Malton and Old Malton (English Heritage)   |
| Schedule of sites that the Estate wishes to see developed has been attached to this response. It is noted that land to the north of the Old Malton roundabout is not included. (Fitzwilliam Estate and Trust)  |
| Favour sites 3,4 and 7 as they are the least sensitive. Sites 2 and 6 are the most sensitive. Generally favour development on the south and east sides of the town. (Golder Associates)  |
| There should be greater emphasis on securing redevelopment within the urban area . A detailed landscape appraisal should be carried out for  |

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| each settlement with a view to limiting damage to areas of highest landscape value.(West Park Development)   |
| Areas 1,2,3,4,5 are not suitable for infrastructure reasons. Area 8 is most suitable but needs better road connection to the station. Use of greenfield sites will meet with resistance from those who values green areas for recreation (Birdsall Estate)   |
| Beverley/Scarborough link road could be provided in its entirety by our clients subject to an adequacy of development being provided in the locality. (Barratt York and Taylor Wimpey)   |
| All sites seem appropriate. Have to accept that the settlements will have to expand outside current boundaries (K Monkman)   |
| <b>Potential 'growth' locations - Pickering</b>  |
| Site 1 and 4 (Cllr A Wheldon, Ebberston with Yedingham PC)   |
| Some values in sites being inter dispersed and scattered throughout the town. Committee tended to favour sites that followed east/west axis. Imaginative response required to sites in the floodplain of the beck. Not averse to development on the higher ground. The determining factor should be that development should take place with minimum adverse impact. (Pickering Town Council) |
| Site 6 is the most appropriate location. It would reuse neglected and vacant land, is close to the town centre, is not subject to constraints and would not affect the setting of the town. Also provides the opportunity to create a more attractive urban edge. However, decisions should be made via the allocations DPD and not be prejudiced by the Core Strategy. (Caddick Group)      |
| Sites 1 and 4 are preferable. Sites 5, 7 and 8 should be ruled out as sprawl. Site 6 is too high above the centre and sites 2 and 3 are on the floodplain (CPRE)   |
| The selection of sites should ensure that the well preserved historic field boundaries, a distinctive feature of the landscape around the town, are safeguarded (English Heritage)   |
| Favour 2, 3 and 4. The south- west edges of the town are least sensitive to new development and would relate to existing infrastructure. (Golder Associates)   |
| Sites intrude into countryside quite extensively ( K Monkman)  |
| Sites to the north of the A170 are subject to landscape constraints. Direction of growth should be to the south ( Barratt Northern)  |
| <b>Potential 'growth' locations - Kirkbymoorside</b>   |
| Site 1 (Cllr A Wheldon, Ebberston with Yedingham PC)   |
| Prefer location 3 and Swineherd lane. Avoid floodplains and the contaminated industrial land and the south of the town in order to maintain the cohesion of the community ( Kirkbymoorside TC)   |
| Area 1 is likely to see an extension of the town in a way that could seriously detract from keldholme and effectively merge the two settlements (M Southerton)   |
| Area 2 is existing employment land. Reuse of this land for housing would push employment onto less sustainable sites. The sites are serviced and are in a position that minimises the need for employees to travel by car, especially to the services in the town (M Southerton)   |
| Areas 3 and 4 would detract from the setting of the town (M Southerton)  |
| Areas 5 and 6 benefit from various designations which seek to prevent significant development. They are visually prominent and relatively unsustainable ( M Southerton)  |
| Site 2 is preferable. The other sites extend the settlement into open country and are distant from the centre (CPRE)   |

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| Site 2 is a brownfield site and is most appropriate (Golder Associates)   |
| Kirkbymoorside should be allowed to grow on either side of the A170 and more particularly to the south. (N Farrell Surveyors)   |
| Sites extend into open countryside quite extensively ( k Monkman)   |
| Southerly expansion is most appropriate as sites to north of the A170 are subject to landscape constraints ( Barratt Northern)  |
| <b>Potential 'growth' locations - Helmsley</b>  |
| Site 1 (Cllr A Wheldon, Ebberston with Yedingham PC)  |
| There is a limited amount of suitable space for new development. This should be used to aid diversity of employment without barring any affordable housing ( A Agar)  |
| Site 2 is in the National Park. It is considered that canvassing opinion on the locations for new housing in advance of a joint DPD for Helmsley is premature and unhelpful (NYMNPA)  |
| Site 2 is in the National Park and could lead to housing spreading out along the A170 to the detriment of the national park and setting of the town ( M Southerton)   |
| Site 2 is preferable. Site 1 is subject to flooding (CPRE)  |
| Is location 2 a realistic option given that the site is within the National Park? ( GOYH)   |
| Favour site 2 as it relates well to the commercial core of the town (Golder Associates)   |
| Growth can only be directed to the east. Location 2 is the most appropriate for new housing and is closest to services. Would like to discuss a site at Helmsley with the Council/NYMNPA that could accommodate 350-400 new dwellings which is deliverable without constraints (Lindrick Homes) |
| The document is misleading as it refers to master planning work already commissioned for an area of Helmsley, which indicates that the Council has already identified areas which it seeks to bring forward (Lindrick Homes)  |
| Both sites are constrained and it is difficult to see any significant direction of growth ( Barratt Northern)   |
| <b>Housing Need and Affordable Housing</b>  |
| The chances of providing affordable housing on exception sites are negligible. This would only work if development could be made viable. There would need to be some relaxation on the embargo over free market housing to justify costs and realise profit ( The Castle Howard Estate)         |
| Allocate land/ increase target for affordable housing if there is a clear proven need for local families. Should only be at a level that meets proven needs. Market towns should accommodate greater numbers but only if needed. (Cllr M Farey, Ebberston with Yedingham PC)                    |
| Support allocation of affordable housing sites. Increase the target, especially in the villages. Level should be determined by the villages and the target should be needs driven. (Cllrs H Leng, L Mennell, A Wheldon Ebberston with Yedingham PC)   |
| Increase threshold for affordable housing (Cllr A Wheldon, Ebberston with Yedingham PC)   |

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| <p>Decision to allocate land for affordable housing and to establish new affordable housing targets should be made by individual towns and villages. Look at ways of encouraging shared equity and other schemes solely for the benefit of local people and ensure services are provided. (Kirkbymoorside TC)</p>  |
| <p>Site size thresholds should be reduced. Need to keep an eye on developers who build units below the threshold and then build further houses on adjoining land to avoid having to provide affordable housing units (Kirkbymoorside TC)</p>   |
| <p>The affordable housing target should be based on the population of the towns and villages in Ryedale then a calculation can be made as to where affordable housing is most needed not necessarily in the main service centres. A lot of small villages have an older population due to no affordable housing for the young having been built in the past (E M Fawcett)</p>  |
| <p>Small scale affordable housing sites should be allocated to smaller villages (E M Fawcett)</p>  |
| <p>If affordable housing is concentrated in the main service centres young people will have to move there, thus breaking family ties. Every village should have affordable housing for younger people otherwise villages will have an ageing population (E M Fawcett)</p>  |
| <p>Stronger links on a sub regional basis need to be developed with York. A shared approach on allocations can be considered in return for York contributing to link road improvements (THRIVE)</p>  |
| <p>Exception sites do not comply with the green paper and the message that housing development should be a mixed community. If there are to be exception sites then 50% of the properties should be shared ownership (THRIVE)</p>  |
| <p>Increasing the affordable housing allocation would meet the recommendations of the RSS and increase the chances of meeting need. If it were increased to 50% then a significant proportion should be shared ownership to create a balanced community. (THRIVE)</p>  |
| <p>% of affordable housing should reflect the need for improvements to the road network in Malton and Norton to be contributed to by developers. Should be flexibility for negotiation of affordable housing between 35-50% depending on size of the scheme, level of investment in roads, location of the scheme and balance of housing mix in the immediate area and the quantity of shared ownership properties (THRIVE)</p>            |
| <p>The strategy should also include targets for addressing affordable housing need in other ways i.e. conversion of space above shops, purchasing the properties of those who are facing re-possession and renting it back to them, target empty properties, provide incentives for tenants to downsize, increase target from new housing sites, reduce threshold from 15 to 10, allow up to 5% development on brownfield sites in non</p> |

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| service villages (THRIVE)   |
| Any % requirement needs to be based on a Housing Market Assessment and determined on a site by site basis. Site thresholds should not be lowered and requirements should not be so onerous to threaten the delivery of new housing (Home Builders federation) |
| Land could be allocated for affordable housing for local employees (A Agar)   |
| The target should be increased to at least 40% provided it includes a significant proportion of rented accommodation for the low paid. Site size thresholds should be reduced (A Agar)  |
| There should not be any new homes for sale in the villages (A Agar)   |
| The target should not be increased and the current thresholds should be maintained (Tees Properties Ltd)  |
| Our Core Strategy proposes 50% affordable housing in the settlements that are split. Members are keen to ensure that further discussion takes place on this issue, particularly in relation to Helmsley. (NYMNPA)   |
| Exception sites are a sensible way of meeting the need for affordable housing. Targets should be judged according to the requirements of each town/village. (Pickering Town Council)  |
| The target needs to be flexible and considered on a site by site basis (Norton on Derwent Town Council)   |
| Agree that land should be allocated for small scale affordable housing sites (B Johnson)  |
| The current affordable housing policies are correct and provide a good balance and mix of affordable and market housing (B Johnson)   |
| The strategy makes no mention of the holiday cottages and second homes, which are a significant part of the local housing stock. (B Johnson)  |
| Requirement for affordable housing/ increased targets should be on a site by site basis to take account of viability (National Grid)  |
| Should be made available to all towns and villages that show a need. Numbers should be increased and kept as local (Helmsley TC)  |
| Affordable housing should be within village boundaries if possible, but on the edge if not (Ampleforth PC)  |

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| The target should only be increased if there is shown to be a need. Each village should be assessed independently (Ampleforth PC)  |
| The Core Strategy will have to provide more detail in terms of housing mix. It should also provide more detail in terms of Affordable Housing – the amount expected to be provided in different settlements/the proportions proposed (CPRE)  |
| As well as the exceptions policy, the Core Strategy should propose the identification of settlements within development limits solely/largely for affordable housing (CPRE)  |
| The target should be increased to 40% in larger sites in the towns. 30-35% should be sought on smaller sites (6-14 dwellings) and 30% on sites of 3-5. Site size thresholds should be reduced. (CPRE)  |
| The Core strategy should consider increasing the target and reducing thresholds as encouraged by the RSS Panel report (North Yorkshire County Council)   |
| Agree that land should be allocated for affordable housing but sites should not result in rural isolation due to lack of public transport. Can the Council/would the Council consider the compulsory purchase of land to enable such affordable housing development? (S L Oswald)  |
| Will the Core Strategy restrict/prevent infill housing, which creates single units for open market sale. (S L Oswald)  |
| If an ambitious target can help to focus minds and actions of those concerned into addressing Affordable housing, then the target should be higher. Thresholds could be lowered outside Malton/Norton and Pickering. (S L Oswald)  |
| Agree that land should be allocated for small-scale affordable housing sites but these should be mainly shared equity housing, limiting occupation to local people. Don't believe that a significant number of sites will be developed as affordable homes unless they are part of larger private housing developments. The policies in the Core Strategy will discourage developers building affordable homes in the villages (Great Habton PC) |
| Increase the target by 40% provided the allocation of housing land is increased and possibly set a different target for the Market Towns and Villages. Lowering of thresholds will depend on what the market can stand. Would not want to see housebuilders being discouraged from building houses. (Great Habton PC)  |
| Affordable housing provision in the villages should be provided cumulatively i.e. provision triggered after a certain number of market homes are provided in the settlement. This would avoid the loophole of developers building below the threshold (Cllr P Andrews; Great Habton Parish)  |

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| Council)   |
| Is it possible to indicate broad areas of highest need and the type of affordable housing as well as an annual target? Has the Council considered bands/ranges i.e. different percentages for a range of thresholds across the area? (GOYH)  |
| The affordable housing target should be increased to reflect Policy H3 of draft RSS. The Council could also make specific allocation for affordable housing and adopt lower site thresholds (Yorkshire Forward)  |
| It is for the Council to justify affordable housing target figures. Targets should be settled by negotiation and with full knowledge of all associated development costs (Brewis Family)   |
| Exception sites at small villages will provide limited opportunities to create sustainable communities. The Council should focus its deliverability of affordable housing to larger land release (Lindrick Homes)  |
| Current targets and thresholds should be maintained as other types of contributions will also be required from sites. Differential targets will cause confusion. May also lead to some settlements experiencing greater growth than others and the development pattern may not align with spatial policy (Lindrick Homes)  |
| A key problem is that the overall housing figure is so low. The Council should take every opportunity to increase the overall housing figures. The current affordable housing target threatens the viability of brownfield sites in Malton. Target should not be increased beyond the present level. The viability of greenfield sites will be threatened if the target is increased combined with contributions to transport infrastructure. Any policy should make it clear that it is a target to be negotiated within the context of individual schemes. ( Fitzwilliam estate and Trust) |
| The existing policy should be made more flexible to apply to the smaller sites generally found in villages (Edstone Parish Meeting)  |
| The only way to increase affordable housing is to reduce thresholds and increase targets. We have a target of between 40-50% and an adopted threshold of 2 (0.1ha) outside the Market Towns. (Hambleton DC –Officer comments)  |
| The LDF needs to clearly identify what affordable housing is and what the needs of an ageing population are. Affordable housing can only be achieved by shared cost or rented accommodation. Unsure as to how affordable housing is restricted to local people. Concerned that it could be purchased by people moving in from elsewhere. (Slingsby South Holme and Fryton Parish Council)  |
| High density housing in villages might change the identity of villages. Affordable housing must blend in and not change the character of villages  |

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| (Slingsby South Holme and Fryton Parish Council)   |
| The needs of the elderly are not served in Slingsby to a great extent – how are the elderly defined in terms of age? The needs of the elderly are served in terms of the area accommodating retiring people from, for example, West Yorkshire. (Slingsby South Holme and Fryton Parish Council)      |
| The housing needs of migrant workers should be another category of housing need before Gypsies and Travellers (Slingsby South Holme and Fryton Parish Council)   |
| Need to identify what affordable housing is and what the needs of an ageing population are. Given market prices affordable housing can only be achieved by shared cost housing or rented accommodation (Slingsby South Holme and Fryton Parish Council)  |
| The movement of people from cities to the countryside does drive up house prices but it is difficult to see how local policies can change this migration (Slingsby South Holme and Fryton Parish Council)  |
| The LDF should indicate areas for new industry/commerce with higher paid jobs. Affordable housing is required because the area has many low paid jobs (Slingsby South Holme and Fryton Parish Council)   |
| Exception sites for affordable housing should be given permission wherever possible (B White)  |
| The affordable housing target should be increased to 50%. Targets should be more in certain low income villages to avoid the need for the young to leave (B White)   |
| Should allocate land for affordable housing on the edges of smaller villages (Golder Associates)   |
| Should not increase the target or set different targets. The threshold of 15 should be applied consistently across the principal and Local Service Centres. The threshold of 5 should not be changed. Include clarification of the type of affordable housing provision required (Golder Associates) |
| Allocation of affordable housing sites on the edges of villages would be unsustainable and against national policy. Exception sites can and should only be located in/adjacent to service villages (West Park Developments)  |
| Sole issue to address is the viability of development in sustainable locations. Need to refer to the need to determine through a viability exercise, the extent of affordable housing any sustainable residential site can accommodate. If sites are unviable, policies could be designed to         |

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| compensate by producing exception sites elsewhere. (West Park Developments)  |
| Does planning prevent affordable housing need being met? There are plenty of sites and developers but obviously a lack of intent to provide people with an opportunity to own their own home (B White)                             |
| Introduce co-ownership housing schemes/ societies to substantially increase affordable housing (D Crease)  |
| Increase target and lower threshold to lowest practicable level. Use different targets for different areas. (Mr Cockerill)   |
| Current targets generally appropriate but some locations will require higher levels of affordable housing (k Monkman)  |
| Care needs to be taken with exception sites to avoid bad planning (Terrington PC)  |
| Exception sites should only be considered in areas accessible by a variety of sustainable modes of transport. (Highways Agency)  |
| The Market Towns are the most appropriate locations for affordable housing (Malton and Norton Area partnership)  |
| Will be guided by the housing needs study and justified by a strategic housing market assessment. Care needs to be taken not to affect viability, particularly in the light of other requirements/contributions (Barratt Northern) |

## **Findings from the 2008 Malton Town Centre Strategy Consultation:**

## **Appendix 3**

### **Reuse of Livestock Market site for WSPs mixed use proposal (retail, residential, public space, parking) on the basis that the Livestock market was relocated**

- 55% supported the proposed residential development; 35% did not.
- A majority (61%) supported the retail proposals whilst 34% did not.
- 71% supported the approach to new public spaces, with only 19% opposed these.

### **Part-redevelopment of Wentworth Street Car Park**

- The results showed 47% in favour of a 'good quality supermarket' on part of this site and 45% opposed.
- The results showed 46% opposed to 'Flats on the upper level' with 38% supporting this.
- A clear majority (66%) wished to 'Retain two thirds of the site for car parking' with only 22% against
- The majority (88%) supported 'Free car parking for shoppers' using the proposed supermarket.

### **Pedestrianisation of the northern side of the Market Place**

- There is a majority in favour of this project with 62% backing pedestrianisation of the northern side of the Market Place and only 26% against. 12% are unsure. Some 46% of people would choose a more extensive car free area and a further 25% are undecided about that. These views are consistent with the 2007 Town Centre Strategy consultation when 69% supported closing the northern side of the Market Place to traffic and 53% backed a wider pedestrianisation.

### **Improvements to Public realm in Wheelgate**

- A two to one majority (58% to 28%) supported wider pavements on the north-eastern side of Wheelgate and a strong majority (79%) supported improved shopfronts and street scene.

### **Rear delivery route for Wheelgate**

- 72% backed a new rear delivery route for Wheelgate and 21% were unsure.

### **Redevelopment of Malton Tennis and Bowls Club site for residential use provided that sports facilities are relocated**

- There was almost a three way split between those who supported the proposed residential development (39%), those who were unsure (31%) and those who were opposed (30%).

### **Conversion of Mount Hotel to residential apartments**

- A clear majority (72%) backed residential conversion and only 13% opposed this.

### **Re-use of York House**

- The preference was for re-use of the building for a museum (36%), although there was notable support for a Tourist Information Centre (26%) and Community use (25%).

### **Improved play / sports facilities at Highfield Rd**

- A clear majority (67%) supported this and only 7% were opposed.

### **Relocation of Malton Livestock Market to former Showfield site, with additional development to help fund the relocation**

- The clear majority (70%) supported the relocated market and enabling re-development, with a further 9% unsure. 21% were opposed.

### **Improved Milton and Assembly Rooms**

- The strong preferences for use of an improved Milton and Assembly rooms were music / arts events and plays/theatre. The third and fourth most popular choices were an art gallery and lettable space for functions.

**Appendix 4 Regulation 25 Letter (Regulation 18) Facilitating Development DPD  
(Local Plan Sites Document DPD)**

Ryedale House  
Malton  
North Yorkshire  
YO17 7HH

Tel: (01653) 600666  
Fax: (01653) 690834  
Website: [www.ryedale.gov.uk](http://www.ryedale.gov.uk)



**Chief Executive**  
Janet Waggott

**Corporate Director**  
Marie-Ann Jackson

**Corporate Director (S151)**  
Paul Cresswell

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Address

Our ref: RR/JuneConsultation

Your ref:

Ext: 355

Email: [ourfuture@ryedale.gov.uk](mailto:ourfuture@ryedale.gov.uk)

Date

Dear

**Local Development Framework – Consultation Document and Exhibitions for the Core Strategy; and  
Regulation 25 Consultation Stage of the Facilitating Development and Helmsley DPDs**

**(Pursuant to Regulation 25 of The Town and Country Planning (Local Development) (England) (Amendment Regulations 2008)**

Ryedale District Council is continuing to make progress in preparing the new Development Plan for Ryedale (the Local Development Framework). This letter is to inform you about two consultations that we are undertaking.

The first consultation is to ask key questions about the specific content of the Core Strategy, moving on from the Regulation 25 consultation that was undertaken at the end of 2008. This consultation is to run from Monday 15 June 2009 until Friday 31 July 2009. We have prepared a consultation document and maps of all the sites submitted to us. These are available to view:

- On the Council's web site
- In paper copy at the Council Offices (and Town Council Offices and Libraries in their normal opening hours)
- At the various exhibitions taking place around the district (see table below)

We are holding 18 exhibitions, within the Market Towns and larger villages. At the exhibitions there will be display boards covering the various issues, and maps of all the sites submitted for that area. We have also invited landowners and developers to present information on their sites at the town-located events. Attached to this letter is the timetable for the events.

The second part of this letter concerns the formal consultation stage known as Regulation 25 consultation. We want to know what subject matter you think should be contained in both the Facilitating Development DPD and Helmsley DPDs. What particular issues do you feel need to be addressed in these documents? We want your views and ideas now, so we can take them into account before draft documents are produced.

P.T.O

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**FORWARD PLANNING**

Head of Planning – Gary Housden E-mail: [lpandc@ryedale.gov.uk](mailto:lpandc@ryedale.gov.uk)

On the website we have some material prepared which is also part of the consultation document and exhibitions, to provide some information concerning:

- How we might look to develop a site selection criteria to assess sites; and
- Maps showing all the sites submitted by landowners/developers.

Any comments should be posted to the above address, or emailed to [ourfuture@ryedale.gov.uk](mailto:ourfuture@ryedale.gov.uk) by Friday, 31 July 2009.

As there are two separate consultations, it would be very helpful if you could set out your comments on separate papers for each consultation.

Please contact our team at the above address if you have any queries.

Yours sincerely,

*R Richardson*

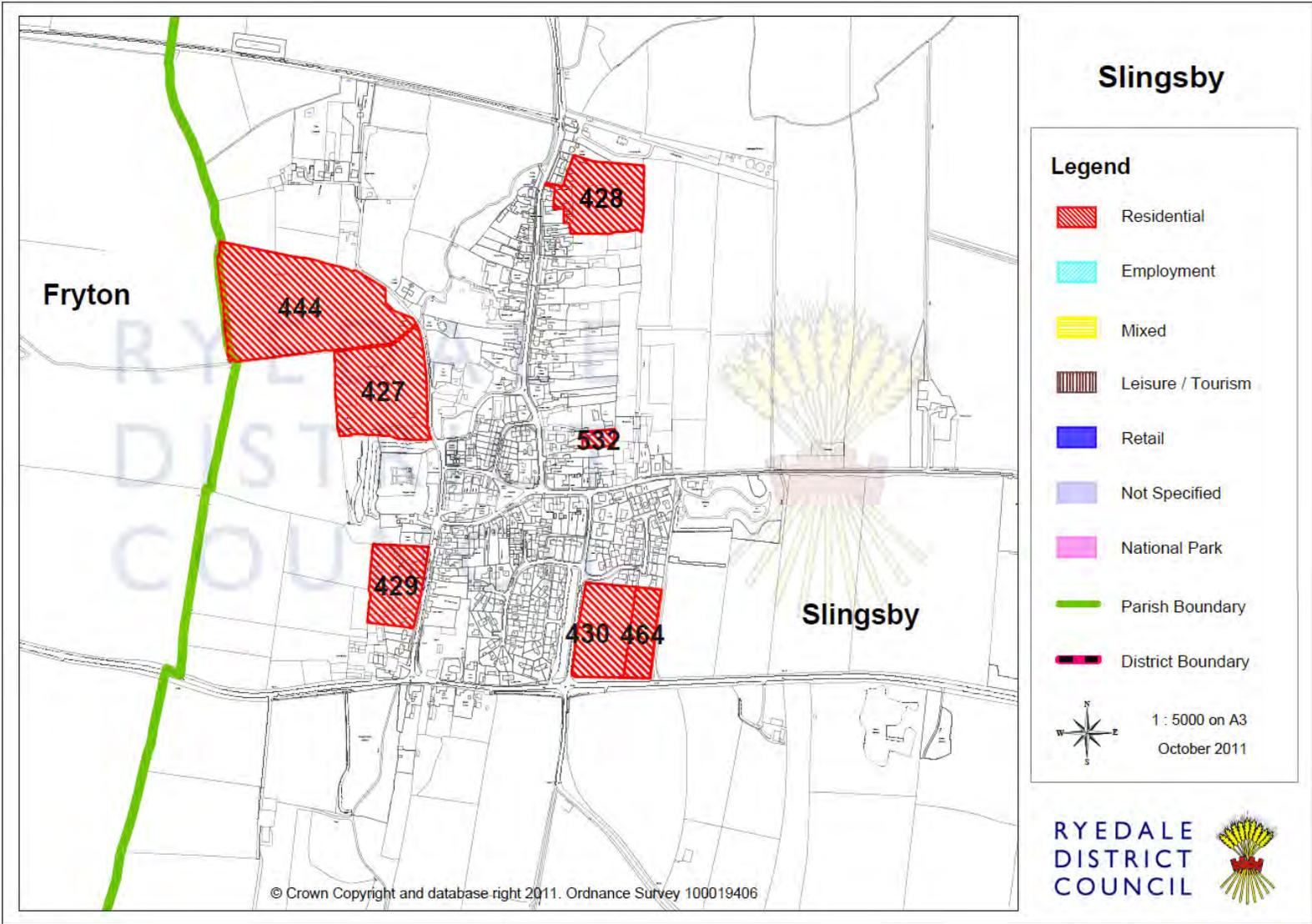
Rachael Richardson  
Forward Planning Officer  
Enc

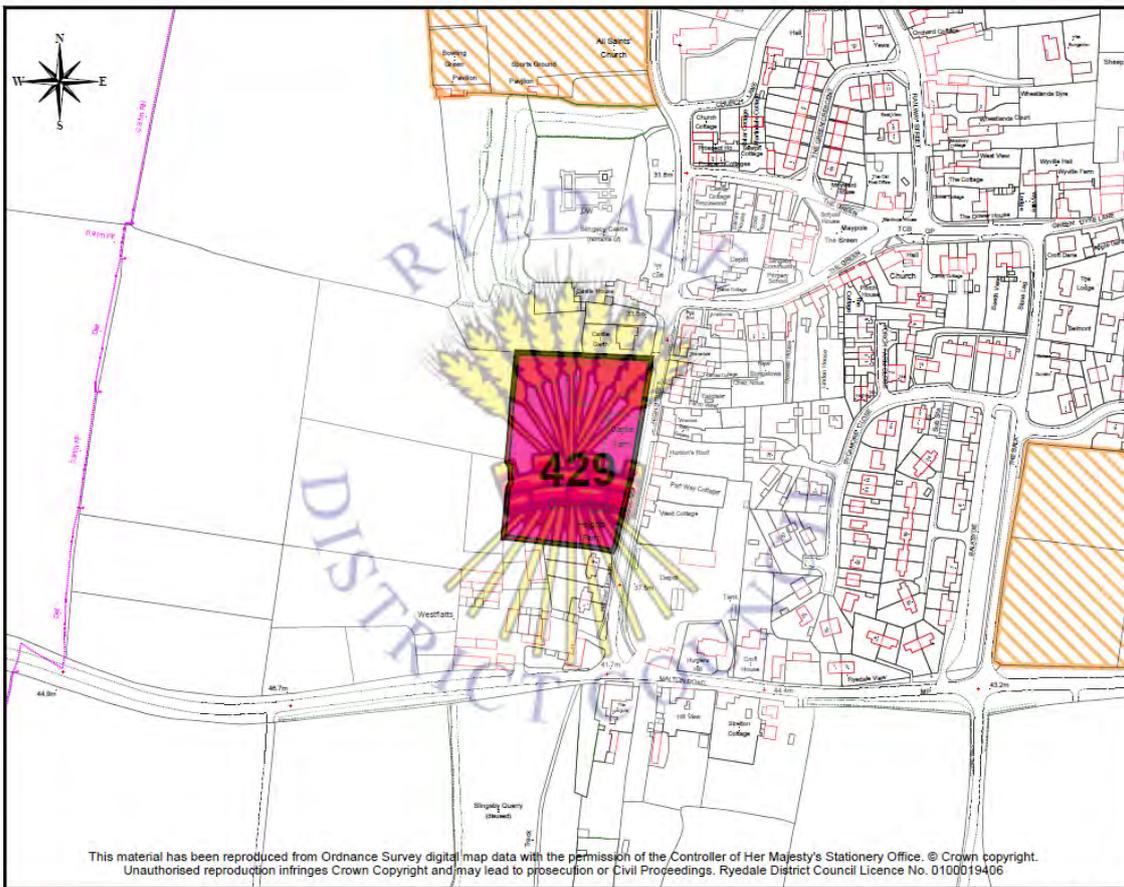
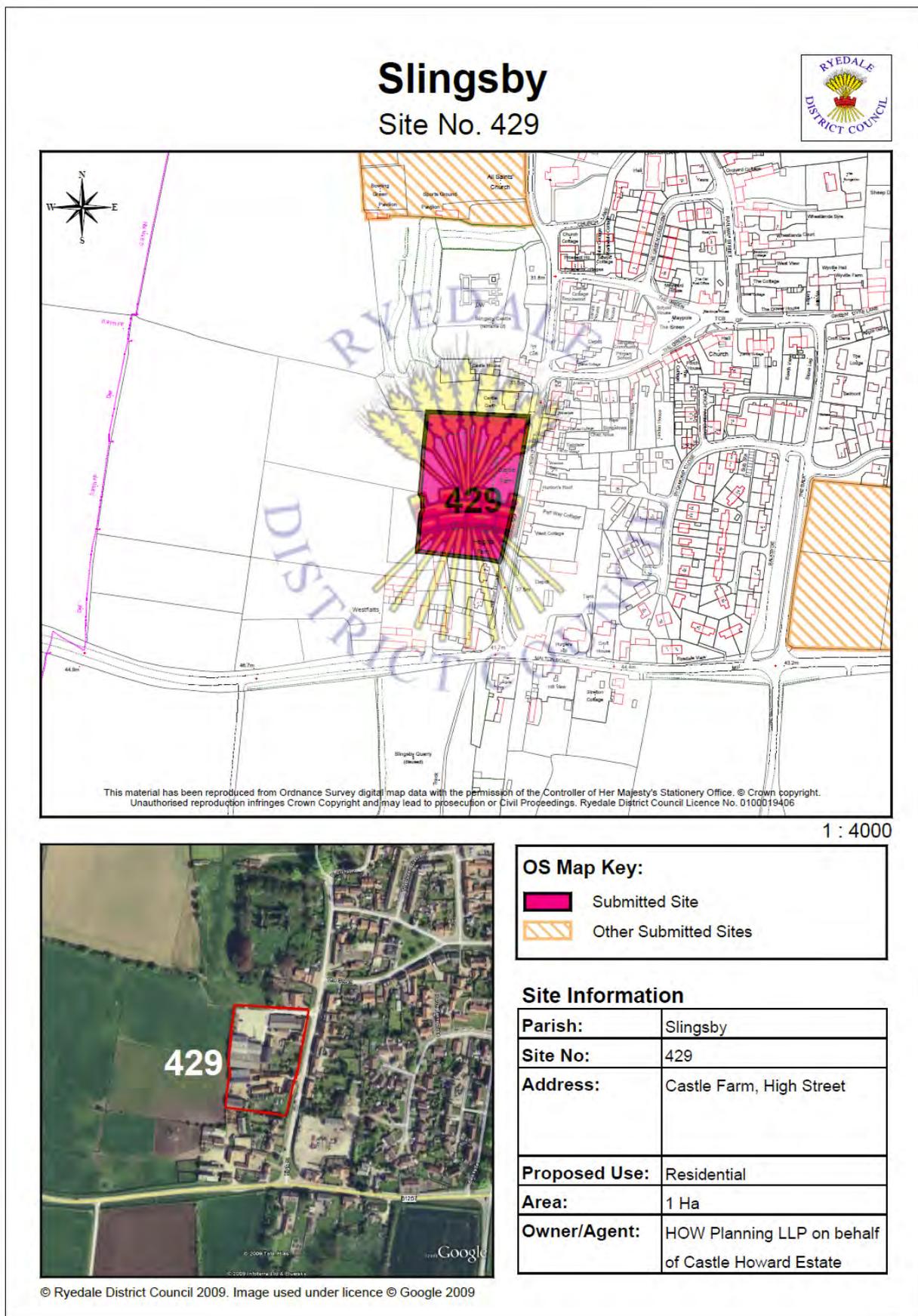
| <b>Date (2009)</b> | <b>Location</b>  | <b>Venue</b>                                | <b>Time</b>   |
|--------------------|------------------|---|---------------|
| 16 June            | Hovingham        | Village Hall                                | 3.00 -7.00pm  |
| 17 June            | Sherriff Hutton  | Village Hall                                | 3.00 -7.00pm  |
| 18 June            | Birdsall         | Village Hall                                | 3.00 -7.00pm  |
| 19 June            | Sherburn         | Village Hall                                | 3.00 -7.00pm  |
| 22 June            | Thornton-le-Dale | Village Hall                                | 3.00 -7.00pm  |
| 23 June            | Nawton / Beadlam | Nawton Memorial Hall                        | 3.00 -7.00pm  |
| 25 June            | Pickering        | Memorial Hall                               | 3.00 -7.00pm  |
| 26 June            | Pickering        | Memorial Hall                               | Noon – 5.00pm |
| 29 June            | Staxton          | Village Hall                                | 3.00 -7.00pm  |
| 1 July             | Slingsby         | Village Hall                                | 3.00 -7.00pm  |
| 3 July             | Helmsley         | Town Hall Ground Floor Meeting Room         | Noon – 7.00pm |
| 6 July             | Amotherby        | Appleton le Street Parish Hall at Amotherby | 3.00 -7.00pm  |
| 9 July             | Ampleforth       | Village Hall                                | 3.00 -7.00pm  |
| 10 July            | Kirkbymoorside   | Royal British Legion Club                   | 2.00-6.00pm   |
| 11 July            | Kirkbymoorside   | Royal British Legion Club                   | Noon- 5.00pm  |
| 13 July            | Rillington       | Village Hall                                | 3.00 -7.00pm  |
| 17 July            | Malton           | Milton Rooms                                | 3.00 -7.00pm  |
| 18 July            | Malton           | Milton Rooms                                | Noon-5.pm     |

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**FORWARD PLANNING**

Head of Planning – Gary Housden E-mail:lpandc@ryedale.gov.uk





**OS Map Key:**

- Submitted Site
- Other Submitted Sites

**Site Information**

|                      |  |
|----------------------|--|
| <b>Parish:</b>       | Slingsby   |
| <b>Site No:</b>      | 429  |
| <b>Address:</b>      | Castle Farm, High Street                           |
| <b>Proposed Use:</b> | Residential  |
| <b>Area:</b>         | 1 Ha   |
| <b>Owner/Agent:</b>  | HOW Planning LLP on behalf of Castle Howard Estate |

# See the sites here..

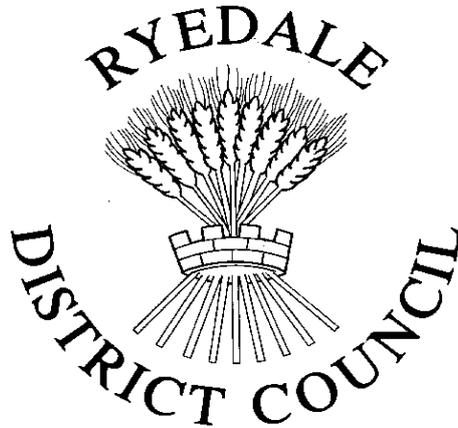
Ryedale District Council is having a consultation about preparing their new planning strategy called the Local Development Framework. As part of this we will be holding a number of exhibitions around Ryedale, where you will be able to view sites that people have put forward for new development in your area.

| Date    | Location         | Venue                                       | Time          |
|---------|------------------|---|---------------|
| 16 June | Hovingham        | Village Hall                                | 3.00 - 7.00pm |
| 17 June | Sheriff Hutton   | Village Hall                                | 3.00 - 7.00pm |
| 18 June | Birdsall         | Village Hall                                | 3.00 - 7.00pm |
| 19 June | Sherburn         | Village Hall                                | 3.00 - 7.00pm |
| 22 June | Thornton-le-Dale | Village Hall                                | 3.00 - 7.00pm |
| 23 June | Nawton / Beadlam | Nawton Memorial Hall                        | 3.00 - 7.00pm |
| 25 June | Pickering        | Memorial Hall                               | 3.00 - 7.00pm |
| 26 June | Pickering        | Memorial Hall                               | Noon - 5.00pm |
| 29 June | Staxton          | Village Hall                                | 3.00 - 7.00pm |
| 1 July  | Slingsby         | Village Hall                                | 3.00 - 7.00pm |
| 3 July  | Helmsley         | Town Hall Ground Floor Meeting Room         | Noon - 7.00pm |
| 6 July  | Amotherby        | Appleton le Street Parish Hall at Amotherby | 3.00 - 7.00pm |
| 9 July  | Ampleforth       | Village Hall                                | 3.00 - 7.00pm |
| 10 July | Kirkbymoorside   | Royal British Legion Club                   | 2.00 - 6.00pm |
| 11 July | Kirkbymoorside   | Royal British Legion Club                   | Noon - 5.00pm |
| 13 July | Rillington       | Village Hall                                | 3.00 - 7.00pm |
| 17 July | Malton           | Milton Rooms                                | 3.00 - 7.00pm |
| 18 July | Malton           | Milton Rooms                                | Noon - 5.00pm |

## ..and have your say!

For further information please visit our website at <http://ldf.ryedale.gov.uk> or contact the Forward Planning Team on: 01653600666 or Email: [ourfuture@ryedale.gov.uk](mailto:ourfuture@ryedale.gov.uk)





Further information is available on the Council  
website: <http://ldf.ryedale.gov.uk>

You can contact a Forward Planning Officer :

by e-mail: [ourfuture@ryedale.gov.uk](mailto:ourfuture@ryedale.gov.uk)

telephone: **01653-600666**

Address:

**Ryedale District Council,**

**Ryedale House,**

**Malton,**

**North Yorkshire,**

**YO17 7HH**

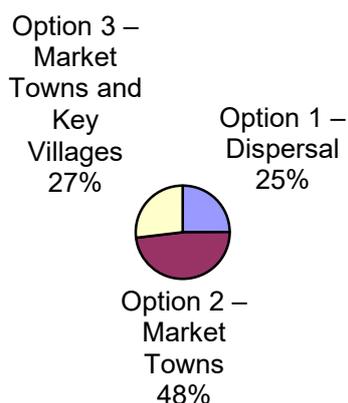
## Appendix 8

### Summer 2009 Exhibitions - Votes for the 3 Options – Sticky Dot Results and Visitors

\* True total is 12 dots, as 4 dots were removed by a lady and her children at this event - witnessed by Jill.

| <b>Date (2009)</b> | <b>Location</b>     | <b>Option 1 –<br/>Dispersal</b> | <b>Option 2 –<br/>Market<br/>Towns</b> | <b>Option 3 –<br/>Market<br/>Towns and<br/>Key Villages</b> | <b>TOTAL</b> |
|--------------------|---------------------|---------------------------------|--|---|--------------|
| 16 June            | Hovingham           | 2                               | 0                                      | 4   | 6            |
| 17 June            | Sherriff Hutton     | 1                               | 9                                      | 0   | 10           |
| 18 June            | Birdsall            | 2                               | 1                                      | 2   | 5            |
| 19 June            | Sherburn            | 0                               | 3                                      | 1   | 4            |
| 22 June            | Thornton-le-Dale    | 2                               | 1                                      | 0   | 3            |
| 23 June            | Nawton /<br>Beadlam | 0                               | 1                                      | 2   | 3            |
| 25 + 26<br>June    | Pickering           | 5                               | 8                                      | 15  | 28           |
| 29 June            | Staxton             | 0                               | 14                                     | 3   | 17           |
| 1 July             | Slingsby            | 5                               | 37                                     | 12*   | 54           |
| 3 July             | Helmsley            | 0                               | 2                                      | 19  | 21           |
| 6 July             | Amotherby           | 19                              | 59                                     | 14  | 92           |
| 9 July             | Ampleforth          | 9                               | 36                                     | 4   | 49           |
| 10 +11<br>July     | Kirkbymoorside      | 10                              | 6                                      | 17  | 33           |
| 13 July            | Rillington          | 0                               | 2                                      | 11  | 13           |
| 17 + 18<br>July    | Malton              | 59                              | 41                                     | 19  | 119          |
| <b>TOTAL</b>       |                     | <b>114</b>                      | <b>220</b>                             | <b>123</b>  | <b>457</b>   |

### Sticky Dot Results - Overall Totals



### Numbers of Visitors

| Date (2009) | Location         | Total Number of Dots | Number of Visitors | %    |
|-------------|------------------|----------------------|--------------------|------|
| 16 June     | Hovingham        | 6                    | 16                 | 37.5 |
| 17 June     | Sherriff Hutton  | 10                   | 37                 | 27.0 |
| 18 June     | Birdsall         | 5                    | 22                 | 22.7 |
| 19 June     | Sherburn         | 4                    | 20                 | 20.0 |
| 22 June     | Thornton-le-Dale | 3                    | 31                 | 9.6  |
| 23 June     | Nawton / Beadlam | 3                    | 15                 | 20.0 |
| 25-26 June  | Pickering        | 28                   | 201                | 13.9 |
| 29 June     | Staxton          | 17                   | 38                 | 44.7 |
| 1 July      | Slingsby         | 54                   | 83                 | 65.1 |
| 3 July      | Helmsley         | 21                   | 131                | 16.0 |
| 6 July      | Amotherby        | 92                   | 216                | 42.6 |
| 9 July      | Ampleforth       | 49                   | 111                | 44.1 |
| 10-11 July  | Kirkbymoorside   | 33                   | 192                | 17.2 |
| 13 July     | Rillington       | 13                   | 166                | 7.8  |
| 17-18 July  | Malton           | 119                  | 932                | 12.8 |
| 28 July     | Ryedale Show     | 0                    | 260                | 0    |

## Appendix 9

### The Summer 2009 Consultation on the Site Selection Criteria

The Council proposed a two-stage assessment process. In the first stage proposed two criteria used:

1. Relationship with the Settlement Hierarchy; and
2. Flood Risk and presence of 'functional floodplain' Flood Zone 3b.

It proposed that sites would be discounted if they a) do not fall within or adjacent to the settlements identified for development in the Settlement Hierarchy of the Core Strategy or b) are not proposed for affordable or exception housing in the other villages. Or that the site was totally (or the part of a site) which was functional floodplain would be discounted from the consideration process at this stage.

The second stage proposed the consideration of a range of social, environment and economic factors:

#### *Social and Economic Issues*

- The capacity of existing utilities and infrastructure and the timeliness of the provision of new facilities
- Compatibility and impact of the proposed development on neighbouring uses
- The type and mix of uses proposed
- Capacity issues for existing community facilities
- Any loss of existing community facilities or the provision of new facilities
- The provision of affordable housing
- The deliverability and developability of the site

#### *Accessibility and Transport Issues*

- The location of the site in relation to areas of employment, town centres and community facilities
- Accessibility to bus routes, trains and public rights of way
- The amount of traffic generated as a result of the proposed development
- Capacity issues for existing transport facilities

#### *Environmental Issues*

- The impact on sites acknowledged as being important for nature or geological conservation such as SSSIs and protected trees and hedgerows
- The impact on sites recognised for their historic, cultural and built form such as Scheduled Ancient Monuments, Historic Parks and Gardens, open spaces, allotments, Conservation Areas and Listed Buildings

#### *Landscape Issues*

- The impact of the site on the character of the landscape
- The impact on the character and setting of the settlement

- The ability to provide appropriate landscape mitigation measures
- Is the site within an area recognised to be at risk from flooding?
- Would the site contribute to a worsening of air pollution?

#### *Resources Issues*

- Is the site Brownfield or Greenfield?
- Would the development lead to a loss of good quality agricultural land?
- Would the development have an adverse impact on a Groundwater Source Protection Zone?
- Would the development affect the safeguarding of any mineral deposits?
- The potential for energy conservation, the use of renewable resources and the generation of renewable energy
- The presence for contamination

## Appendix 10

### Responses from 2009/10 Consultations and On-Going Consultation Regarding Sites

| Orig. Site No.           | New Site No. | Issue   | Respondent   |
|--------------------------|--------------|---|--|
| <b>MALTON AND NORTON</b> |              |   |  |
| 1                        |              | <ul style="list-style-type: none"> <li>• Site is where Malton conservation Area adjoins Norton Conservation Area. Surrounded by Listed Buildings. Sensitive</li> <li>• Could be archaeological remains</li> <li>• Good if not liable to flooding and sustainable</li> <li>• Flood risk- but suitable for employment land-not retail</li> <li>• Brownfield site- should be priority</li> <li>• Overdevelopment</li> <li>• Good for residential development</li> <li>• Run down and derelict but could be attractive</li> </ul> | English Heritage<br>P Beanland<br>D Townsend<br>A Crosser<br>L Burr<br>A Quinn |
| 2                        |              | <ul style="list-style-type: none"> <li>• Overdevelopment</li> <li>• Good if not liable to flooding and sustainable</li> <li>• Site is where Malton conservation Area adjoins Norton Conservation Area. Surrounded by Listed Buildings. Sensitive</li> <li>• Could be archaeological remains</li> <li>• Flood risk- but suitable for employment land-not retail</li> <li>• Brownfield site- should be priority</li> <li>• Good for residential development</li> <li>• Run down and derelict but could be attractive</li> </ul> | L Burr<br>Beanland<br>English Heritage<br>D Townsend<br>A Crosser<br>A Quinn   |
| 21                       |              | <ul style="list-style-type: none"> <li>• Could spoil one of the nicer approaches into Malton along York Road- would need screening</li> <li>• Suitable for employment (not retail)</li> <li>• Significant impact on the strategic road network- requires mitigation and sustainable travel options through a Travel Plan</li> </ul>   | A Quinn<br>Malton Town Council<br>Highways Agency                              |
| 88                       |              | <ul style="list-style-type: none"> <li>• Should not develop east side of road serving Norton Grove Industrial Estate, just</li> </ul>   | Beanland   |

| Orig. Site No. | New Site No. | Issue  | Respondent   |
|----------------|--------------|--|--|
|                |              | <p>development on the western side</p> <ul style="list-style-type: none"> <li>• Support. Natural extension, strategic position- access to A64. Suitable for retail use and economic uses. Support expansion of the town. No adverse impact on character of the settlement and would be attractive to users being away from A64 and railway.</li> <li>• Meet RSS targets.</li> <li>• Significant impact on the strategic road network- requires mitigation and sustainable travel options through a Travel Plan.</li> <li>• Use of large development sites is wrong- lose character of market town.</li> <li>• Norton reached saturation point in use of services and facilities.</li> <li>• Better road access in Malton and Norton before further development otherwise increased traffic problems.</li> <li>• Where is the employment?</li> <li>• Increase congestion</li> <li>• Network rail consent</li> </ul> | <p>P Torrible<br/>Highways Agency<br/>Mr Mitchell<br/>E.W. and M Wing<br/>H. Jenkins</p> |
| 99             |              | <ul style="list-style-type: none"> <li>• Going to add to poor traffic conditions and congestion</li> <li>• Facilities cannot cope currently</li> <li>• Where is the need for such development</li> <li>• Network rail consent?</li> <li>• Employment for the area?</li> <li>• Better road access should be provided</li> <li>• Will not deliver any great benefits for residents</li> </ul>  | <p>S. Freer<br/>H Jenkins<br/>E.W. and M Wing<br/>Norton Town Council</p>                |
| 100            |              | <ul style="list-style-type: none"> <li>• Site lies across from roman fort site. Scheduled Ancient Monument- need to consider setting</li> <li>• Loss of trees</li> <li>• Knock it down</li> </ul>  | <p>English Heritage<br/>A Quinn<br/>D Townsend</p>                                       |
| 103            |              | <ul style="list-style-type: none"> <li>• Concerned about increased traffic harm to existing and new residents</li> <li>• Loss of equestrian activity and economic activity</li> <li>• There is already unsold properties</li> <li>• Attractive undeveloped area for countryside uses</li> </ul>  | <p>S and S Lloyd<br/>J. A. Goforth<br/>P Brown<br/>C Knott</p>                           |

| Orig. Site No. | New Site No. | Issue   | Respondent  |
|----------------|--------------|---|---|
|                |              | <ul style="list-style-type: none"> <li>• loss of character</li> <li>• People would still come into town to shop</li> <li>• Destroy the rural community</li> <li>• Previous decisions raised following issues:</li> <li>• Loss of character- urban encroachment in open countryside</li> <li>• Not well related to the town- existing development pre-war ribbon development</li> <li>• Strong visual impact</li> <li>• Better road access needed</li> <li>• Existing infrastructure insufficient</li> <li>• Scale is too great</li> <li>• Network Rail consent</li> <li>• Where is the employment for this</li> <li>• Could be considered as a VIUA, and the Whitwall Stables are Listed, and the fields are part of the character and setting of the Listed Buildings</li> <li>• Drainage issues and sewerage capacity is an issue</li> <li>• Setting of the Grade II Listed Buildings at Whitewall needs to be safeguarded</li> </ul> | <p>M Lindsay<br/>E. and M. Wing<br/>M Bates<br/>H Jenkins<br/>D Cartman<br/>S Fussell<br/>L Burr<br/>D Drinkwater<br/>S Major<br/>R Bigg<br/>Norton Town Council<br/>K Blenkin<br/>English Heritage<br/>S L Butler</p>                                |
| 104            |              | <ul style="list-style-type: none"> <li>• Need improved road access before more development. Existing congestion and safety issues</li> <li>• Where will the employment come from for the growing population</li> <li>• How will the existing infrastructure cope</li> <li>• Important green space</li> <li>• Existing traffic issues without more houses</li> <li>• Increased flood risk</li> <li>• Local Infrastructure overwhelmed</li> <li>• Sewerage capacity concerns</li> <li>• Severe impact on local wildlife</li> <li>• Coherent cohesive scheme addresses may issues of Malton and Norton</li> <li>• River crossing is a major plus</li> <li>• New homes, jobs, shops, open space facilities, schools vital road link.</li> <li>• Located next to the community's transport hub</li> </ul>  | <p>E and M Wing<br/>P Brown<br/>S L Butler<br/>N Greenhalgh<br/>West Park Developments Limited<br/>J Close<br/>Natural England<br/>W Linton<br/>J Powell<br/>Madeley and Shaw<br/>J mead<br/>A White<br/>P Stead<br/>J Howard<br/>Highways Agency</p> |

| Orig. Site No. | New Site No. | Issue  | Respondent  |
|----------------|--------------|--|---|
|                |              | <ul style="list-style-type: none"> <li>• Bring Brownfield land into reuse</li> <li>• Bew riverside park and wildlife area</li> <li>• Green links with pedestrian and cycle routes</li> <li>• Sustainable building</li> <li>• Site adjacent to River Derwent SAC. Needs to be considered through Habitat Regulations Assessment process</li> <li>• What about bungalows for the elderly</li> <li>• Opportunity to keep area open space for flooding impacts to be minimised.</li> <li>• Agree. The bridge over railway and river.</li> <li>• Malton and Norton should remain a quaint market town, with some national retailers. The Derwent Park scheme will not allow the town centre of Malton to flourish.</li> <li>• Like the scheme but needs car parking for train users near the footbridge</li> <li>• Scale too great</li> <li>• Within this scheme should have theatre rather than refurbishing the Milton Rooms- also provide a hotel for visitors to the theatre</li> <li>• Considered to have significant impact on the Strategic Road Network- would require mitigation and sustainable travel choices through use of Travel Plans</li> <li>• Use smaller sites</li> <li>• Concerns about impact on already stretched facilities</li> <li>• Good idea –but how will it be funded</li> <li>• Network Rail Consent</li> <li>• Who will fill these new homes? How will this affect existing communities</li> </ul> | <p>Mr Mitchell<br/>M V Dallimore<br/>H Jenkins<br/>A Finlinson</p>  |
| 108            |              | <ul style="list-style-type: none"> <li>• Greenfield sites ideally suited to development</li> <li>• Adjacent to A64 good access</li> <li>• Agree in principle could offer mixed use development</li> <li>• Not an appropriate replacement for sports facilities such as the squash/bowls/tennis club</li> <li>• Concern about increased traffic</li> <li>• Better road conditions must be part of Middlecave and Castle Howard Road sites</li> </ul>  | <p>H J Wilson<br/>Malton Town Council<br/>D Woolley<br/>V Cordingley<br/>D Raw<br/>L Craggs<br/>H Routledge</p> |

| Orig. Site No. | New Site No. | Issue   | Respondent   |
|----------------|--------------|---|--|
|                |              | <ul style="list-style-type: none"> <li>Allotments are included-should be retained</li> <li>Should be used as an opportunity to form a decent park</li> </ul>  | G Coulson<br>Beanland<br>S Lonsdale  |
| 113            |              | <ul style="list-style-type: none"> <li>Agrees in principle suitable opportunities for development as employment (not retail)</li> <li>Could spoil one of nicer approaches into town- need to have screening</li> </ul>  | Malton Town Council<br>A Quinn   |
| 118            |              | <ul style="list-style-type: none"> <li>Important site where Malton Conservation Area adjoins Norton Conservation Area. Includes a number of Grade II Listed Buildings, consideration of impact on setting. May also be important archaeological remains</li> <li>Flood risk but suitable for employment not retail</li> <li>Good site for redevelopment- sustainable</li> <li>Should be developed</li> </ul>  | English Heritage<br>D Townsend<br>Beanland<br>L Burr   |
| 119            |              | <ul style="list-style-type: none"> <li>Suitable for future development</li> <li>Concerns about drainage</li> <li>Traffic congestion</li> <li>Access problems develop a link from Westfield Way</li> <li>Concerned about residential amenity impacts</li> <li>Impact on facilities</li> <li>Not considered- full planning permission anticipated before LDF</li> <li>Scale of development a concern</li> <li>Network Rail consent?</li> <li>Where will the new residents be employed?</li> <li>Concerned about the social situation of new residents</li> <li>Happy for development subject to the following: tree line of boundary retained, no access to Brindle Way, no 3 storey development on boundary</li> <li>Flooding issues and drainage concerns</li> <li>Protected species</li> <li>Where is the demand?</li> </ul> | Beanland<br>J Milner<br>D Welham<br>L Rudd<br>K V Harmer<br>C Atkinson<br>G A Hudson<br>Norton Town Council<br>H Jenkins<br>L Hudson<br>E Petrossian<br>J Close<br>P James<br>J Welham |
| 121            |              | <ul style="list-style-type: none"> <li>New homes, jobs, shops, open space facilities, schools vital road link.</li> <li>Located next to the community's transport hub</li> </ul>  | West Park Developments Limited<br>E Blyth  |

| Orig. Site No. | New Site No. | Issue   | Respondent   |
|----------------|--------------|---|--|
|                |              | <ul style="list-style-type: none"> <li>• Bring Brownfield land into reuse</li> <li>• Bew riverside park and wildlife area</li> <li>• Green links with pedestrian and cycle routes</li> <li>• Sustainable building</li> <li>• Development of site needs direct access from A64 and pedestrian crossing to station</li> <li>• Priority to Brownfield development</li> <li>• If it is to come forward, no further sites</li> <li>• Impact on existing residents</li> <li>• Need to look at redevelopment in town centres first- high street stores</li> <li>• Create congestion, pollution, safety issues, exacerbate existing problems</li> <li>• Ruin rural green area</li> <li>• Impact on wildlife</li> <li>• Concern about the scale of development, but would support development of Brownfield sites such as the woolgrowers</li> <li>• Excellent development site</li> <li>• Significant impact on the Strategic Road Network which requires mitigation and sustainable transport choices through the implementation of a Travel Plan</li> <li>• Supported providing flooding and climate change allowed for</li> <li>• Existing social and community infrastructure can't cope</li> <li>• Site lies close to River Derwent SAC, need to ensure sites are assessed through Habitat Regulations Assessment and informed by appropriate ecological assessment as part of any application</li> <li>• Good idea- but how is it funded?</li> <li>• Any development scheme needs carparking for rail users</li> <li>• Cohesive scheme, river crossing major plus, it is bold and well thought through</li> <li>• What about bungalows for the elderly</li> <li>• Empty shops are already in town- we do not need more</li> <li>• Where is the employment for these people?</li> <li>• Flooding and sewerage capacity issues</li> </ul> | <p>E and R Madeley and Shaw<br/> A Crosser<br/> J Mead<br/> R Garner<br/> J Close<br/> M Lindsay<br/> K Monkman<br/> D Crease<br/> Highways Agency<br/> Beanland<br/> J Powell<br/> E and M Wing<br/> Natural England<br/> M V Dallimore<br/> A White<br/> P Brown<br/> N Greenhalgh<br/> W Linton<br/> P Stead<br/> H Tritton<br/> S L Butler<br/> J Howard</p> |

| Orig. Site No. | New Site No. | Issue   | Respondent   |
|----------------|--------------|---|--|
|                |              | <ul style="list-style-type: none"> <li>• Heavy good vehicles –problems already</li> <li>• Concerned about the scale of development</li> <li>• Concerned about the social situation of new residents</li> <li>• Network Rail consent?</li> <li>• Within this scheme should have theatre rather than refurbishing the Milton Rooms- also provide a hotel for visitors to the theatre</li> <li>• Dig 5ft down and you hit the water table</li> </ul>   |  |
| 122            |              | <ul style="list-style-type: none"> <li>• Object</li> <li>• Traffic issues and use of Welham Road</li> <li>• No employment for occupants of these houses</li> <li>• People will still come to town to shop</li> <li>• Scrub/woodland. Ecological survey prior to planning permission.</li> <li>• Valued open spaces</li> <li>• Concerned about scale of development</li> <li>• Network Rail consent?</li> <li>• Employment opportunities for new residents</li> <li>• No benefit for existing residents</li> <li>• Access for site is through my property</li> <li>• Lack of infrastructure- and will be overwhelmed – school, sewerage</li> <li>• High prospect of flooding</li> <li>• Adverse impact on wildlife</li> <li>• Development should be kept to a minimum and for local people</li> <li>• Adverse impact on residents</li> </ul> | <p>L Burr<br/> P Brown<br/> Natural England<br/> H Jenkins<br/> Norton Town Council<br/> R Garner<br/> A J Hopkins<br/> S L Butler</p> |
| 123            |              | <ul style="list-style-type: none"> <li>• Space covered by trees and holds TPOs</li> <li>• Large quantity of wildlife</li> <li>• Former quarry workings and proposed quarry</li> <li>• Access hazards on York Road- space for number of dwellings</li> <li>• Only green wooded space along that side of York Road</li> <li>• Only sought one dwelling- no more than that- Development Limit alteration</li> <li>• 525mm in south of site. Sewers need diverting or layout reflect infrastructure</li> </ul>  | <p>EM McAllister Rees<br/> T Wood<br/> JM and AE Richardson<br/> Yorkshire Water<br/> T and S Todd</p>                                 |

| Orig. Site No. | New Site No. | Issue  | Respondent   |
|----------------|--------------|--|--|
| 127            |              | <ul style="list-style-type: none"> <li>• Traffic infrastructure cannot support this level of development</li> <li>• Valued open spaces where there is limited open space</li> <li>• Affordability of the scheme</li> <li>• Need for such large scale developments</li> <li>• Network Rail consent?</li> <li>• Employment for the residents?</li> </ul>   | H Jenkins  |
| 137            |              | <ul style="list-style-type: none"> <li>• OK for a mixed use but a bit far out</li> <li>• Overdevelopment- leading to merging of Norton with Scagglethorpe</li> <li>• Significant impact on the Strategic Road Network- which would require mitigation through a range of sustainable transport options and application of a travel plan</li> <li>• Should be identified as a Strategic Site –will deliver objectives of the Core Strategy</li> <li>• Sustainable urban expansion site for residential and economic development</li> <li>• Deliver community facilities</li> <li>• Suitable, deliverable and developable</li> <li>• No constraints or significant issues to overcome</li> <li>• Not in an area of environmental significance</li> <li>• 335mm main – mains would need diversion or site designed to reflect infrastructure</li> <li>• Natural extension of Malton and Norton</li> <li>• Takes advantage of existing transport links- without need to go through Malton</li> <li>• Retaining existing character of the settlement</li> <li>• Retail and commercial premises will be modern and meet current standards- provide a secondary hub to Malton Town centre and meet the needs of the expanding population of Norton</li> <li>• Dwellings will not be close to the railway or A64</li> <li>• Need better road access before any new development</li> <li>• Where will the employment opportunities come from</li> <li>• How will local infrastructure support this growing community?</li> <li>• People will continue to shop out of the area.</li> </ul> | K Monkman<br>A Mitchell<br>Highways Agency<br>Hallam Land Management Ltd<br>Yorkshire Water<br>Land and Development Practice<br>E M & W Wing<br>Smiths Gore obo Fitzwilliam Trust Corporation<br>Smiths Gore obo Fitzwilliam Malton Estate<br>Norton Town Council<br>H Jenkins |

| Orig. Site No. | New Site No. | Issue  | Respondent  |
|----------------|--------------|--|---|
|                |              | <ul style="list-style-type: none"> <li>• The proposals are out of scale with the existing town</li> <li>• Sites extend the existing built-up area or beyond physical boundaries containing development.</li> <li>• Sites in Malton are generally within urban area or contained by the A64, in scale with town and likely development requirements</li> <li>• Closer and more accessible from the A64</li> <li>• Potential to deliver to much needed infrastructure- help to provide Beverley- Scarborough link</li> <li>• Adjacent to large proposed employment sites</li> <li>• Infrastructure cannot support this scale of development</li> <li>• Lack of open space</li> <li>• What is the need for such large scale development</li> <li>• Network Rail Consent</li> <li>• Employment for the residents?</li> </ul>   |   |
| 143            |              | <ul style="list-style-type: none"> <li>• Should be included for residential development- close to town centre, schools, public transport.</li> <li>• Support in principle- assume allotments would be replaced</li> <li>• Old Orchard present- valued habitat –should be retained as an area of open space.</li> <li>• Significant impact on the Strategic Road Network, which would require mitigation through sustainable travel choices though a Travel Plan</li> <li>• How would vehicular access be addressed? And what would the impact be on adjacent residents?</li> <li>• How will the impact of the new residents affect the community of the existing residents</li> <li>• Agree in principle provides suitable opportunities for residential, employment and <b>comparision</b> retail</li> <li>• Good sized site that may help rebalance Malton/Norton housing mismatch</li> <li>• Desirable providing link to bypass</li> <li>• Border or include a SINC site</li> </ul> | <p>K Monkman<br/> Malton Revitalisation Group<br/> J Roberts<br/> Highways Agency<br/> A Finlinson<br/> Malton and Norton Business in Action<br/> N Greenhalgh<br/> Beanland<br/> Yorkshire Wildlife Trust<br/> J Downs</p> |

| Orig. Site No. | New Site No. | Issue   | Respondent   |
|----------------|--------------|---|--|
| 184            |              | <ul style="list-style-type: none"> <li>• Allotments should be retained</li> <li>• Flooding issues – should remain open and in agricultural use should be used as a flood plain</li> <li>• Overdevelopment leading to merging of Norton and Scagglethorpe</li> <li>• Provide land for employment developments and form part of a sustainable urban extension and extend to Norton Grove Industrial Estate</li> <li>• Site close to River Derwent SAC Need to ensure sites considered through the Habitats Regulations Assessment Process.</li> <li>• Need to maintain ecological connectivity along the river</li> <li>• Appropriate ecological surveys required prior to planning permission</li> <li>• Concerned about the impact on the Scheduled Ancient Monument of the remains of the Gilbertine Priory and the Grade I listed St. Marys Priory and boundary walls, with the loss of the open aspect across from the River Derwent</li> <li>• Note VIUA designation but consider the visual impact of development minimal due to topography</li> <li>• Natural extension to Malton and Norton</li> <li>• Strategic position and access to A64</li> <li>• Modern retail and economic development can be realised- will serve the larger population- provide a secondary economic hub</li> <li>• Will not adversely affect the character and setting of Malton</li> <li>• Development will not be close to railway line or A64</li> <li>• No development above river corridor on Scarborough Road approach</li> <li>• Considered to have significant impact on the Strategic Road Network, which would require mitigation, through the use of sustainable transport solutions through the use of Travel Plans</li> <li>• Huge extension to existing built up area, and unrelated to existing settlement patterns.</li> <li>• Do not support development north of the A64 boundary</li> <li>• Existing infrastructure cannot cope with scale of development</li> <li>• What is the need for such large scale development</li> </ul> | <p>M Saunders<br/> A Mitchell<br/> Hallam Land Management Ltd<br/> Natural England<br/> C Edwards<br/> English Heritage<br/> The Land and Development Practice Ltd<br/> A Crosser<br/> M Taylor<br/> Highways Agency<br/> R Coursey<br/> E W and M Wing<br/> H Jenkins<br/> N Greenhalgh</p> |

| Orig. Site No. | New Site No. | Issue  | Respondent  |
|----------------|--------------|--|---|
| 185            |              | <ul style="list-style-type: none"> <li>• Network Rail consent?</li> <li>• Could provide land for employment developments.</li> <li>• Sustainable urban expansion- link in Norton Grove Industrial Estate</li> <li>• Natural Extension to Malton and Norton</li> <li>• Site strategically positioned and takes advantage of existing transport networks- A64</li> <li>• Provide a secondary hub of economic activity, providing services and facilities to Norton</li> <li>• No adverse impacts on the setting of Malton</li> <li>• Dwellings desirable as not close to A64 and railway</li> <li>• Scale of development too great for existing infrastructure</li> <li>• Where is the need for this development</li> <li>• Network Rail consent?</li> <li>• Better road access needed before more development</li> <li>• Flood risk increased</li> <li>• Damage wildlife</li> <li>• Visually prominent corridor- harm landscape</li> <li>• Development would be north of the A64 a 'natural boundary' to the town</li> <li>• Huge extension not related to the existing pattern of development adverse impact on the visual and landscape character of Malton and Norton</li> </ul> | <p>Hallam Land Management Ltd<br/>The Land and Development Practice<br/>H Jenkins<br/>E M and W Wing<br/>R Coursey</p>                                      |
| 187            |              | <ul style="list-style-type: none"> <li>• Will assist in creation of a bypass</li> <li>• Adversely impact habitat and recreation area</li> <li>• Whitewall House and its attached outbuildings are Grade II listed. Will need to ensure special character is safeguarded</li> <li>• Adverse impact on flooding risk</li> <li>• Local infrastructure stretched- schools/ sewerage</li> <li>• Harm to local wildlife</li> <li>• Traffic impacts</li> <li>• Harm to residential amenity of existing residents</li> <li>• Should be minimal level of development and for local people</li> </ul>  | <p>C Knott<br/>English Heritage<br/>S L Butler<br/>M Bates<br/>H Jenkins<br/>K Landahl<br/>J Kipling<br/>K Blenkin<br/>P Brown<br/>D Cartman<br/>L Ives</p> |

| Orig. Site No. | New Site No. | Issue  | Respondent   |
|----------------|--------------|--|--|
|                |              | <ul style="list-style-type: none"> <li>• Increase traffic harming existing users</li> <li>• How will the extra residents be employed</li> <li>• What is the need for such large scale development</li> <li>• Network Rail consent</li> <li>• Employment for the area</li> <li>• More appropriate sites are available</li> <li>• Should be designated as a VIUA</li> <li>• Loss of equestrian activities to detriment of the economy and cultural heritage</li> <li>• Change the open aspect of this ribbon development which has been like this for 70 years</li> <li>• It would not be well integrated into the existing settlement- urban encroachment</li> </ul>                                | <p>S Fussell<br/>Norton Town Council<br/>M Lindsay</p>   |
| 189            |              | <ul style="list-style-type: none"> <li>• Better road access is needed before further development takes place</li> <li>• Increased road traffic</li> <li>• Where will the employment come from?</li> <li>• Can local infrastructure support this level of development</li> <li>• Network rail consent</li> <li>• Affordability of the scheme?</li> <li>• What is the need for such large scale development?</li> <li>• Considered to have a significant impact on the Strategic Road Network, and would require mitigation through the use of sustainable transport choices through the use of Travel Plans</li> <li>• No development above the river corridor Scarborough Road approach</li> </ul> | <p>E W and M Wing<br/>H Jenkins<br/>Highways Agency<br/>A Crosser</p>  |
| 190            |              | <ul style="list-style-type: none"> <li>• No constraints- but the site may form an urban edge which should be examined by Landscape character assessment</li> <li>• Support Derwent Park scheme, but needs footbridge- could be a basis for a relief road</li> <li>• Within this scheme should have theatre rather than refurbishing the Milton Rooms- also provide a hotel for visitors to the theatre</li> <li>• New homes, jobs, leisure facilities, shops and schools</li> <li>• Support vital road link with road bridge and footpath over the Derwent</li> </ul>  | <p>Natural England<br/>A White<br/>J Howard<br/>Barton Willmore obo West Park Developments Ltd<br/>Madeley and Shaw<br/>J Mead<br/>P Brown</p> |

| Orig. Site No. | New Site No. | Issue  | Respondent  |
|----------------|--------------|--|---|
|                |              | <ul style="list-style-type: none"> <li>• Located next to transport hub</li> <li>• Scope for new district centre</li> <li>• Brownfield site</li> <li>• Riverside park and wildlife area</li> <li>• Green links and sustainable travel routes</li> <li>• Destroy character</li> <li>• Harm residential amenity of existing residents</li> <li>• Need to improve the existing centre of Malton</li> <li>• Congestion, pollution and general adverse traffic situation made all the worse by this development</li> <li>• There is no work here for all the new residents</li> <li>• Who will occupy the new homes, will they come from outside the area?</li> <li>• What about bungalows for the elderly</li> <li>• No further retail properties are need – empty ones in Malton Town Centre</li> <li>• Infrastructure capacity concerns regarding sewerage</li> <li>• Pre-existing problems with HGVs</li> <li>• Surface water drainage issues and flooding issues</li> <li>• Scale of development is too great</li> <li>• The A64 relief road would be detrimental to Welham Road</li> <li>• Concerned about building on so much open space</li> <li>• Need better road access between Malton and Norton before further development</li> <li>• Existing infrastructure is insufficient particularly schools and sewerage</li> <li>• Impact on local wildlife</li> <li>• Development should be kept to an absolute minimum and kept for local people</li> <li>• Affordability of the scheme?</li> <li>• Network Rail consent</li> <li>• Concerned about the impact of the scale of the development on the existing community if mainly non-local people take the homes</li> <li>• Add to congestion in the location of the level crossing, without any benefit for residents</li> </ul> | <p>W Linton<br/> P Stead<br/> R Garner<br/> E W and M Wing<br/> H Jenkins<br/> A Finlinson<br/> Norton Town Council<br/> S Iredale<br/> M V Dallimore<br/> N Greenhalgh</p> |

| Orig. Site No. | New Site No. | Issue  | Respondent   |
|----------------|--------------|--|--|
|                |              | <ul style="list-style-type: none"> <li>• Disruption from the proposed development</li> <li>• Looks a good idea but how will you fund it?</li> <li>• Coherent cohesive scheme. Provision of second river crossing is a major plus.</li> </ul>   |  |
| 191            |              | <ul style="list-style-type: none"> <li>• Traffic Infrastructure can't sustain this development</li> <li>• Pinch point is the crossing</li> <li>• Affordability of the scheme?</li> <li>• What is the need for such large scale development</li> <li>• Network Rail consent</li> <li>• Employment for the area?</li> <li>• Grade II Listed Buildings Leat House and Sutton Farm Stone Barn lie close to this site- need to safeguard their character and setting concerning any development</li> <li>• Object to loss of privacy and adverse noise impact- loss of residential amenity</li> <li>• Loss of view</li> <li>• Currently Hunters Way is a cul-de-sac- should remain so</li> <li>• Infrastructure capacity issues for the town</li> <li>• Loss of wildlife</li> <li>• Increase congestion without benefit to residents</li> <li>• Houses on established estates are not selling</li> <li>• Concerned about the social and community impacts of social housing</li> <li>• Site borders wetland, flood plain grazing marsh, potential for protected species, appropriate ecological survey should be undertaken.</li> <li>• Concerned about flood risk</li> <li>• Infrastructure capacity issues, in particular schools and sewerage</li> <li>• Scale should be kept to a minimum and a large proportion of sites should be kept for local people</li> <li>• Where is the employment</li> <li>• People will still come into the town to shop</li> <li>• General loss of residential amenity</li> <li>• Concerned about building work and safety for existing residents who have young families</li> </ul> | <p>H Jenkins<br/> English Heritage<br/> W Hazel<br/> E Madeley and R Shaw<br/> M Rushworth<br/> Norton Town Council<br/> D Drinkwater<br/> Natural England<br/> S L Butler<br/> P Brown<br/> C Payne</p> |

| <b>Orig. Site No.</b> | <b>New Site No.</b> | <b>Issue</b>   | <b>Respondent</b>  |
|-----------------------|---------------------|--|--|
| 192                   |                     | <ul style="list-style-type: none"> <li>• Old quarry suitable for development</li> <li>• Loss of trees</li> </ul>   | Beanland<br>A Quinn  |
| 193                   |                     | <ul style="list-style-type: none"> <li>• Need to do something with this site</li> <li>• 225mm sewer CSO and 300mm overflow site layout must take account of CSO and sewers</li> <li>• Mixed development in Brownfield – other part should be for parking</li> <li>• Within Malton Conservation Area and adjacent to River. Grade II listed buildings, the special character and setting of these buildings needs to be protected.</li> <li>• May be important archaeological remains</li> </ul>  | A Quinn<br>Yorkshire Water<br>Beanland<br>English Heritage   |
| 194                   |                     | <ul style="list-style-type: none"> <li>• How is vehicular access being addressed</li> <li>• How will this affect residential amenity of the residents in the area?</li> <li>• How will the existing community be affected by influx of new residents?</li> <li>• Existing traffic issues need resolving first</li> <li>• Where will the employment come from?</li> <li>• Can local infrastructure support further housing- in particular community facilities and services?</li> <li>• People will continue to shop outside of the area</li> <li>• Scale of development is too great</li> <li>• Considered to have an impact on the Strategic Road Network which would require mitigation through sustainable transport measures and the use of Travel Plans</li> <li>• What about bungalows for the elderly</li> <li>• We do not need further retail properties</li> <li>• Surface water issues, flood risk increased</li> <li>• Impact on infrastructure facilities, in particular sewerage</li> <li>• HGV issues</li> <li>• Adverse impact on wildlife</li> <li>• Level crossing junction already a problem</li> <li>• Development should be kept to an absolute minimum and residential sites should be kept for local people</li> </ul> | A Finlinson<br>E W and M Wing<br>P Stead<br>Highways Agency<br>W Linton<br>S L Butler<br>E Madeley and R Shaw<br>West Park Developments<br>J Roberts<br>E Roberts<br>J Howard<br>A White<br>J Mead<br>M V Dallimore<br>Norton Town Council<br>H Jenkins<br>R Garner<br>S Iredale<br>N Greenhalgh |

| Orig. Site No. | New Site No. | Issue   | Respondent                                     |
|----------------|--------------|---|--|
|                |              | <ul style="list-style-type: none"> <li>• Agree with Derwent Park proposals- in particular road and foot bridge</li> <li>• Scheme will provide new homes, jobs, new leisure facilities, shops, schools.</li> <li>• Provide a vital road bridge and foot bridge across the River Derwent</li> <li>• Business incubation centre</li> <li>• New district centre with shops</li> <li>• New leisure facilities and open spaces</li> <li>• Reuse of Brownfield land</li> <li>• Creation of riverside park and wildlife area</li> <li>• Green/sustainable pedestrian links</li> <li>• Phased scheme</li> <li>• Scale of development should be small scale and in keeping with the character of the area, be focused on Brownfield sites- not Greenfield</li> <li>• Include new theatre rather than refurbishing Milton Rooms- and provide a hotel for theatre goers.</li> <li>• Scheme is good but needs parking for rail-users. Could be a basis for a relief road for Norton</li> <li>• Malton and Norton town centres need redevelopment first, not more housing, retail development in this location</li> <li>• Congestion, pollution.</li> <li>• Looks a good idea, but how will you fund it?</li> <li>• Congestion with no great benefit</li> <li>• Network Rail consent?</li> <li>• Affordability of the scheme?</li> <li>• Employment for the area?</li> <li>• Need to build outside the town- people will still come in and shop</li> <li>• Coherent and cohesive scheme, addresses many issues affecting Malton and Norton. Provision of second river crossing major plus.</li> </ul> |  |
| 195            |              | <ul style="list-style-type: none"> <li>• Infrastructure cannot cope- in particular traffic</li> <li>• Railway crossing particular issue</li> <li>• Loss of green spaces</li> </ul>  | H Jenkins<br>E Heritage<br>Norton Town Council |

| Orig. Site No. | New Site No. | Issue   | Respondent   |
|----------------|--------------|---|--|
|                |              | <ul style="list-style-type: none"> <li>• Affordability of the scheme?</li> <li>• Need for such large scale development?</li> <li>• Network Rail Consent?</li> <li>• Employment for the site</li> <li>• Adjoins Sutton Farm Stone barn Grade II Listed, ensure site can be developed whilst safeguarding the special character and setting of this building.</li> <li>• Increase congestion without any great benefit to residents</li> <li>• Protect the setting of the rural/equine area</li> <li>• Encroaching open space- object</li> </ul>  | <p>A Crosser<br/>L Burr</p>  |
| 196            |              | <ul style="list-style-type: none"> <li>• Expansion will take in open space- to the detriment of the character of the area</li> <li>• Aid congestion in the town, especially at level crossing whilst not delivering great benefits to residents</li> <li>• Traffic infrastructure cannot support proposed level of development</li> <li>• Affordability of the scheme?</li> <li>• Need for such large scale development?</li> <li>• Network Rail consent?</li> <li>• Where is the employment going to come from?</li> <li>• Build outside the town, leave Welham uncongested</li> <li>• Leat House is Grade II Listed building, any development will need to consider the sensitivity and setting of this building</li> <li>• Loss of view</li> <li>• Scrub/woodland on site. Ecological survey prior to planning permission</li> <li>• Hunters Way –currently cul-de-sac cannot cope with through traffic</li> <li>• Concerns about impact of building on existing residents</li> <li>• Existing houses are not selling</li> <li>• Concerns about social impacts of new residential development especially if 'social' housing</li> <li>• Concerns about being a former trout hatchery – costs and subsidence</li> <li>• Natural wildlife area</li> <li>• Schools pressurised</li> </ul> | <p>R Garner<br/>Norton Town Council<br/>H Jenkins<br/>P Brown<br/>English Heritage<br/>E Madeley and R Shaw<br/>Natural England<br/>C Payne<br/>D Drinkwater</p> |

| Orig. Site No. | New Site No. | Issue  | Respondent   |
|----------------|--------------|--|--|
|                |              | <ul style="list-style-type: none"> <li>• Travelling needed to access services and facilities</li> <li>• Public transport issues</li> </ul>   |  |
| 208            |              | <ul style="list-style-type: none"> <li>• Plans would fit into the village</li> <li>• Attention to vehicular access along rear of site</li> <li>• Support</li> <li>• Scale of development- alter village to its detriment</li> <li>• Village has no facilities</li> <li>• Fewer houses should be incorporated</li> <li>• Need to provide sufficient parking- Old Malton has significant problems with parking already</li> <li>• Adjoins boundary of Conservation Area, and the curtilage of Willow Farmhouse a Grade II Listed Building, notwithstanding the positive impact of the loss of depot, it will be necessary to ensure that any scheme preserves or enhances the Conservation Area and setting of Listed Building</li> </ul>  | <p>H Morgan<br/>P Beanland<br/>C Payne<br/>F Gooder<br/>A Quinn<br/>English Heritage<br/>C Whalley</p>   |
| 218            |              | <ul style="list-style-type: none"> <li>• Considered to have a significant impact on the Strategic Road Network, which would require mitigation through sustainable transport choices and application of a Travel Plan</li> <li>• Residential</li> <li>• Concerns about the traffic/access implications</li> <li>• Wouldn't want transfer squash/tennis/bowls club to this site- not sustainable accessible locations</li> <li>• Further housing in the centre of Malton is not needed</li> <li>• 250mm main- water main may need diverting or site layout reflect infrastructure</li> <li>• Allotments –should not be lost</li> <li>• Great site for residential development</li> <li>• Border/include SINC sites</li> <li>• Excellent access to the A64</li> <li>• Greenfield site- ideally suited to housing development</li> <li>• Suitable for mixed development</li> <li>• Must be allowed to develop first including the Middlecave and Castle Howard</li> </ul> | <p>Highways Agency<br/>D Townsend<br/>E Button<br/>S Lonsdale<br/>Yorkshire Water<br/>G Coulson<br/>K Monkman<br/>Yorkshire Wildlife Trust<br/>V Cordingley<br/>H J Wilson<br/>Malton Town Council<br/>Beanland<br/>D Woolley<br/>A Quinn<br/>L Craggs<br/>D Raw<br/>A McCafferty Associates obo</p> |

| Orig. Site No. | New Site No. | Issue   | Respondent  |
|----------------|--------------|---|---|
|                |              | <p>Road sites</p> <ul style="list-style-type: none"> <li>• Would spoil the approach to the town that is frequented by visitors- want Malton to be surrounded by fields not the A64</li> <li>• Using this area for replacement bowls/squash/tennis not acceptable due to current uses- school traffic- encourages car borne traffic</li> <li>• Exposed- wouldn't be suitable for tennis</li> <li>• Allotments should be retained</li> <li>• Opportunity to form a decent park</li> </ul>                                 | <p>Malton Tennis Squash and Bowls Club<br/>G Button</p>   |
| 243            |              | <ul style="list-style-type: none"> <li>• Lies within Old Malton Conservation Area, development proposals would need to preserve and enhance the character of the Conservation Area</li> <li>• Issues about development and impact of extra traffic on existing traffic problems – need more parking</li> <li>• Generally support some development in Old Malton</li> <li>• Impact on character of area through new development- impact on residential amenity</li> <li>• Sensitive tidy up of an unused area</li> </ul> | <p>English Heritage<br/>D Butler<br/>N Greenhalgh<br/>J Hyde<br/>F Gooder<br/>Beanland<br/>C Whalley</p>                      |
| 244            |              | <ul style="list-style-type: none"> <li>• Partly within Malton Conservation Area. Site includes Grade II Listed Barton Cottage. Special character setting of these heritage assets needs to be preserved and enhanced.</li> <li>• Already under development</li> </ul>   | <p>English Heritage<br/>Beanland</p>  |
| 245            |              | <ul style="list-style-type: none"> <li>• Should be improved as a park- not taken away</li> <li>• Good location for social housing- under used land</li> </ul>   | <p>A Quinn<br/>Beanland</p>   |
| 246            |              | <ul style="list-style-type: none"> <li>• Not in keeping with the beauty and historic aspects of the area</li> <li>• Long established recreational facility</li> <li>• Well-used and well-run/organised facility</li> <li>• Wider issue around reduced healthy lifestyle</li> <li>• Sustainability located recreational facilities close to Town Centre and on bus route</li> <li>• Wildlife habitats and ancient community boundaries</li> <li>• Adverse impact on residential amenity of existing residents</li> </ul> | <p>P Spencer<br/>A Harvey<br/>L Craggs<br/>D Low<br/>J B Simmons<br/>H Felgate<br/>A Denton<br/>D Spencer<br/>A Finlinson</p> |

| Orig. Site No. | New Site No. | Issue  | Respondent  |
|----------------|--------------|--|---|
|                |              | <ul style="list-style-type: none"> <li>• Visually attractive green space</li> <li>• Site provides three sporting opportunities on one site, and is close to sports pitches</li> <li>• Replacement sites are too exposed and would not provide appropriate replacement (tennis)</li> <li>• Loss of the facilities would increase problems with anti-social behaviour</li> <li>• Site opposite roman fort and site of Malton Castle –Scheduled Ancient Monuments which need to be safeguarded. Also opposite high grade II* Listed Buildings of the Malton Lodge and its screen wall, as well as other Listed Buildings and is adjacent to Malton Conservation Area, any development would need to safeguard character and setting of these buildings and the Conservation Area</li> <li>• Redevelop for residential and relocate the clubs</li> <li>• Damage attractive an open character of this entrance to the town</li> <li>• Close to two primary schools- and have strong links</li> <li>• Sensitive- prefer to see facilities relocated to land on riverside road to Old Malton, with other sports facilities</li> <li>• Provides opportunities for linked trips to town centre- would be lost if relocated</li> <li>• Residential development would have adverse impact on single access into site</li> <li>• Adverse financial situation for the club if they were to move- particularly if split-shared facilities – reduced running costs</li> </ul> | <p>J D Gilbank<br/> D Hutton<br/> S Harper<br/> S C Tetlow<br/> E Denton<br/> McCafferty Associates obo Malton Tennis Squash and Bowls Club<br/> W T Wood<br/> M Saunders<br/> J Woodall<br/> L Burr<br/> S Oswald<br/> A Brenkley<br/> C Gillbank<br/> P Elener<br/> K England<br/> J Simpson<br/> S Armitage<br/> V Cordingley<br/> English Heritage<br/> K Monkman<br/> R Coursey<br/> D Youngs<br/> Beanland<br/> A Harvey<br/> D Raw<br/> E Coulson<br/> S Towse<br/> J Birch<br/> L Dwyer<br/> D Grainger<br/> H J Wilson</p> |

| Orig. Site No. | New Site No. | Issue  | Respondent   |
|----------------|--------------|--|--|
|                |              |  | J Scamell<br>S Spencer<br>Scampston Parish Council<br>D M Reed<br>A Quinn<br>S Smith<br>L Simpson<br>C Simpson<br>P Spencer<br>J Spencer<br>A Myers<br>K Coulson<br>M Lynch<br>D Harper<br>W J Gillespie<br>Malton Bowls Club<br>B Batty<br>East Mount Residents petition<br>G Coulson<br>M Cordingley<br>D H Reed<br>N Greenhalgh<br>W Barry<br>G Milner<br>R Simpson<br>S Lonsdale<br>D Wooley |
| 247            |              | <ul style="list-style-type: none"> <li>Is this not already approved?</li> <li>Within Old Malton Conservation Area, includes two Grade II Listed Buildings on its frontage. Potential to reuse buildings, but need to consider preservation of character and setting of these heritage assets, also close to Gilbertine priory SAM</li> </ul> | N Greenhalgh<br>English Heritage<br>M Saunders<br>Yorkshire water  |

| Orig. Site No. | New Site No. | Issue  | Respondent  |
|----------------|--------------|--|---|
|                |              | <ul style="list-style-type: none"> <li>• setting of which requires safeguarding</li> <li>• Employment development adverse impact on residential amenity</li> <li>• Surface water drainage issues</li> <li>• 225mm sewer clips southern boundary</li> </ul>   |   |
| 248            |              | <ul style="list-style-type: none"> <li>• Spoil one of the nicer approaches into the town</li> <li>• Excellent bulky retail/office/industrial</li> <li>• Significant impact on the strategic road network, which would require mitigation through sustainable transport measures, implemented through a travel plan</li> <li>• Suitable opportunity for employment (not retail)</li> <li>• Pumped sewer, 315mm main sewers need diverting or site layout to reflect infrastructure</li> <li>• Site is next to waste water treatment works- and therefore would oppose sensitive uses</li> </ul>   | <p>A Quinn<br/>K Monkman<br/>Highways Agency<br/>Malton Town Council<br/>Yorkshire Water</p>  |
| 249            |              | <ul style="list-style-type: none"> <li>• Quarry- adverse uses incompatible with residential development</li> <li>• Object to site as a replacement for the Malton Bowls/tennis/squash club</li> <li>• Loss of allotments is to be considered-</li> <li>• Allotments should be retained – they are needed</li> <li>• Greenfield sites ideally suited to residential development</li> <li>• Close to A64 and access to facilities</li> <li>• Adverse traffic issues- already busy</li> <li>• Loss of residential amenity for existing residents</li> <li>• Not sustainable locations for replacement of existing sporting facilities</li> <li>• Supportive providing allotments relocated and housing character in keeping with existing</li> <li>• Excellent residential site</li> <li>• Fill existing houses that can't be sold</li> <li>• Considered to have a significant impact on the strategic road network, would require mitigation through sustainable travel options and use of travel plans</li> <li>• Include Middlecave and Castle Howard Road sites</li> <li>• Opportunity to form a decent park</li> </ul> | <p>Mcallister- Rees<br/>G Coulson<br/>L Craggs<br/>N Greenhalgh<br/>York and Ryedale Friends of the Earth<br/>H J Wilson<br/>H Routledge<br/>McCafferty Associates obo Malton Bowls/Squash and Tennis Club<br/>A Quinn<br/>K Monkman<br/>Mr and Mrs McWilliams<br/>Highways Agency<br/>Malton Town Council<br/>Beanland</p> |

| Orig. Site No. | New Site No. | Issue   | Respondent   |
|----------------|--------------|---|--|
| 250            |              | <ul style="list-style-type: none"> <li>• Could provide mixed residential/retail</li> <li>• Value to the farming community</li> <li>• Proper feature of a market town</li> <li>• Attraction for tourists</li> <li>• Fully support scheme proposed by the Estate</li> <li>• Best site- currently an eyesore</li> <li>• Multiple sewers and water main in site</li> <li>• Site enclosed on two sides by Malton Conservation Area- and development on this site would certainly impact on the character of the Conservation Area. There is also a series of Listed Buildings around the site, and their setting will need to be protected</li> <li>• The retention of a cattle market in Malton shall be a cardinal principle of the Core Strategy of the Council's LDF</li> <li>• Should be discounted</li> <li>• Move the livestock market away from the town centre</li> </ul> | <p>Malton Town Centre<br/> W J Gillespie<br/> Malton Revitalisation Group<br/> D Townsend<br/> Beanland<br/> Yorkshire Water<br/> Malton Business in Action<br/> English Heritage<br/> Cllr P Andrews<br/> J Morettini</p> |
| 262            |              | <ul style="list-style-type: none"> <li>• Protect the setting and rural/equine character</li> <li>• Encroach into open space- object</li> <li>• Traffic infrastructure could not support existing development</li> <li>• General infrastructure could not support development in Norton</li> <li>• Railway crossing issues</li> <li>• Loss of valued open spaces</li> <li>• Affordability of the scheme</li> <li>• Need for such large scale development</li> <li>• Network Rail Consent?</li> <li>• Employment for the area</li> <li>• Add to congestion without benefits to residents</li> <li>• Site adjoins Grade II listed Sutton Farm Stone Barn, necessary that the site can be developed in a manner which would safeguard the character and setting of this Listed Building</li> </ul>  | <p>A Crosser<br/> L Burr<br/> H Jenkins<br/> Norton Town Council<br/> English Heritage</p>   |
| 269            |              | <ul style="list-style-type: none"> <li>• Traffic infrastructure could not support existing development</li> </ul>   | <p>H Jenkins</p>   |

| Orig. Site No. | New Site No. | Issue  | Respondent  |
|----------------|--------------|--|---|
|                |              | <ul style="list-style-type: none"> <li>• General infrastructure could not support development in Norton</li> <li>• Railway crossing issues</li> <li>• Loss of valued open spaces</li> <li>• Affordability of the scheme</li> <li>• Need for such large scale development</li> <li>• Network Rail Consent?</li> <li>• Employment for the area</li> </ul>  |   |
| 273            |              | <ul style="list-style-type: none"> <li>• Rescue this old building as one of Malton's grand old houses to make it like Quarry Bank</li> </ul>   | A Quinn   |
| 281            |              | <ul style="list-style-type: none"> <li>• Not acceptable location for the relocation of the Malton Bowls/Squash/Tennis club:</li> <li>• Not accessible to the town centre/Norton</li> <li>• Lack of public transport</li> <li>• Existing traffic can be problematic at times</li> <li>• Don't want Malton to be surrounded by development to the A64, want green fields</li> <li>• Adversely affecting the approach to the town</li> <li>• Must be allowed to develop first</li> <li>• Agricultural land- should be retained</li> <li>• Lack of utility infrastructure- already stretched</li> <li>• Use smaller sites first</li> <li>• 250mm main water mains need diverting or site layout reflect infrastructure</li> <li>• Border or include a SINC site</li> <li>• Support in principle for mixed development</li> <li>• Adverse traffic situation</li> <li>• Greenfield sites ideally suited to residential development adjacent to the A64</li> <li>• Would have access to key facilities</li> <li>• Significant impact on the strategic road network which would require mitigation through sustainable travel choices through implementation of a travel plan.</li> <li>• Concerned about loss of allotments</li> <li>• Opportunity for a decent park</li> </ul> | Andrew McCafferty Associates<br>obo Malton Bowls/Squash/Tennis club<br>S Lonsdale<br>A Quinn<br>Beanland<br>R J Hyams<br>D Raw<br>V Cordingly<br>Yorkshire Water<br>Yorkshire Wildlife Trust<br>Malton Town Council<br>D Woolley<br>E Button<br>H J Wilson<br>Highways Agency<br>L Craggs<br>G Coulson<br>H Routledge<br>G Button |

| Orig. Site No. | New Site No. | Issue  | Respondent   |
|----------------|--------------|--|--|
| 282            |              | <ul style="list-style-type: none"> <li>• Scheme proposed for this site had a junction on the A64</li> <li>• Support repositioning of the Livestock Market on Pasture Lane</li> <li>• Acknowledge market operators would like to be north of A64</li> <li>• Should be discounted</li> <li>• Good idea</li> <li>• Pumped sewer</li> <li>• Mixed employment residential</li> <li>• Concerned about the impact on residential amenity of existing residents</li> <li>• Adverse traffic issues, including turning</li> <li>• Excellent for bulky retail/cattle market/ industrial</li> <li>• Should not be designate as a VIUA –obsolete</li> <li>• Good location for industrial estate expansion and retail sheds with links to the bypass</li> <li>• Support scheme- put a supermarket there</li> </ul> | <p>Malton Revitalisation Group<br/>S Oswald<br/>A Quinn<br/>Yorkshire Water<br/>D Townsend<br/>A Finlinson<br/>K Monkman<br/>Smiths Gore obo Fitzwilliam Trust Corporation<br/>Beanland<br/>A White</p>                |
| 285            |              | <ul style="list-style-type: none"> <li>• Traffic issue, congestion and parking</li> <li>• Border or includes SINC sites</li> <li>• OK</li> </ul>   | <p>G Button<br/>Yorkshire Wildlife Trust<br/>A Quinn<br/>Beanland<br/>E Button</p>   |
| 287            |              | <ul style="list-style-type: none"> <li>• Previously refused planning permission at appeal twice</li> <li>• Community facilities are not sufficient</li> <li>• Congestion</li> <li>• Agricultural land grade 2</li> <li>• Poor utility infrastructure – in particular sewerage</li> <li>• Equestrian Activities</li> <li>• Traffic issues- exacerbated by the railway crossing</li> <li>• What is the need for new homes? Existing dwellings are unsold</li> <li>• Employment opportunities not matching scale of development</li> <li>• Existing facilities at distance</li> <li>• Much better sites submitted</li> </ul>  | <p>Mr and Mrs Elks<br/>P Smurthwaite<br/>D Corner<br/>S Freer<br/>Mr and Mrs M Pinkney<br/>S Boutilo<br/>Mr and Mrs P Hugill<br/>Mrs P Wall<br/>H Jenkins<br/>Mr and Mrs D Hall<br/>W R and J Peace<br/>Julia Wood</p> |

| Orig. Site No. | New Site No. | Issue   | Respondent  |
|----------------|--------------|---|---|
|                |              | <ul style="list-style-type: none"> <li>• Network Rail consent?</li> <li>• Loss of open spaces</li> <li>• Loss of open countryside</li> <li>• Loss of residential amenity</li> <li>• Seems a suitable site for future development</li> </ul>   | Ray Marklew<br>N Appleton<br>Norton Town Council<br>L Kestell and M Jones<br>Beanland<br>P A Holmes |
| 297            |              | <ul style="list-style-type: none"> <li>• Infrastructure, in particular traffic insufficient</li> <li>• Railway crossing-congestion cannot change</li> <li>• Valued open space</li> <li>• Affordability of the scheme</li> <li>• What is the need for the scale of this development</li> <li>• Network Rail consent</li> <li>• Employment to meet growing residential development</li> <li>• Infill- object</li> <li>• Site adjoins the farmyard within which is Sutton Farm Stone Barn Grade II listed building- need to ensure site is developed in a manner which would safeguard the special character and setting of this building</li> <li>• Will increase congestion, whilst not delivering any great benefit to residents</li> <li>• Harm to residential amenity of existing residents</li> <li>• Drainage issues and flooding risk</li> <li>• Adverse impact on wildlife</li> <li>• Overdevelopment of a small site</li> <li>• Access road is poor</li> </ul> | H Jenkins<br>L Burr<br>English Heritage<br>Norton Town Council<br>J E Conway<br>K Blenkin           |
| 302            |              | <ul style="list-style-type: none"> <li>• Infrastructure, in particular traffic insufficient</li> <li>• Railway crossing-congestion cannot change</li> <li>• Valued open space</li> <li>• Affordability of the scheme</li> <li>• What is the need for the scale of this development</li> <li>• Network Rail consent</li> <li>• Employment to meet growing residential development</li> </ul>   | H Jenkins<br>M Bates<br>Mr and Mrs R Coulthard<br>S L Butler<br>L Burr<br>A Crosser<br>C Knott      |

| Orig. Site No. | New Site No. | Issue   | Respondent  |
|----------------|--------------|---|---|
|                |              | <ul style="list-style-type: none"> <li>• Equestrian uses may be adversely affected- loss of cultural character</li> <li>• Adversely affecting this area of rural character</li> <li>• Prospect of flooding increased</li> <li>• Utility and community infrastructure stretched</li> <li>• Harm to residential amenity</li> <li>• Harm to wildlife</li> <li>• Scale of residential development should be to a minimum and a large proportion kept for Local People</li> <li>• Open countryside</li> <li>• More appropriate sites than this</li> <li>• No public transport</li> <li>• No retail or amenities</li> <li>• Concerned about the social impacts of large scale development</li> <li>• Add congestion without benefit to the residents</li> <li>• Urban sprawl</li> <li>• Should be considered as a VIUA</li> <li>• Road is dangerous with speeding</li> <li>• Whitewall House and its attached outbuildings are Grade II Listed. Proposals will need to ensure the special character and setting of the Listed Building is safeguarded</li> <li>• HGV issues</li> <li>• People will still use Malton Town centre</li> <li>• Harm the character and setting of the area- historic planning decisions</li> </ul> | <p>K Landalh<br/>S Major<br/>D Drinkwater<br/>Norton Town Council<br/>J Kipling<br/>D Cartman<br/>L Ives<br/>M Bates<br/>English Heritage<br/>S Fussell<br/>P Brown<br/>M Lindsay</p> |
| 319            |              | <ul style="list-style-type: none"> <li>• Hunters way is a cul-de-sac, not suitable for through traffic</li> <li>• Land surrounding is important to character of the area –open and undeveloped not an estate</li> <li>• Harmful to residential amenity- young families</li> <li>• No public transport</li> <li>• Poor mains drainage</li> <li>• Dangerous roads</li> </ul>  | <p>C Payne<br/>R Farrow<br/>S Major<br/>W Hazell<br/>D Drinkwater<br/>S L Butler<br/>E Madeley and R Shaw</p>   |

| Orig. Site No. | New Site No. | Issue  | Respondent   |
|----------------|--------------|--|--|
|                |              | <ul style="list-style-type: none"> <li>• No retail or amenities</li> <li>• Used by equine enterprises</li> <li>• Schools unable to cope with existing residents</li> <li>• Increase volume of traffic- congestion, highway safety</li> <li>• Loss of privacy</li> <li>• Existing houses are not selling</li> <li>• Impact on community of social housing</li> <li>• Flooding issues- problems with drainage</li> <li>• Utility infrastructure issues- sewerage</li> <li>• Congestion with busy junctions and railway crossing</li> <li>• Harmful impact on wildlife</li> <li>• HGV issues</li> <li>• Valued open spaces</li> <li>• Affordability of the scheme</li> <li>• Scale of housing- where is the need?</li> <li>• Network Rail consent</li> <li>• Employment opportunities</li> <li>• Significant impact on the strategic road network which would require mitigation through sustainable transport measures and implementation of a travel plan</li> <li>• No access without demolition of existing properties</li> <li>• Add to congestion and cannot deliver any great benefit to existing residents</li> </ul> | <p>P Brown<br/>M Bates<br/>H Jenkins<br/>Highways Agency<br/>D Cartman<br/>Mr and Mrs P Robinson<br/>Norton Town Council</p>                       |
| 320            |              | <ul style="list-style-type: none"> <li>• No public transport</li> <li>• Poor mains drainage</li> <li>• Adverse traffic situation- and safety issues made worse</li> <li>• No retail or amenities</li> <li>• Equine uses</li> <li>• Schools already over subscribed</li> <li>• Removes Norton's green belt</li> <li>• Adds to congestion without benefit to residents</li> <li>• Very good residential potential, infill development behind ribbon development.</li> </ul>  | <p>S Major<br/>Norton Town Council<br/>K Monkman<br/>R Farrow<br/>P Brown<br/>D Cartman<br/>Mr and Mrs P Robinson<br/>M Bates<br/>D Drinkwater</p> |

| Orig. Site No. | New Site No. | Issue   | Respondent   |
|----------------|--------------|---|--|
|                |              | <ul style="list-style-type: none"> <li>• Site should contribute to the south relief road</li> <li>• Loss of open aspect to current residents</li> <li>• HGV issues</li> <li>• Employment isn't available for new residents</li> <li>• Urban sprawl</li> <li>• Utility infrastructure issues</li> <li>• Area should be covered by a VIUA</li> <li>• Existing estates are not selling</li> <li>• Implications on the social fabric of the area –impact of 'social' housing</li> <li>• Increased risk of flooding</li> <li>• Adverse impact on wildlife</li> <li>• Level crossing very busy junction</li> <li>• Affordability of the scheme</li> <li>• Where is the need for such large scale development</li> <li>• Network Rail consent?</li> <li>• Hunters way is a cul-de-sac</li> <li>• Adverse impact on residential amenity</li> <li>• General infrastructure is at capacity</li> </ul> | <p>S L Butler<br/> H Jenkins<br/> E Madeley and R Shaw<br/> E W and M Wing<br/> C Payne<br/> S and S Lloyd</p>   |
| 321            |              | <ul style="list-style-type: none"> <li>• Increased prospect of flooding</li> <li>• Local infrastructure would be overwhelmed – in particular schools</li> <li>• Utility infrastructure stretched</li> <li>• Adverse impact on wildlife</li> <li>• Level crossing- busy junction</li> <li>• Harm to residential amenity</li> <li>• Harm to non-vehicular road users</li> <li>• Social impacts of large scale housing</li> <li>• No public transport</li> <li>• No retail or amenities</li> <li>• Poor drainage and sewerage capacity</li> <li>• Removes Norton's Green Belt- urban sprawl</li> </ul>   | <p>Mr S L Butler<br/> M Bates<br/> D Drinkwater<br/> S Major<br/> A Crosser<br/> English Heritage<br/> Norton Town Council<br/> H Jenkins<br/> C Knott<br/> D Cartman<br/> P Brown</p> |

| Orig. Site No. | New Site No. | Issue   | Respondent  |
|----------------|--------------|---|---|
|                |              | <ul style="list-style-type: none"> <li>• Provides an area for public recreation</li> <li>• Adverse impact on equine activity</li> <li>• Need to ensure that the setting of Sutton Farm Stone Barn, a Grade II listed building is safeguarded.</li> <li>• Increase congestion, whilst not delivering any benefits to residents.</li> <li>• What is the affordability of the scheme</li> <li>• Network Rail consent</li> <li>• Employment for the area?</li> <li>• Loss of habitat</li> <li>• Should be covered by a VIUA</li> </ul>  |   |
| 322            |              | <ul style="list-style-type: none"> <li>• No suitable access without the demolition of some existing properties</li> <li>• Cause further congestion</li> <li>• Employment availability would not match population</li> <li>• Drainage is poor</li> <li>• Wildlife adversely affected</li> <li>• Harmful to racing enterprises</li> <li>• Harm residential amenity</li> <li>• Should be considered as greenbelt area</li> <li>• Harm residential amenity of existing residences</li> <li>• Use Brownfield sites first</li> <li>• Hunters Way is a Cul-de-sac – and designed as such</li> <li>• Infrastructure, in particular traffic cannot support proposed development for Norton</li> <li>• Congestion- particularly at the crossing is particularly bad</li> <li>• What is the need for such large scale development</li> <li>• Network Rail consent</li> <li>• Loss of valued open spaces</li> <li>• Open-countryside character</li> <li>• Impacts on local community due to scale of development and influx of newcomers</li> <li>• Very good residential potential, infill behind ribbon development.</li> </ul> | <p>Mr and Mrs P Robinson<br/> E Madeley and R Shaw<br/> H Jenkins<br/> R Farrow<br/> D Drinkwater<br/> K Monkman<br/> P Brown<br/> D Cartman<br/> M Bates<br/> Norton Town Council<br/> Highways Agency<br/> R Ward<br/> S L Butler<br/> English Heritage</p> |

| Orig. Site No. | New Site No. | Issue   | Respondent  |
|----------------|--------------|---|---|
|                |              | <ul style="list-style-type: none"> <li>• Site should contribute to a southern relief road</li> <li>• Urban sprawl on a Greenfield site</li> <li>• Limited infrastructure: sewerage, utilities</li> <li>• Problems with drainage</li> <li>• Lack of connectivity to the A64</li> <li>• Case for VIUA designation</li> <li>• Road Safety Issues</li> <li>• Impact on Whitewall</li> <li>• No public transport</li> <li>• No retail or amenities</li> <li>• Local schools struggle with existing population</li> <li>• Area for public recreation in Scotts Hill</li> <li>• Impact on equine activity of racehorses</li> <li>• Lose Norton's Green Belt</li> <li>• Add to congestion within the town, particularly within the crossing, without benefits to the existing residents</li> <li>• Considered to have significant impact on the strategic road network which would require mitigation through sustainable transport options and travel plans</li> <li>• Prospect of flooding increased</li> <li>• Close to Sutton Farm Stone Barn, a grade 2 listed building. Will need to ensure that the setting and character is not adversely affected</li> </ul> |   |
| 323            |              | <ul style="list-style-type: none"> <li>• 1200mm sewer on western boundary- sewers need diverting or site layout reflect infrastructure</li> <li>• Concerns about impact on access and existing schools/nursery and A64</li> <li>• Need to look at wider traffic issues in town</li> <li>• Support for retail</li> <li>• Residential agree</li> <li>• Suitable in principle for residential development</li> <li>• Shame to lose a large swath of farmland</li> <li>• Surface water drainage issues- localised flooding in Old Malton</li> </ul>   | <p>Yorkshire Water<br/>S Dobson<br/>L Burr<br/>Malton Town Council<br/>N Greenhalgh</p> |

| Orig. Site No. | New Site No. | Issue   | Respondent   |
|----------------|--------------|---|--|
| 324            |              | <ul style="list-style-type: none"> <li>• Will cause a reduction in the gap between Malton and Old Malton, need to consider what impact a development of this scale would have on the landscape setting and views, character and setting of Old Malton Conservation Area.</li> <li>• Significant impact on the Strategic Road Network, requiring mitigation through sustainable travel choices and use of Travel Plans.</li> <li>• 2 in Main- site design would need to reflect infrastructure or main diverted.</li> <li>• Good infill site</li> <li>• Shame to lose a large swath of farmland</li> <li>• Surface water drainage issues- localised flooding in Old Malton</li> <li>• In principle could provide suitable residential development</li> </ul>   | <p>English Heritage<br/>Highways Agency<br/>Yorkshire Water<br/>K Monkman<br/>N Greenhalgh<br/>R Coursey<br/>Malton Town Council</p> |
| 325            |              | <ul style="list-style-type: none"> <li>• Sensitive tidying of under-used area</li> <li>• Area abuts Conservation Area and curtilages of a number of Listed Buildings. Will need to demonstrate loss of open space does not harm the setting, or views towards or from the Conservation Area- unlikely to result in a form of development which would be particularly well related to the form and character</li> <li>• In agreement with some development in Old Malton</li> <li>• Scale of development would be out of proportion with the existing residential areas of Old Malton</li> <li>• Currently a VIUA- should be retained as such</li> <li>• Flood plain- with a concealed spring</li> <li>• Stand of old lime trees should be protected</li> <li>• Not a sustainable location for accessing services and facilities</li> <li>• Access issues from the site</li> </ul> | <p>Beanland<br/>English Heritage<br/>N Greenhalgh<br/>M Saunders<br/>M Taylor</p>  |
| 326            |              | <ul style="list-style-type: none"> <li>• Allotments- protected social infrastructure</li> <li>• Development would compromise the character of the Conservation Area</li> <li>• Poor access</li> <li>• Sensitive tidying of an underused area</li> <li>• Abuts Old Malton Conservation Area and a number of Listed Building curtilages, development will need to demonstrate no adverse impact on the setting or views in and out of the Conservation Area, but is unlikely that development will be well-</li> </ul>  | <p>M Taylor<br/>N Greenhalgh<br/>Beanland<br/>J Downs<br/>English Heritage</p>   |

| Orig. Site No. | New Site No. | Issue   | Respondent   |
|----------------|--------------|---|--|
|                |              | related to the area.  |  |
| 327            |              | <ul style="list-style-type: none"> <li>• Traffic and access issues</li> <li>• Adverse impact on the character of existing development – modern housing not harmonious</li> <li>• Nature conservation-provides important green spaces</li> <li>• Harm of garden grabbing</li> <li>• Restrictive covenants and rights of way</li> <li>• Presence of school and buses – adverse traffic</li> <li>• Needs to be comprehensively re-developed with Middlecave Road and Castle Howard Road sites</li> <li>• Overdevelopment</li> <li>• Access required through my garden- not prepared to allow this</li> <li>• Adverse effect on residential amenity</li> <li>• Access to site- have adverse impacts on residents of 1 and 3 Middlecave Road</li> </ul>  | <p>Mr Watson<br/>D Bowers<br/>A Martindale<br/>Beanland<br/>L Burr<br/>M I Makins<br/>Rev. Canon B Rogers<br/>J Webster<br/>S E Shipley<br/>P Shipley</p>  |
| 350            |              | <ul style="list-style-type: none"> <li>• Westgate – not good road</li> <li>• Will new properties be in keeping with the traditional character of the area?</li> <li>• Attractive, quiet and open- loss of character if developed</li> <li>• Needs adequate garaging</li> <li>• Problems with drainage</li> <li>• Sewer in north west corner</li> <li>• Problems with parking already</li> <li>• Sensitive tidying up of under-used area</li> <li>• Can see sense of building here- but parking issues</li> <li>• No consideration for impact on residential amenity of existing residents.</li> <li>• Should be retained for employment uses</li> <li>• Site lies within Old Malton Conservation Area, need to ensure character and setting of this part of the Conservation Area was preserved and buildings which make a positive contribution to the site are retained.</li> <li>• General agreement to extra development in Old Malton</li> <li>• Lack of facilities</li> </ul> | <p>J Hyde<br/>V RG Russell<br/>Yorkshire Water<br/>C Payne<br/>Beanland<br/>F Gooder<br/>C Whalley<br/>H Morgan<br/>M Horsley<br/>English Heritage<br/>N Greenhalgh<br/>D Pickering<br/>C Payne<br/>D Butler</p> |

| Orig. Site No. | New Site No. | Issue   | Respondent  |
|----------------|--------------|---|---|
|                |              | <ul style="list-style-type: none"> <li>• Loss of character – needs less dwellings</li> </ul>  |   |
| 372            |              | <ul style="list-style-type: none"> <li>• Suitable opportunities for residential mixed</li> <li>• Significant impact on the Strategic Road Network, which will require mitigation through sustainable travel choices and use of a Travel Plan.</li> <li>• Support in principle, subject to replacement of allotments outside bypass if they are to be developed</li> <li>• Desirable with link to the by-pass</li> <li>• Agree in principle residential, employment and comparison retail</li> <li>• Should be discounted</li> <li>• Loss of allotments to be considered.</li> <li>• Good sized site to help rebalance Malton/Norton housing mis-match</li> <li>• Border or include SINC sites</li> <li>• Residential but needs access onto A64 from Broughton Road</li> <li>• Excellent site</li> <li>• How will vehicular access be addressed?</li> <li>• How will the newcomers affect the existing communities?</li> </ul> | Malton Town Council<br>Highways Agency<br>Malton Revitalisation Group<br>Beanland<br>Malton and Norton Business in Action<br>S Oswald<br>N Greenhalgh<br>Yorkshire Wildlife Trust<br>D Townsend<br>K Monkman<br>A Finlinson |
| 379            |              | <ul style="list-style-type: none"> <li>• Significant impact on the Strategic Road Network, which can only be mitigated through sustainable travel choices and use of Travel Plans.</li> <li>• Better choice of location with lower corner plot of 248</li> <li>• Multiple sewers in site</li> <li>• Operational Waste Water Treatment site – will need to be considered</li> <li>• Suitable in principle for employment development (not retail)</li> </ul>   | Highways Agency<br>A Quinn<br>Yorkshire Water<br>Malton Town Council  |
| 388            |              | <ul style="list-style-type: none"> <li>• Most desirable assuming the allotments are moved to the other side of the by-pass</li> <li>• Pumped sewer</li> <li>• Sewers would need diverting or site layout to reflect infrastructure</li> <li>• Border or include SINC sites</li> <li>• How is vehicular access going to be address</li> <li>• Concerns about impact on the existing community</li> <li>• Residential but needs provision for access to Broughton Road/A64</li> </ul>   | Beanland<br>Yorkshire Water<br>Yorkshire Wildlife Trust<br>Malton Revitalisation Group<br>A Finlinson<br>D Townsend<br>K Monkman<br>Highways Agency   |

| Orig. Site No. | New Site No. | Issue  | Respondent  |
|----------------|--------------|--|---|
|                |              | <ul style="list-style-type: none"> <li>• Excellent potential</li> <li>• Significant impact on the Strategic Road Network, which can only be mitigated through sustainable travel choices and use of Travel Plans.</li> <li>• Should be discounted</li> <li>• Loss of allotments should be considered. Good-sized site that may help rebalance Norton/Malton housing mismatch</li> <li>• Allotment sites should be safeguarded and retained</li> </ul>  | <p>S Oswald<br/>N Greenhalgh<br/>York and Ryedale Friends of the Earth</p>  |
| 417            |              | <ul style="list-style-type: none"> <li>• Infrastructure, in particular traffic, cannot support the level of proposed development</li> <li>• Railway crossing- congestion</li> <li>• Affordability of the scheme?</li> <li>• What is the need for such development</li> <li>• Network Rail consent</li> <li>• Employment for the area?</li> <li>• Scrub/woodland on site. Ecological survey prior to planning permission</li> <li>• No public transport</li> <li>• Poor mains drainage</li> <li>• Narrow dangerous roads</li> <li>• No retail or amenities</li> <li>• Area for public recreation</li> <li>• Used by racing industry</li> <li>• Local Schools already subscribed</li> <li>• Building here would remove Norton's green belt</li> <li>• Hunters Way is a cul-de-sac and should remain as such</li> <li>• Loss of residential amenity</li> <li>• Leat House to the west of the site is Grade II Listed, and another Grade II Listed Building is to the east, the special character and setting of these buildings will need to be safeguarded</li> <li>• There is a natural spring on the site and mature trees- better kept for wildlife</li> <li>• Will redevelop the fish ponds and existing access</li> </ul> | <p>H Jenkins<br/>P Brown<br/>Natural England<br/>S Major<br/>E Madeley and R Shaw<br/>English Heritage<br/>T Stephenson<br/>Barton Willmore obo Mr Barber and Mr Booth<br/>S L Butler<br/>Norton Town Council</p> |

| Orig. Site No. | New Site No. | Issue  | Respondent   |
|----------------|--------------|--|--|
|                |              | <ul style="list-style-type: none"> <li>• Good access to shops and facilities</li> <li>• Scheme of a 100 homes</li> <li>• Inbetween existing residential areas</li> <li>• Sustainable and accessible location close to facilities and services</li> <li>• Opportunity for a new public footpath – high quality recreational area on the Mill Beck</li> <li>• Flooding propensity increased</li> <li>• Lack of community infrastructure</li> <li>• Harmful to wildlife</li> <li>• Add to congestion without delivering any great benefits for residents</li> <li>• Not suitable land for development (former trout hatchery and issues with subsidence etc)</li> </ul>   |  |
| 423            |              | <ul style="list-style-type: none"> <li>• Adverse impact on the public footpath</li> <li>• Flooding propensity increased</li> <li>• Lack of community infrastructure</li> <li>• Harmful to wildlife</li> <li>• Add to congestion without delivering any great benefits for residents</li> <li>• Sewerage capacity</li> <li>• Adverse impact on residential amenity</li> <li>• Supportable providing flooding and climate change allowed for</li> <li>• This is a flood plain</li> <li>• Infrastructure, in particular traffic, cannot support the level of proposed development</li> <li>• Railway crossing- congestion</li> <li>• Affordability of the scheme?</li> <li>• What is the need for such development</li> <li>• Network Rail consent</li> <li>• Employment for the area?</li> <li>• 225mm overflow sewer</li> <li>• Sewers need diverting or site layout to reflect infrastructure</li> </ul> | <p>A Crosser<br/>S L Butler<br/>Norton Town Council<br/>Beanland<br/>H Jenkins<br/>Yorkshire Water</p> |

| Orig. Site No. | New Site No. | Issue  | Respondent  |
|----------------|--------------|--|---|
| 442            |              | <ul style="list-style-type: none"> <li>• Support redevelopment subject to a suitable site being found and funded</li> <li>• Agree in principle mixed residential retail</li> <li>• Multiple sewers in the site</li> <li>• Water main in the site</li> <li>• Liked the Estate's first plan</li> <li>• Object</li> <li>• Relocated livestock market needs to be accessible to the town centre</li> <li>• Livestock market –lifeblood of Malton, needs to conserve original identity proper feature of a rural market town and attractive to tourists</li> <li>• Currently an eyesore</li> <li>• Best site available for mixed retail (including convenience) and residential</li> <li>• Not within Conservation Area, but abounded by it, and will impact on the character of the area, it will need to safeguard the character of the Conservation Area</li> <li>• A number of Listed Buildings within and surrounding the Cattle Market. Proposals will need to safeguard their setting and special character</li> </ul> | <p>Malton Livestock Market<br/> Malton Town Council<br/> Malton and Norton Business in Action<br/> Yorkshire Water<br/> Beanland<br/> L Burr<br/> S Oswald<br/> K Monkman<br/> C Payne<br/> J Morettin<br/> W J Gillespie<br/> D Townsend<br/> English Heritage</p> |
| 450            |              | <ul style="list-style-type: none"> <li>• Already a big mess- could you make it any worse</li> <li>• Sewer in site 4" Main site will need to reflect infrastructure or sewer to be diverted</li> </ul>  | <p>A Quinn<br/> Yorkshire Water</p>   |
| 452            |              | <ul style="list-style-type: none"> <li>• Site should be developed with some parking retained</li> <li>• Has witnessed all the development reasonable- keep as open space and parking</li> <li>• Berens Mausoleum (Grade II Listed) is adjacent to the site, need to ensure that the character and setting is not adversely affected</li> <li>• Retail. Anything which reduces the Estate's stranglehold is to be supported</li> <li>• Sewerage pumping station and two sewers; sewers need diverting or site layout to reflect infrastructure. Pumping station may require moving</li> <li>• Against development- convenience needs are over-subscribed in the town and need parking for serving rural area</li> <li>• Discount site</li> <li>• Needed for parking in the long term. Multi-storey car park and residential with some employment</li> </ul>   | <p>K Monkman<br/> W J Gillespie<br/> English Heritage<br/> N Greenhalgh<br/> Yorkshire Water<br/> Malton and Norton Business in Action<br/> S Oswald<br/> Malton Town Council<br/> D Townsend<br/> T Harrison<br/> Highways Agency<br/> Beanland</p>                |

| Orig. Site No. | New Site No. | Issue  | Respondent   |
|----------------|--------------|--|--|
|                |              | <ul style="list-style-type: none"> <li>• Prime location for affordable housing</li> <li>• Malton doesn't need another supermarket</li> <li>• Considered to impact significant on the Strategic Road Network, which would require mitigation through sustainable transport choices and use of Travel Plans</li> <li>• Bring more HGVs and access is poor</li> <li>• Need more parking, not less</li> </ul>  | Malton Revitalisation Group  |
| 453            |              | <ul style="list-style-type: none"> <li>• Infrastructure, in particular traffic, cannot support the level of proposed development</li> <li>• Railway crossing- congestion</li> <li>• Affordability of the scheme?</li> <li>• What is the need for such development</li> <li>• Network Rail consent</li> <li>• Employment for the area?</li> <li>• Concerns about access onto Scarborough Road</li> <li>• Concerns about loss of residential amenity and social cohesion</li> <li>• Not considered as expecting application</li> <li>• Flooding issues</li> <li>• Concerned about proximity of houses to my property</li> <li>• Lack of facilities</li> <li>• Acceptable in principle- unless treed boundary line removed, access from Brindle Way, 3-storey accommodation</li> <li>• Can the drainage cope- and surface water run-off</li> <li>• Screening from existing properties?</li> <li>• Concern over loss of trees</li> <li>• Wildlife concerns</li> <li>• Drainage concerns</li> </ul> | H Jenkins<br>G A Hudson<br>D Welham<br>J Welham<br>Norton Town Council<br>C Atkinson<br>J Bailey<br>Mr and Mrs E Petrossian<br>J Milner<br>L Rudd<br>P James |
| 471            |              | <ul style="list-style-type: none"> <li>• Oppose major housing sites proposed in Norton</li> <li>• Out of scale with existing town and in excess of likely need</li> <li>• Many sites bear no reference to the physical extent of the town</li> <li>• Sites in Malton in general are:</li> </ul>  | Smiths Gore obo Fitzwilliam Trust Corporation<br>Smiths Gore obo Fitzwilliam Malton Estate   |

| Orig. Site No. | New Site No. | Issue  | Respondent   |
|----------------|--------------|--|--|
|                |              | <ul style="list-style-type: none"> <li>• contained by existing development or the A64</li> <li>• In scale with the town and the likely development requirements</li> <li>• Closer and more accessible to the A64</li> <li>• Whilst improving infrastructure it will not alleviate congestion in other parts of the town,</li> <li>• Nor support existing businesses especially retailers</li> <li>• Site is partially within the flood plain</li> <li>• Like scheme but needs parking for station users 100-150 cars</li> <li>• Could provide a basis for a relief road for Norton</li> <li>• Need to improve traffic movement between Malton and Norton</li> <li>• Will increase congestion</li> <li>• Where will the employment come from?</li> <li>• How can community infrastructure support this growth?</li> <li>• What about bungalows for the elderly</li> <li>• Where will the people who move into these properties come from?</li> <li>• No mention of sewerage works, drainage issues</li> <li>• Problems with HGV</li> <li>• It looks good, but how will it be funded</li> <li>• Place the bungalows adjacent to Welham Road, and starter homes in the middle of the site</li> <li>• A new theatre on the site rather than refurbishment of the Milton Rooms- and provide a hotel to serve theatre goers</li> <li>• Site close to River Derwent SAC, needs assessment through the Habitats Regulations process</li> <li>• How is vehicle access being addressed for this area?</li> <li>• If mainly non-local people take the homes how will this affect the local community?</li> <li>• Malton and Norton are market towns and should retain their quaint originality</li> <li>• Bring high street stores into town to attract custom, the new development will not help support the existing town centres-</li> </ul> | <p>Norton Town Council<br/> A White<br/> E W and M Wing<br/> W Linton<br/> M V Dallimore<br/> J W Ruston<br/> J Howard<br/> Natural England<br/> A Finlinson<br/> J Mead<br/> J Powell<br/> Barton Willmore obo West Park<br/> Developments Ltd<br/> E Madeley and R Shaw<br/> Mr Mitchell</p> |

| Orig. Site No. | New Site No. | Issue  | Respondent   |
|----------------|--------------|--|--|
|                |              | <ul style="list-style-type: none"> <li>• The scale of development will destroy the rural character of the area</li> <li>• Support scheme- particular sustainable travel options (cycle routes ) very little loss of facilities or amenities</li> <li>• Will provide new homes, jobs, leisure facilities, new shops and schools with a vital new link road and footbridge over the Derwent</li> <li>• Business incubation centre</li> <li>• Scope for new district centre</li> <li>• Bring Brownfield land into productive use</li> <li>• Parking for rail users</li> <li>• New riverside park and wildlife area</li> <li>• Safe green links with pedestrian and cycle routes</li> <li>• Latest sustainable building designs and technologies</li> <li>• Site is too big, need smaller sites</li> <li>• Norton has reached saturation point with new development</li> </ul> |  |
| 474            |              | <ul style="list-style-type: none"> <li>• Should not develop sites outside the A64 boundary</li> <li>• Urban Sprawl</li> <li>• Mixed use is too general – lacks forethought</li> <li>• Best quality agricultural land</li> <li>• Harmful to amenity value- particularly to users- ribbon development in rural area</li> <li>• Create further land drainage issues- run-off rate increased</li> <li>• Automatically create pollution</li> <li>• Result in increased traffic on the minor roads adjacent</li> <li>• Directly affect the prize-winning heritage site, and not be complementary</li> </ul>  | <p>S Hoste<br/> York and Ryedale Friends of the Earth<br/> A Crosser<br/> D H White</p>      |
| 476            |              | <ul style="list-style-type: none"> <li>• Not considered suitable for development, will aid congestion in the towns without any benefit to the residents</li> <li>• No public transport</li> <li>• Poor mains drainage</li> <li>• Adverse road traffic conditions</li> <li>• No retail or amenities</li> </ul>  | <p>Norton Town Council<br/> S Major<br/> L Burr<br/> M Bates<br/> C Knott<br/> A Crosser</p> |

| Orig. Site No. | New Site No. | Issue  | Respondent          |
|----------------|--------------|--|---------------------|
|                |              | <ul style="list-style-type: none"> <li>• Important public open space</li> <li>• Used by racing community</li> <li>• Removes Norton's Green Belt</li> <li>• Loss of natural habitat</li> <li>• Very good residential potential</li> <li>• Infill behind ribbon development</li> <li>• Site should contribute to southern relief road</li> <li>• Should be a wildlife sanctuary</li> </ul>   | K Monkman           |
| 479            |              | <ul style="list-style-type: none"> <li>• Better road access to be provided to Malton and Norton before further development</li> <li>• Traffic congestion</li> <li>• Where will the employment come from?</li> <li>• Local community infrastructure cannot cope</li> <li>• People will continue to shop out of the area</li> </ul>  | E W and M Wing      |
| 482            |              | <ul style="list-style-type: none"> <li>• Mixed use is too general – lacks forethought</li> <li>• Best quality agricultural land</li> <li>• Harmful to amenity value- particularly to users- ribbon development in rural area</li> <li>• Create further land drainage issues- run-off rate increased</li> <li>• Automatically create pollution</li> <li>• Result in increased traffic on the minor roads adjacent</li> <li>• Directly affect the prize-winning heritage site, and not be complementary</li> </ul> | D H White           |
| 526            |              | <ul style="list-style-type: none"> <li>• Not suitable- add congestion without delivering any great benefit to residents</li> </ul>   | Norton Town Council |
| 567            |              | <ul style="list-style-type: none"> <li>• Mixed use is too general – lacks forethought</li> <li>• Best quality agricultural land</li> <li>• Harmful to amenity value- particularly to users- ribbon development in rural area</li> <li>• Create further land drainage issues- run-off rate increased</li> <li>• Automatically create pollution</li> <li>• Result in increased traffic on the minor roads adjacent</li> <li>• Directly affect the prize-winning heritage site, and not be complementary</li> </ul> | D H White           |
| 572            |              | <ul style="list-style-type: none"> <li>• Mixed use is too general – lacks forethought</li> </ul>   | D H White           |

| Orig. Site No. | New Site No. | Issue   | Respondent                             |
|----------------|--------------|---|--|
|                |              | <ul style="list-style-type: none"> <li>• Best quality agricultural land</li> <li>• Harmful to amenity value- particularly to users- ribbon development in rural area</li> <li>• Create further land drainage issues- run-off rate increased</li> <li>• Automatically create pollution</li> <li>• Result in increased traffic on the minor roads adjacent</li> <li>• Directly affect the prize-winning heritage site, and not be complementary</li> <li>• Harm to tourist asset, by surrounding site with development- reduce ability to see the site, loss of greenfield land, highways concerns</li> </ul>   | N Hill (Eden Camp Museum)              |
| 573            |              | <ul style="list-style-type: none"> <li>• Mixed use is too general – lacks forethought</li> <li>• Best quality agricultural land</li> <li>• Harmful to amenity value- particularly to users- ribbon development in rural area</li> <li>• Create further land drainage issues- run-off rate increased</li> <li>• Automatically create pollution</li> <li>• Result in increased traffic on the minor roads adjacent</li> <li>• Directly affect the prize-winning heritage site, and not be complementary</li> <li>• Harm to tourist asset, by surrounding site with development- reduce ability to see the site, loss of greenfield land, highways concerns</li> </ul> | D H White<br>N Hill (Eden Camp Museum) |
| 578            |              | <ul style="list-style-type: none"> <li>• Mixed use is too general – lacks forethought</li> <li>• Best quality agricultural land</li> <li>• Harmful to amenity value- particularly to users- ribbon development in rural area</li> <li>• Create further land drainage issues- run-off rate increased</li> <li>• Automatically create pollution</li> <li>• Result in increased traffic on the minor roads adjacent</li> <li>• Directly affect the prize-winning heritage site, and not be complementary</li> <li>• Harm to tourist asset, by surrounding site with development- reduce ability to see the site, loss of greenfield land, highways concerns</li> </ul> | D H White<br>N Hill (Eden Camp Museum) |
| 579            |              | <ul style="list-style-type: none"> <li>• Mixed use is too general – lacks forethought</li> <li>• Best quality agricultural land</li> <li>• Harmful to amenity value- particularly to users- ribbon development in rural area</li> <li>• Create further land drainage issues- run-off rate increased</li> </ul>  | D H White<br>N Hill (Eden Camp Museum) |

| Orig. Site No. | New Site No. | Issue  | Respondent                             |
|----------------|--------------|--|--|
|                |              | <ul style="list-style-type: none"> <li>• Automatically create pollution</li> <li>• Result in increased traffic on the minor roads adjacent</li> <li>• Directly affect the prize-winning heritage site, and not be complementary</li> <li>• Harm to tourist asset, by surrounding site with development- reduce ability to see the site, loss of greenfield land, highways concerns</li> </ul>  |  |
| 583            |              | <ul style="list-style-type: none"> <li>• Mixed use is too general – lacks forethought</li> <li>• Best quality agricultural land</li> <li>• Harmful to amenity value- particularly to users- ribbon development in rural area</li> <li>• Create further land drainage issues- run-off rate increased</li> <li>• Automatically create pollution</li> <li>• Result in increased traffic on the minor roads adjacent</li> <li>• Directly affect the prize-winning heritage site, and not be complementary</li> </ul> | D H White                              |
| 584            |              | <ul style="list-style-type: none"> <li>• Mixed use is too general – lacks forethought</li> <li>• Best quality agricultural land</li> <li>• Harmful to amenity value- particularly to users- ribbon development in rural area</li> <li>• Create further land drainage issues- run-off rate increased</li> <li>• Automatically create pollution</li> <li>• Result in increased traffic on the minor roads adjacent</li> <li>• Directly affect the prize-winning heritage site, and not be complementary</li> </ul> | D H White                              |
| 585            |              | <ul style="list-style-type: none"> <li>• Mixed use is too general – lacks forethought</li> <li>• Best quality agricultural land</li> <li>• Harmful to amenity value- particularly to users- ribbon development in rural area</li> <li>• Create further land drainage issues- run-off rate increased</li> <li>• Automatically create pollution</li> <li>• Result in increased traffic on the minor roads adjacent</li> <li>• Directly affect the prize-winning heritage site, and not be complementary</li> </ul> | D H White                              |
| 588            |              | <ul style="list-style-type: none"> <li>• Mixed use is too general – lacks forethought</li> <li>• Best quality agricultural land</li> <li>• Harmful to amenity value- particularly to users- ribbon development in rural area</li> <li>• Create further land drainage issues- run-off rate increased</li> </ul>   | D H White<br>N Hill (Eden Camp Museum) |

| Orig. Site No.   | New Site No. | Issue  | Respondent  |
|------------------|--------------|--|---|
|                  |              | <ul style="list-style-type: none"> <li>• Automatically create pollution</li> <li>• Result in increased traffic on the minor roads adjacent</li> <li>• Directly affect the prize-winning heritage site, and not be complementary</li> <li>• Harm to tourist asset, by surrounding site with development- reduce ability to see the site, loss of greenfield land, highways concerns</li> </ul>  |   |
| <b>PICKERING</b> |              |  |   |
| 38               |              | <ul style="list-style-type: none"> <li>• Near New Bridge Quarry SSSI and SINC sites</li> <li>• Impact on setting of Pickering Castle SAM</li> <li>• Good option for some housing roundabout needed</li> <li>• Some housing but with open space for residents. Fringe of National Park</li> </ul>   | Natural England and Yorkshire Wildlife Trust<br>English Heritage<br>Pickering and District Civic Society<br>Brian Johnson                           |
| 90               |              | <ul style="list-style-type: none"> <li>• Some potential for housing development</li> <li>• Needs better access routes into the site and public facilities</li> </ul>   | Barratt Homes<br>Pickering and District Civic Society   |
| 93               |              | <ul style="list-style-type: none"> <li>• Concerns about extra traffic and surface water runoff</li> </ul>  | Pickering and District Civic Society  |
| 96               |              | <ul style="list-style-type: none"> <li>• Concerns about extra traffic and surface water runoff</li> </ul>  | Pickering and District Civic Society  |
| 110              |              | <ul style="list-style-type: none"> <li>• Concerns about extra traffic and surface water runoff</li> </ul>  | Pickering and District Civic Society  |
| 116              |              | <ul style="list-style-type: none"> <li>• Near New Bridge Quarry SSSI and SINC sites. Landscape character assessment required</li> <li>• Attractive approach into Pickering and break between Middleton and Pickering</li> </ul>  | Natural England<br>Pickering and District Civic Society   |
| 117              |              | <ul style="list-style-type: none"> <li>• Greenfield site</li> <li>• Where is the need for a care home and need to consider impact on services and facilities and infrastructure</li> <li>• Need affordable housing</li> <li>• Concerns re. access, drainage/flood risk and height of buildings</li> <li>• Support for CCRC</li> <li>• A more modest proposal may be acceptable</li> <li>• Need more housing for families not just for the elderly</li> </ul> | D and D Goodliffe,<br>JC Grove-Stephensen<br>D Renshaw<br>D Oates<br>Pickering and District Civic Society<br>J Oates<br>Barratt Homes and Nathaniel |

| Orig. Site No. | New Site No. | Issue  | Respondent  |
|----------------|--------------|--|---|
|                |              | <ul style="list-style-type: none"> <li>• Scale of site would have detrimental impact on character of Pickering</li> <li>• South of site should be a cycle path</li> <li>• Adverse impact onto the approach of the town</li> <li>• Prominent within the landscape</li> <li>• Not well related to Pickering</li> <li>• Some potential for housing</li> <li>• Significant impact on the Strategic Road Network. Would need mitigation and application of travel Plan</li> <li>• Close proximity to National Grid's underground high pressure gas pipelines</li> <li>• An almost mediaeval atmosphere</li> <li>• Historic field patterns</li> <li>• Ecological impact</li> </ul> | <p>Litchfield and Partners obo Barratt Homes<br/> Alison Fuller<br/> Highways Agency<br/> National Grid<br/> Marion Pearce<br/> A Asquith<br/> English Heritage<br/> A and V Collinson<br/> Mr and Mrs Warren</p> |
| 130            |              | <ul style="list-style-type: none"> <li>• VIUA contributes to biodiverse area of greenspace</li> <li>• Near Newbridge Quarry SSSI – Ecological survey required</li> <li>• Source Protection Zone 1 ground water protection concerns</li> <li>• Lovely garden could be community facility</li> </ul>   | <p>Pickering Town Council<br/> Natural England<br/> Yorkshire Water<br/> Pickering and District Civic Society</p>   |
| 135            |              | <ul style="list-style-type: none"> <li>• Source Protection Zone 2 –caution needed</li> <li>• Concerns about surface water run off</li> <li>• Extra traffic</li> </ul>  | <p>Yorkshire Water<br/> Pickering and District Civic Society</p>  |
| 138            |              | <ul style="list-style-type: none"> <li>• Extra care homes would be welcome</li> <li>• Adjoins Keld Head Conservation Area and Listed Buildings- concern about impact on setting of these</li> <li>• SPZ1 – risk to ground water</li> </ul>   | <p>Pickering and District Civic Society<br/> English Heritage<br/> Yorkshire Water</p>  |
| 139            |              | <ul style="list-style-type: none"> <li>• Adjacent to built up area –priority for housing development</li> <li>• Close proximity to range of services</li> <li>• Wouldn't expand developed envelope of Pickering</li> <li>• Would be supported by existing infrastructure</li> <li>• Seemingly good place for housing- but flooding issues in adjacent residential development in Hugden Close</li> </ul>   | <p>Nathaniel Litchfield and Partners<br/> obo Barratt Homes<br/> Pickering and District Civic Society<br/> D Crease<br/> Yorkshire Water</p>  |

| <b>Orig. Site No.</b> | <b>New Site No.</b> | <b>Issue</b>   | <b>Respondent</b>  |
|-----------------------|---------------------|--|--|
|                       |                     | <ul style="list-style-type: none"> <li>• Suitable for development</li> <li>• Sewer 150mm</li> <li>• Sites of Great Crested Newt habitat</li> <li>• Heavy Waterlogging</li> <li>• Spoil visual amenity</li> <li>• Stress existing infrastructure</li> </ul>   | A and V Collinson  |
| 140                   |                     | <ul style="list-style-type: none"> <li>• Need better access routes before development concerned about impact on existing streets</li> <li>• Public facilities needed</li> </ul>  | Pickering and District Civic Society   |
| 142                   |                     | <ul style="list-style-type: none"> <li>• Against development here</li> <li>• Fairly prominent with some potential for housing</li> <li>• Shows part of our garden</li> <li>• Adjoins Pickering Conservation Area- should ensure character and setting are protected</li> <li>• Important open space around offices</li> <li>• 250mm pumped main sewer, sewers would need diverting</li> </ul>  | M Pearce<br>Barratt Homes<br>S Bilton<br>English Heritage<br>Pickering and District Civic Society<br>Yorkshire Water   |
| 146                   |                     | <ul style="list-style-type: none"> <li>• Concerns about surface water runoff and extra traffic</li> <li>• Source Protection Zone 2- caution needed during construction</li> </ul>  | Pickering and District Civic Society<br>Yorkshire Water  |
| 149                   |                     | <ul style="list-style-type: none"> <li>• Poor location due to accessibility issues</li> <li>• Potential as expansion for allotments needed on the west side of town</li> </ul>   | D Raw<br>Pickering and District Civic Society  |
| 150                   |                     | <ul style="list-style-type: none"> <li>• Adjacent to built-up area –priority for housing development</li> <li>• Close proximity to facilities and services</li> <li>• No need to expand developed envelope of Pickering</li> <li>• Supported by existing infrastructure and no insurmountable constraints</li> <li>• Seemingly good place for housing- but flooding issues in adjacent residential development in Hugden Close</li> <li>• Sites of Great Crested Newt habitat</li> </ul> | Nathaniel Litchfield and Partners<br>obo Barratt Homes<br>Pickering and District Civic Society<br>A and V Collinson<br>A Collinson<br>S McNicoll<br>D Crease |

| <b>Orig. Site No.</b> | <b>New Site No.</b> | <b>Issue</b>  | <b>Respondent</b>   |
|-----------------------|---------------------|---|---|
|                       |                     | <ul style="list-style-type: none"> <li>• Heavy Waterlogging</li> <li>• Spoil visual amenity</li> <li>• Stress existing infrastructure</li> <li>• Need for 3-4 bed affordable houses- not bungalows</li> <li>• Suitable for development</li> </ul>   |   |
| 151                   |                     | <ul style="list-style-type: none"> <li>• Some potential for housing development</li> <li>• Strip of land should be used as cycle path</li> <li>• Need to improve accessibility</li> <li>• Public facilities required</li> </ul>   | Nathaniel Litchfield and Partners<br>obo Barratt Homes<br>Pickering and District Civic Society                          |
| 152                   |                     | <ul style="list-style-type: none"> <li>• Seemingly good place for housing but potential flooding is Hudgen Close.</li> <li>• Not good for housing- right next to Industrial Estate</li> <li>• Sites of Great Crested Newt habitat</li> <li>• Heavy Waterlogging</li> <li>• Spoil visual amenity</li> <li>• Stress existing infrastructure</li> <li>• 450mm sewer on southern boundary</li> <li>• 8 in water main</li> <li>• Sewer and water main may need redirecting or site layout take account of this</li> <li>• Border or include a SINC site</li> </ul> | Pickering and District Civic Society<br>A Collinson<br>A and V Collinson<br>Yorkshire Water<br>Yorkshire Wildlife Trust |
| 197                   |                     | <ul style="list-style-type: none"> <li>• North of Keld Head Conservation Area, need to ensure development safeguards the setting of the Conservation Area</li> <li>• Source Protection Zone 1- may object due to risk to groundwater</li> </ul>   | English Heritage<br>Yorkshire Water   |
| 198                   |                     | <ul style="list-style-type: none"> <li>• Potential as expansion for allotments needed on the west side of town</li> </ul>   | Pickering and District Civic Society  |
| 199                   |                     | <ul style="list-style-type: none"> <li>• Potential as expansion for allotments needed on the west side of town</li> <li>• 375mm and 150mm sewer CSO and overflow Sewer. Site layout must take account of this</li> <li>• Sites of Great Crested Newt habitat</li> </ul>   | Pickering and District Civic Society<br>Yorkshire Water<br>A Collinson  |

| <b>Orig. Site No.</b> | <b>New Site No.</b> | <b>Issue</b>  | <b>Respondent</b>  |
|-----------------------|---------------------|---|--|
|                       |                     | <ul style="list-style-type: none"> <li>• Heavy Waterlogging</li> <li>• Border or includes a SINC site</li> </ul>  | Yorkshire Wildlife Trust   |
| 200                   |                     | <ul style="list-style-type: none"> <li>• Needed for public open space, car parking and sports facilities</li> <li>• Area west should remain for cycle path</li> <li>• Entrance to Pickering- important visually</li> <li>• No access from Haygate Lane, but designated cycle route</li> <li>• Do not block reinstatement of railway line</li> <li>• Fairly prominent within the landscape but potential for housing</li> <li>• 10 in Water main which may need diverting, or site layout reflect infrastructure</li> <li>• Serious concern about development and impact on entrance to Pickering- almost medieval atmosphere</li> <li>• Site is proximal to high pressure gas transmission pipelines</li> </ul> | Pickering and District Civic Society<br>E Byth<br>Nathaniel Litchfield and Partners<br>obo Barratt Homes<br>Yorkshire Water<br>M Pearce<br>National Grid |
| 203                   |                     | <ul style="list-style-type: none"> <li>• Adjacent to built-up area – priority for housing development</li> <li>• Close proximity to facilities and services</li> <li>• No need to expand developed envelope of Pickering</li> <li>• Supported by existing infrastructure and no insurmountable constraints</li> <li>• Ecological issues</li> <li>• Spoil visual amenity</li> <li>• Stress existing infrastructure</li> <li>• Suitable for development</li> <li>• Habitat of Great Crested Newts</li> <li>• Subject to waterlogging</li> <li>• Seemingly good place for housing but potential flooding is Hudgen Close. The site is more often a lake than dry.</li> </ul>                                       | Nathaniel Litchfield and Partners<br>obo Barratt Homes<br>A and V Collinson<br>D Crease<br>A Collinson<br>Pickering and District Civic Society           |
| 204                   |                     | <ul style="list-style-type: none"> <li>• Should not be developed until access improved</li> <li>• Public facilities will be needed- play area</li> </ul>  | Pickering and District Civic Society   |
| 205                   |                     | <ul style="list-style-type: none"> <li>• Very close to Pickering Waste Water Treatment. May object to housing if non-mitigatable</li> <li>• Should not be developed until access improved</li> </ul>  | Yorkshire Water<br>Pickering and District Civic Society  |

| Orig. Site No. | New Site No. | Issue   | Respondent  |
|----------------|--------------|---|---|
|                |              | <ul style="list-style-type: none"> <li>Public facilities will be needed- play area</li> </ul>   |   |
| 206            |              | <ul style="list-style-type: none"> <li>May object due to risk to groundwater Source Protection Zone 1</li> <li>Adjoins Keld Head Conservation Area, needs to demonstrate preservation or enhancement of the setting of the Conservation Area and associated Listed Buildings. Reservations about impact.</li> <li>Important tree line adjacent to A170</li> </ul>   | Yorkshire Water<br>English Heritage<br>Pickering and District Civic Society   |
| 216            |              | <ul style="list-style-type: none"> <li>Near Newbridge Quarry SSSI and woodland sites</li> <li>Ecological Survey Required</li> <li>Landscape character assessment</li> <li>Source Protection Zone 1 may object due to risk to ground water</li> <li>Previously developed land</li> <li>Community Park proposal</li> <li>Well-related to existing town</li> <li>Not subject to flooding</li> <li>No technical restrictions re. infrastructure</li> <li>Sustainably located and accessible</li> <li>Sustainable construction and affordable housing provided</li> <li>Much valued open space on fringe of the National Park- small residential development would allow open space to be retained</li> <li>Border or include SINC site</li> <li>Concerns about setting on Pickering Castle SAM, would be required to not have an adverse impact</li> <li>Good option for some houses on the southern side, and recreation to the north. Roundabout is vital.</li> </ul> | Natural England<br>Yorkshire Water<br>Caddick Living<br>B Johnson<br>Yorkshire Wildlife Trust<br>English Heritage<br>Pickering and District Civic Society |
| 228            |              | <ul style="list-style-type: none"> <li>Adjoins Keld Head Conservation Area, needs to demonstrate preservation or enhancement of the setting of the Conservation Area and associated Listed Buildings. Reservations about impact.</li> </ul>   | English Heritage  |
| 229            |              | <ul style="list-style-type: none"> <li>Concerns about existing traffic and plant issues and other users safety being exacerbated by new development</li> <li>Need new access routes</li> </ul>  | Mr and Mrs Shipright<br>Pickering and District Civic Society  |

| <b>Orig. Site No.</b> | <b>New Site No.</b> | <b>Issue</b>   | <b>Respondent</b>  |
|-----------------------|---------------------|--|--|
|                       |                     | <ul style="list-style-type: none"> <li>Public facilities needed</li> <li>Some potential for housing although fairly prominent within the landscape</li> </ul>  | Nathaniel Litchfield and Partners<br>obo Barratt Homes   |
| 256                   |                     | <ul style="list-style-type: none"> <li>Lies above Keld Head Conservation Area, needs to demonstrate preservation of the setting of the Conservation Area and view in and out of it.</li> </ul>   | English Heritage   |
| 268                   |                     | <ul style="list-style-type: none"> <li>Key area for parking/shopping and recreational mix.</li> <li>Needs revisiting due to the Lidl inquiry</li> </ul>  | Pickering and District Civic Society   |
| 271                   |                     | <ul style="list-style-type: none"> <li>Valued care home for the elderly</li> <li>Source Protection Zone 1 – may object due to risk on groundwater</li> </ul>   | Pickering and District Civic Society<br>Pickering Town Council<br>Yorkshire Water  |
| 272                   |                     | <ul style="list-style-type: none"> <li>Key area for the right parking/shopping and recreational mix. Needs revisiting due to the Lidl inquiry</li> <li>Groups gather here- new housing/shops would make this worse</li> <li>Would not help flooding issues</li> </ul>  | Pickering and District Civic Society<br>P Bean   |
| 329                   |                     | <ul style="list-style-type: none"> <li>No objections subject to employment use</li> <li>Border or include SINC sites</li> </ul>  | Pickering Town Council<br>Yorkshire Wildlife Trust   |
| 347                   |                     | <ul style="list-style-type: none"> <li>Source Protection Zone 1 – may object due to risk on groundwater</li> <li>Concerns about how surface water runoff would be dealt with</li> </ul>  | Yorkshire Water<br>Pickering and District Civic Society  |
| 351                   |                     | <ul style="list-style-type: none"> <li>Previously developed land</li> <li>Community Park proposal</li> <li>Well-related to existing town</li> <li>Not subject to flooding</li> <li>No technical restrictions re. infrastructure</li> <li>Sustainably located and accessible</li> <li>Sustainable construction and affordable housing provided</li> <li>Much valued open space on fringe of the National Park- small residential development would allow open space to be retained</li> </ul> | Caddick Living<br>B Johnson<br>Natural England<br>English Heritage<br>Yorkshire Wildlife Trust<br>Pickering and District Civic Society<br>Yorkshire Water<br>Barton Willmore |

| Orig. Site No. | New Site No. | Issue   | Respondent   |
|----------------|--------------|---|--|
|                |              | <ul style="list-style-type: none"> <li>• Near Newbridge Quarry SSSI and woodland sites</li> <li>• Ecological Survey Required</li> <li>• Landscape character assessment</li> <li>• Border or include SINC site</li> <li>• Concerns about setting on Pickering Castle SAM, would be required to not have an adverse impact</li> <li>• Good option for some houses on the southern side, and recreation to the north. Roundabout is vital.</li> <li>• Source Protection Zone 1 – may object due to risk to groundwater</li> </ul>  |  |
| 355            |              | <ul style="list-style-type: none"> <li>• Source Protection Zone 1 – may object due to risk to groundwater</li> <li>• Site adjoins Keld Head Conservation Area, reservations about impact on a number of Listed Buildings in the area. Needs to demonstrate that development preserves or enhances the area.</li> </ul>  | Yorkshire Water<br>English Heritage  |
| 360            |              | <ul style="list-style-type: none"> <li>• Good idea- taking into account the needs of people and the situation of the proposed community</li> <li>• More modest proposal would be welcome</li> <li>• Totally opposed- Greenfield</li> <li>• Where is the proven need for this? Pickering already has a high % of older people</li> <li>• How will existing facilities cope, in particular health care?</li> <li>• Additional housing should be affordable for young people</li> <li>• Scale of proposal is a concern</li> <li>• Create a geriatric haven, and detrimental impact on character of Pickering need younger professionals and families</li> <li>• Development on Micklehill would have adverse impact on approach to town</li> <li>• Scheme too large- create ghetto</li> <li>• Where would the workers live?</li> <li>• Proximal to National Grid's high pressure underground gas pipelines</li> <li>• Fairly prominent within the landscape, but some potential for housing</li> <li>• Crossgate Lane could not cope with additional traffic</li> <li>• Permanent destruction of rig and furrow mediaeval archaeological site</li> </ul> | J Oates<br>J C Grove-Stephensen<br>A Fuller<br>D Oates<br>D Renshaw<br>D Oates<br>Pickering and District Civic Society<br>National Grid<br>Barratt Homes<br>J P Alexander and fellow residents of Crossgates Lane<br>Mr and Mrs Warren<br>Nathaniel Litchfield and Partners<br>obo of Barratt Homes<br>M Pierce<br>English Heritage<br>A and V Collinson |

| Orig. Site No. | New Site No. | Issue   | Respondent  |
|----------------|--------------|---|---|
|                |              | <ul style="list-style-type: none"> <li>• Flooding issues – need land to remain open</li> <li>• Contribute to entrance to the town- green approach</li> <li>• Almost mediaeval atmosphere</li> <li>• Abuts Pickering Conservation Area.</li> <li>• Historic field systems make an important contribution to the character of this part of the town.</li> <li>• Should be protected for ecological reasons</li> <li>• Stress existing infrastructure</li> <li>• 8in water main in SW corner of site. Mains would need diverting or site reflect infrastructure</li> <li>• Significant impact on the strategic road network- which would require mitigation through sustainable travel modes and application of travel plans</li> <li>• See a wide range of wildlife, should be made a wildlife reserve for the people of Pickering</li> </ul> | Yorkshire Water<br>Highways Agency<br>A Asquith<br>S Bilton   |
| 380            |              | <ul style="list-style-type: none"> <li>• Border of include a SINC site</li> <li>• Water treatment works area- land should be left around the springs as a natural buffer</li> <li>• North eastern end lies within Keld Head Conservation Area, any development would need to preserve on enhance the Conservation Area</li> <li>• Source Protection Zone 1, multiple mains. May object due to risk to groundwater</li> </ul>  | Yorkshire Wildlife Trust<br>Pickering and District Civic Society<br>English Heritage<br>Yorkshire Water |
| 386            |              | <ul style="list-style-type: none"> <li>• Source Protection Zone 2, caution needed during construction</li> <li>• Spoil visual amenity and access to the town</li> <li>• Ecological Protection needed</li> <li>• Likely to stress existing infrastructure</li> </ul>   | Yorkshire Water<br>A and V Collinson  |
| 387            |              | <ul style="list-style-type: none"> <li>• 375mm sewer</li> <li>• Need other access routes to be developed.</li> <li>• Public facilities needed- playspace</li> <li>• Good idea- mixed housing- not bungalows. Need 3/4bed affordable family housing</li> </ul>   | Yorkshire Water<br>Pickering and District Civic Society<br>S McNicoll                                   |
| 414            |              | <ul style="list-style-type: none"> <li>• Source Protection Zone 1. May object due to risk to groundwater</li> </ul>   | Yorkshire Water   |

| <b>Orig. Site No.</b> | <b>New Site No.</b> | <b>Issue</b>   | <b>Respondent</b>   |
|-----------------------|---------------------|--|---|
|                       |                     | <ul style="list-style-type: none"> <li>Seems a good option- housing to south recreation to north. A roundabout is vital.</li> </ul>  | Pickering and District Civic Society  |
| 449                   |                     | <ul style="list-style-type: none"> <li>Need for public open space, parking and football pitches</li> <li>Sewerage pumping station with 2 sewers</li> <li>Would not want this site developed</li> </ul>   | Pickering and District Civic Society<br>Yorkshire Water<br>M Pierce               |
| 462                   |                     | <ul style="list-style-type: none"> <li>Unacceptable for housing development. Detrimental to countryside south of the town, access and egress could be an issue.</li> <li>Too far for existing built up area, outside the old railway line</li> </ul>   | Pickering Town Council<br>Pickering and District Civic Society                    |
| 482                   |                     | <ul style="list-style-type: none"> <li>No objection to employment use</li> </ul>   | Pickering Town Council  |
| 484                   |                     | <ul style="list-style-type: none"> <li>Too far for existing built up area, outside the old railway line</li> <li>Unacceptable site for housing development. Far removed from existing built environment, access and egress could be an issue</li> </ul>  | Pickering and District Civic Society<br>Pickering Town Council                    |
| 485                   |                     | <ul style="list-style-type: none"> <li>Too far for existing built up area, outside the old railway line</li> <li>Unacceptable site for housing development. Far removed from existing built environment, access and egress could be an issue</li> </ul>  | Pickering and District Civic Society<br>Pickering Town Council                    |
| 495                   |                     | <ul style="list-style-type: none"> <li>No objections to mixed use</li> <li>Ideal site for development for services for the town</li> </ul>   | Pickering Town Council<br>Pickering and District Civic Society                    |
| 496                   |                     | <ul style="list-style-type: none"> <li>Near to Newbridge Quarry SSSI and woodland sites. Ecological survey and landscape character assessment</li> <li>Brownfield site considered for development</li> </ul>   | Natural England<br>Pickering and District Civic Society                           |
| 497                   |                     | <ul style="list-style-type: none"> <li>Special green lung coming into town should remain so</li> <li>No support. Essential to preserve countryside.</li> </ul>   | Pickering and District Civic Society<br>Pickering Town Council                    |
| 498                   |                     | <ul style="list-style-type: none"> <li>Suitable for housing development if developed in conjunction with the Rogers' former nursery for housing and greenspace</li> <li>Site near to Newbridge Quarry SSSI and woodland sites. Ecological survey and landscape character assessment</li> </ul> | Pickering Town Council<br>Natural England<br>Pickering and District Civic Society |

| Orig. Site No.        | New Site No. | Issue   | Respondent  |
|-----------------------|--------------|---|---|
| 500                   |              | <ul style="list-style-type: none"> <li>No support essential to preserve open land between Middleton and Pickering. Field adds to attractiveness of the area.</li> <li>Spoil the western entrance if developed</li> </ul>  | Pickering Town Council<br>Pickering and District Civic Society  |
| 504                   |              | <ul style="list-style-type: none"> <li>No Support falls within an Area of High Landscape value and rising land to the north east. Already identified as a Visually Important Undeveloped Area- should remain as such</li> </ul>   | Pickering Town Council  |
| 512                   |              | <ul style="list-style-type: none"> <li>Site in itself unsuitable for housing.</li> <li>Part of Parish's historic landscape, with rigg and furrow and evidence of enclosure.</li> <li>Drainage issues.</li> <li>If had to be developed could not be alone- would need to be wider scheme due to nature of site.</li> </ul>   | Pickering Town Council  |
| <b>KIRKBYMOORSIDE</b> |              |   |   |
| 5                     |              | <ul style="list-style-type: none"> <li>Roadside footpath/cycle track on south side of the A170 between Kirkby Mills and the roundabout</li> <li>Infrastructure needs looking at</li> <li>Flooding is a problem throughout Kirkbymoorside</li> <li>Employment</li> <li>Better public transport infrastructure that links to Kirkbymoorside as well as Malton and Pickering</li> <li>Not suitable for residential development- adverse industrial activities</li> <li>Kirkbymoorside needs a better grocery food store- a small supermarket with parking</li> </ul> | J M Stephens<br>J Newson<br>J Francis<br>Kirkbymoorside Town Council<br>C Tinkler                                   |
| 10                    |              | <ul style="list-style-type: none"> <li>Loss of Greenfield land</li> <li>Avoid merging of Keldholmee and Kirkbymoorside</li> <li>Seriously affected by flooding</li> <li>Problems with parking, access and congestion</li> <li>Site adjacent to sports field- only space available to extend the sports field and facilities</li> <li>Used by walkers to avoid the A170</li> </ul>   | B Hughes<br>J Tattersall<br>M Richardson<br>S and J Brown<br>C Parker<br>A and J Warriner<br>J Coughan<br>C Tinkler |

| <b>Orig. Site No.</b> | <b>New Site No.</b> | <b>Issue</b>  | <b>Respondent</b>  |
|-----------------------|---------------------|---|--|
|                       |                     | <ul style="list-style-type: none"> <li>• Harm movements of the ambulances</li> <li>• Loss of Visually Important Undeveloped Areas</li> <li>• Overhaul drainage infrastructure</li> <li>• Need better public transport</li> </ul>  | Kirkbymoorside Town Council<br>J Newson<br>JM Stevens<br>J Francis   |
| 28                    |                     | <ul style="list-style-type: none"> <li>• Overhaul drainage infrastructure</li> <li>• Flood risk issues</li> <li>• Need better public transport</li> <li>• Agricultural/community garden</li> <li>• Already have a bypass, further development will mean a new bypass is needed</li> <li>• Kirkbymoorside needs a better grocery food store- a small supermarket with parking</li> </ul>   | C Tinkler<br>J Francis<br>Kirkbymoorside Town Council  |
| 40                    |                     | <ul style="list-style-type: none"> <li>• Overhaul drainage infrastructure</li> <li>• Flood risk issues</li> <li>• Need better public transport to Kirkbymoorside as well as Malton and Pickering</li> <li>• Maintain green belt to identify Villages</li> <li>• Loss of Visually Important Undeveloped Areas</li> <li>• Low intensity development sensitive to site and proximity to sports pitches</li> <li>• Kirkbymoorside needs a better grocery food store- a small supermarket with parking</li> <li>• Poor access</li> </ul>   | J Francis<br>C Tinkler<br>J Newson<br>S and J Brown<br>Kirkbymoorside Town Council<br>J Coughan  |
| 56                    |                     | <ul style="list-style-type: none"> <li>• Overhaul drainage infrastructure</li> <li>• Flood risk issues</li> <li>• Need better public transport to Kirkbymoorside as well as Malton and Pickering</li> <li>• Loss of distinctive nature of Keldholme- urban sprawl</li> <li>• Loss of country walks</li> <li>• Loss of separation of Villages</li> <li>• Loss of Visually Important Undeveloped Areas</li> <li>• No development</li> <li>• Some of the western section may be OK- rest totally inappropriate</li> <li>• Important individual history of Keldholme</li> </ul> | C Tinkler<br>JM Stephens<br>Kirkbymoorside Town Council<br>B Hughes<br>I Butcher<br>J Francis<br>R Baines<br>C Parker<br>A and J Warriner<br>S and J Brown |

| Orig. Site No. | New Site No. | Issue  | Respondent  |
|----------------|--------------|--|---|
|                |              | <ul style="list-style-type: none"> <li>• Harm movements of the ambulances</li> <li>• Elevelated land</li> </ul>  | A Rutter  |
| 58             |              | <ul style="list-style-type: none"> <li>• Housing or green space</li> <li>• Bounded on two sides by the boundary of the Kirkbymoorside Conservation Area and the curtilages of a number of Listed Buildings on Piercy End. It will be important to ensure that the setting and character of both the Conservation Area and Listed Buildings</li> <li>• Overhaul drainage infrastructure</li> <li>• Flood risk issues</li> <li>• Need better public transport to Kirkbymoorside as well as Malton and Pickering</li> <li>• Loss of separation between settlements</li> <li>• Loss of Visually Important Undeveloped Areas</li> <li>• Kirkbymoorside needs a better grocery food store- a small supermarket with parking</li> </ul>   | Kirkbymoorside Town Council<br>English Heritage<br>C Tinkler<br>J Francis<br>J Newson   |
| 87             |              | <ul style="list-style-type: none"> <li>• North York Moors National Park and Woodland sites. Sites should be informed by a Landscape character Appraisal and ecological survey.</li> <li>• Overhaul drainage infrastructure</li> <li>• Flood risk issues</li> <li>• Brownfield site, should be built upon</li> <li>• Close to town</li> <li>• 160 metres from Vivers Hill Castle Scheduled Monument. It will be necessary to safeguard the setting of this monument</li> <li>• Build a nice residential area</li> <li>• Need better public transport to Kirkbymoorside as well as Malton and Pickering</li> <li>• Builders Yard currently, may not be appropriate as a VIUA</li> <li>• Landscape impacts</li> <li>• Live-work units</li> <li>• Good location for development, but infrastructure for drainage and flooding must be improved</li> <li>• Should have been built on years ago</li> </ul> | Natural England<br>J Francis<br>T Hodgson<br>English Heritage<br>S Morbey<br>C Tinkler<br>P Varley<br>S and J Brown<br>Kirkbymoorside Town Council<br>J Newson<br>S Helm<br>Joe Coughan |

| Orig. Site No. | New Site No. | Issue   | Respondent  |
|----------------|--------------|---|---|
|                |              | <ul style="list-style-type: none"> <li>• Kirkbymoorside needs a better grocery food store- a small supermarket with parking</li> </ul>  |   |
| 102            |              | <ul style="list-style-type: none"> <li>• Not appropriate for employment uses</li> <li>• Proximity to school</li> <li>• Extra traffic onto the local network</li> <li>• Prefer residential development</li> <li>• Should consider Brownfield and less environmentally damaging sites to consider</li> <li>• Need a disproportionate amount of new infrastructure</li> <li>• Site contributes to the character of Kirkbymoorside-</li> <li>• links to the countryside through footpaths are important and should be retained</li> <li>• Should be a VIUA</li> <li>• Scale of site is too large- harmful to character of Kirkbymoorside</li> <li>• Overhaul drainage infrastructure</li> <li>• Flood risk issues</li> <li>• Need better public transport to Kirkbymoorside as well as Malton and Pickering</li> <li>• Housing (and extend west) and possible expansion of the school</li> <li>• Too far from the town centre- uphill too</li> <li>• Agricultural value</li> <li>• Road safety issues</li> <li>• Prominent site on entrance to Kirkbymoorside</li> <li>• Move the gravity of the town to the west of the centre- should develop to the east</li> <li>• Elevated land</li> <li>• Current edge of Westfields is fine</li> </ul> | <p>M Wainwright<br/> B Hewitt<br/> F Youren<br/> C Tinkler<br/> J Francis<br/> Kirkbymoorside Town Council<br/> S Peters</p>      |
| 132            |              | <ul style="list-style-type: none"> <li>• Development would in conflict with keeping green spaces between settlements</li> <li>• Flood risk</li> <li>• Overhaul drainage infrastructure</li> <li>• Flood risk issues</li> <li>• Need better public transport to Kirkbymoorside as well as Malton and Pickering</li> <li>• Valuable topography</li> <li>• Valued flora and fauna</li> </ul>   | <p>B Hughes<br/> S and J Brown<br/> C Tinkler<br/> R Baines<br/> J Francis<br/> Kirkbymoorside Town Council<br/> J M Stephens</p> |

| Orig. Site No. | New Site No. | Issue   | Respondent   |
|----------------|--------------|---|--|
|                |              | <ul style="list-style-type: none"> <li>• Keldholme is a historic settlement</li> <li>• Residential</li> <li>• links to the countryside through footpaths are important and should be retained</li> <li>• Distinctive nature to Keldholme if the land to the north of the A170 was developed</li> <li>• Could be developed</li> </ul>  |  |
| 145            |              | <ul style="list-style-type: none"> <li>• Develop</li> <li>• Need to upgrade the existing drainage</li> <li>• Flood risk</li> <li>• Better public transport infrastructure to Kirkbymoorside as well as Malton and Pickering</li> <li>• Access to the site is extremely difficult</li> <li>• Within Kirkbymoorside Conservation Area, need to ensure the character and setting of this part of the Conservation Area is preserved and retain any existing buildings which make a positive contribution to the CA</li> <li>• Garden, open ground, community garden</li> </ul> | <p>J Coughan<br/>C Tinkler<br/>G M Turner<br/>English Heritage<br/>J Francis<br/>Kirkbymoorside Town Council</p>         |
| 156            |              | <ul style="list-style-type: none"> <li>• Need to upgrade the existing drainage</li> <li>• Flood risk increased through run-off</li> <li>• Need better public transport to Kirkbymoorside as well as Malton and Pickering</li> <li>• Merge Kirkbymoorside, Keldholme and Kirkby Mills, losing green spaces and Visually Undeveloped Important Areas</li> <li>• No development for now-residential next stage</li> <li>• Develop alongside arteries, not into bulk of greenspace which should be protected</li> </ul>   | <p>J Francis<br/>C Tinkler<br/>C Parker<br/>Kirkbymoorside Town Council<br/>S and J Brown<br/>B Hughes<br/>J Coughan</p> |
| 157            |              | <ul style="list-style-type: none"> <li>• Need to upgrade the existing drainage</li> <li>• Flood risk increased through run-off</li> <li>• Agricultural/community garden</li> <li>• Need better public transport to Kirkbymoorside as well as Malton and Pickering</li> <li>• Kirkbymoorside needs a better grocery food store- a small supermarket with parking</li> <li>• A170 is a bypass, proposals will mean a new bypass is required</li> </ul>  | <p>J Francis<br/>Kirkbymoorside Town Council<br/>C Tinkler</p>   |

| Orig. Site No. | New Site No. | Issue  | Respondent  |
|----------------|--------------|--|---|
|                |              | <ul style="list-style-type: none"> <li>• Attractive approach to the town</li> </ul>  |   |
| 158            |              | <ul style="list-style-type: none"> <li>• Need to upgrade the existing drainage</li> <li>• Flood risk increased through run-off</li> <li>• Need better public transport to Kirkbymoorside as well as Malton and Pickering</li> <li>• Maintain green belt to identify villages</li> <li>• 450mm overflow</li> <li>• Sewers need diverting or site layout reflect infrastructure</li> <li>• Kirkbymoorside needs a better grocery food store- a small supermarket with parking</li> </ul>   | C Tinkler<br>Kirkbymoorside Town Council<br>J Francis<br>J Newson<br>Yorkshire Water<br>S and J Brown |
| 159            |              | <ul style="list-style-type: none"> <li>• Greenbelt site</li> <li>• Wildlife</li> <li>• South of bypass- means crossing a busy road to access services, and the bypass should remain just that</li> <li>• Increased congestion</li> <li>• Need to upgrade the existing drainage</li> <li>• Flood risk increased through run-off</li> <li>• Need better public transport to Kirkbymoorside as well as Malton and Pickering</li> <li>• No development</li> <li>• Development would adversely affect the character of this area- given that it undeveloped</li> <li>• A small number of larger, executive properties appropriate</li> <li>• Need to upgrade the existing drainage</li> <li>• Flood risk increased through run-off</li> <li>• Kirkbymoorside needs a better grocery food store- a small supermarket with parking</li> </ul> | B Hodgson<br>C Tinkler<br>Kirkbymoorside Town Council<br>J Magson<br>J Francis                        |
| 162            |              | <ul style="list-style-type: none"> <li>• Impact of development sites on the landscape</li> <li>• Flood risk increased through run-off</li> <li>• Develop</li> <li>• North Yorkshire Moors and woodland sites. Sites should be informed by Landscape character assessment and ecological assessment</li> </ul>  | S and J Brown<br>J Coughan<br>Natural England<br>S Helm<br>C Tinkler                                  |

| Orig. Site No. | New Site No. | Issue   | Respondent   |
|----------------|--------------|---|--|
|                |              | <ul style="list-style-type: none"> <li>• A Brownfield site- develop</li> <li>• Need to upgrade the existing drainage</li> <li>• Flood risk increased through run-off</li> <li>• Need better public transport to Kirkbymoorside as well as Malton and Pickering</li> <li>• Site lies within c.160 metres from Scheduled Monument of Vivers Hill Castle. Needs to demonstrate no harm to the setting of this heritage asset</li> <li>• Ideal location for property development- need to improve drainage</li> <li>• Live/work units</li> <li>• Kirkbymoorside needs a better grocery food store- a small supermarket with parking</li> </ul>  | <p>English Heritage<br/>C Parker<br/>J Newson<br/>J Francis<br/>Kirkbymoorside Town Council<br/>B Hughes</p>         |
| 163            |              | <ul style="list-style-type: none"> <li>• Need to upgrade the existing drainage</li> <li>• Flood risk increased through run-off</li> <li>• Site adjoins southern boundary of Kirkbymoorside Conservation Area, need to ensure that the development of this area will not have a detrimental impact on the character or setting of the Conservation Area.</li> <li>• Need to upgrade the existing drainage</li> <li>• Flood risk increased through run-off</li> <li>• Need better public transport to Kirkbymoorside as well as Malton and Pickering</li> <li>• Being built on at the moment</li> <li>• 825mm sewer</li> <li>• Sewers need diverting or site layout reflect infrastructure</li> <li>• Kirkbymoorside needs a better grocery food store- a small supermarket with parking</li> </ul> | <p>J Francis<br/>English Heritage<br/>C Tinkler<br/>J Newson<br/>Kirkbymoorside Town Council<br/>Yorkshire Water</p> |
| 201            |              | <ul style="list-style-type: none"> <li>• Need to upgrade the existing drainage</li> <li>• Flood risk increased through run-off</li> <li>• No development</li> <li>• Need better public transport to Kirkbymoorside as well as Malton and Pickering</li> <li>• Should move the boundary of the National Park to include this field</li> <li>• Use Brownfield sites first this is agricultural land</li> <li>• Increase traffic issues</li> </ul>   | <p>J Francis<br/>Kirkbymoorside Town Council<br/>C Tinkler<br/>J Wall</p>  |

| Orig. Site No. | New Site No. | Issue  | Respondent  |
|----------------|--------------|--|---|
| 209            |              | <ul style="list-style-type: none"> <li>• Within the heart of the Kirkbymoorside Conservation Area and c.200m from the Scheduled Monument at Vivers Hill. It will be necessary to demonstrate that the setting and character of the Conservation Area and Scheduled Monument are not detrimentally impacted upon</li> <li>• Car Park</li> <li>• Need to upgrade the existing drainage</li> <li>• Flood risk increased through run-off</li> <li>• Need better public transport to Kirkbymoorside as well as Malton and Pickering</li> </ul>  | <p>English Heritage<br/>Kirkbymoorside Town Council<br/>C Tinkler<br/>J Francis</p>                           |
| 210            |              | <ul style="list-style-type: none"> <li>• Do not consider extensive development south of the main road is appropriate</li> <li>• Out of character for the area</li> <li>• Detract from existing properties</li> <li>• Have a modest number of frontage properties, large executive style homes</li> <li>• Could not accommodate significant amounts of traffic</li> <li>• Need to upgrade the existing drainage</li> <li>• Flood risk increased through run-off</li> <li>• 225mm sewer</li> <li>• Water main 4"</li> <li>• Need better public transport to Kirkbymoorside as well as Malton and Pickering</li> <li>• Old meadow, sustaining wildlife</li> <li>• South of bypass- means crossing a busy road to access services, and the bypass should remain just that</li> <li>• Cause congestion for cars</li> <li>• No development- high visibility</li> </ul> | <p>J Magson<br/>J Francis<br/>Yorkshire Water<br/>C Tinkler<br/>B Hodgson<br/>Kirkbymoorside Town Council</p> |
| 212            |              | <ul style="list-style-type: none"> <li>• Need to upgrade the existing drainage</li> <li>• Flood risk increased through run-off</li> <li>• Maintain as much Greenfield land as possible</li> <li>• Avoid merger of Keldholme with Kirkbymoorside</li> <li>• Impact of sites on the landscape</li> <li>• Need better public transport to Kirkbymoorside as well as Malton and Pickering</li> <li>• Develop</li> </ul>  | <p>J Francis<br/>B Hughes<br/>S and J Brown<br/>C Tinkler<br/>C Parker<br/>J Coughan<br/>Natural England</p>  |

| Orig. Site No. | New Site No. | Issue  | Respondent  |
|----------------|--------------|--|---|
|                |              | <ul style="list-style-type: none"> <li>• North York Moors and woodland sites, should be informed by Landscape character assessment and an ecological survey</li> <li>• Live/work</li> <li>• Kirkbymoorside needs a better grocery food store- a small supermarket with parking</li> </ul>  | Kirkbymoorside Town Council   |
| 213            |              | <ul style="list-style-type: none"> <li>• Do not consider extensive development south of the main road is appropriate</li> <li>• Out of character for the area</li> <li>• Detract from existing properties</li> <li>• Have a modest number of frontage properties, large executive style homes</li> <li>• Could not accommodate significant amounts of traffic</li> <li>• Large scale residential development in the vicinity of the A170 roundabout would necessitate traffic controls to facilitate pedestrian access into the town centre</li> <li>• General concerns about disposal of water and drainage/flooding</li> <li>• Old meadow, sustaining wildlife</li> <li>• South of bypass- means crossing a busy road to access services, and the bypass should remain just that</li> <li>• Cause congestion for cars</li> <li>• Live/work</li> <li>• Need to upgrade the existing drainage</li> <li>• Flood risk increased through run-off</li> <li>• Need better public transport to Kirkbymoorside as well as Malton and Pickering</li> <li>• 225mm sewer</li> <li>• Water main 4"</li> <li>• Kirkbymoorside needs a better grocery food store- a small supermarket with parking</li> </ul> | J Magson<br>J M Stephens<br>B Hodgson<br>Kirkbymoorside Town Council<br>C Tinkler<br>J Francis<br>Yorkshire Water |
| 259            |              | <ul style="list-style-type: none"> <li>• Need to upgrade the existing drainage</li> <li>• Flood risk increased through run-off</li> <li>• Access down Ings Lane is bad- narrow road and bad visibility</li> <li>• Need better public transport to Kirkbymoorside as well as Malton and Pickering</li> <li>• Large scale residential development in the vicinity of the A170 roundabout would</li> </ul>  | J Francis<br>R Rimmington<br>C Tinkler<br>J M Stephens<br>Kirkbymoorside Town Council                             |

| Orig. Site No. | New Site No. | Issue  | Respondent  |
|----------------|--------------|--|---|
|                |              | <p>necessitate traffic controls to facilitate pedestrian access into the town centre</p> <ul style="list-style-type: none"> <li>• Employment</li> <li>• Old meadow, sustaining wildlife</li> <li>• South of bypass- means crossing a busy road to access services, and the bypass should remain just that</li> <li>• Cause congestion for cars via Ings Lane/West Lund</li> <li>• Could be next step for housing including 454</li> </ul>  | B Hodgson   |
| 260            |              | <ul style="list-style-type: none"> <li>• Need to upgrade the existing drainage</li> <li>• Flood risk increased through run-off</li> <li>• Need better public transport to Kirkbymoorside as well as Malton and Pickering</li> <li>• North York Moors National Park and Woodland sites. Sites should be informed by Landscape character assessment and an ecological survey</li> <li>• Residential</li> <li>• Kirkbymoorside needs a better grocery food store- a small supermarket with parking</li> </ul>   | C Tinkler<br>Natural England<br>Kirkbymoorside Town Council<br>J Francis  |
| 265            |              | <ul style="list-style-type: none"> <li>• Brownfield site- should be built on</li> <li>• Impact of sites on the landscape</li> <li>• Increase run-off after heavy rain- increase flooding</li> <li>• Live/work</li> <li>• All drains and infrastructure need repairing/replacing. Flooding is a main problem. Further development would compound this</li> <li>• Site lies c.250metres from the Scheduled Monument of Vivers Hill Castle, it will be necessary to demonstrate that the development could be achieved whilst safeguarding the character and setting of the Monument.</li> <li>• North York Moors and woodland sites, should be informed by Landscape character assessment and an ecological survey</li> <li>• Need better public transport to Kirkbymoorside as well as Malton and Pickering</li> <li>• Retain as a Visually Important Undeveloped Area</li> <li>• Brownfield site which should be used</li> <li>• Close to Town Centre</li> </ul> | S Helm<br>Kirkbymoorside Town Council<br>J Francis<br>English Heritage<br>Natural England<br>C Tinkler<br>J Coughan<br>C Parker |

| Orig. Site No. | New Site No. | Issue  | Respondent   |
|----------------|--------------|--|--|
|                |              | <ul style="list-style-type: none"> <li>• Ideal for a small number of dwellings</li> <li>• Kirkbymoorside needs a better grocery food store- a small supermarket with parking</li> </ul>  |  |
| 294            |              | <ul style="list-style-type: none"> <li>• Agricultural/Community garden</li> <li>• Need to upgrade the existing drainage</li> <li>• Flood risk increased through run-off</li> <li>• Need better public transport to Kirkbymoorside as well as Malton and Pickering</li> <li>• The A170 was intended to be a two bypass, further development will mean another bypass is needed</li> <li>• Kirkbymoorside needs a better grocery food store- a small supermarket with parking</li> <li>• Attractive approach to the town</li> </ul>  | Kirkbymoorside Town Council<br>C Tinkler<br>J Francis  |
| 345            |              | <ul style="list-style-type: none"> <li>• Kirkbymoorside needs a better grocery food store- a small supermarket with parking</li> <li>• North York Moors National Park boundary should be moved to include this site- should not be developed</li> <li>• Important open space</li> <li>• Residential amenity issues if developed</li> <li>• Would need to address traffic issues</li> <li>• Agricultural</li> <li>• Beautiful, scenic space entrance to the National Park</li> <li>• Harm residential amenity of existing residents</li> <li>• Adverse traffic situation</li> <li>• Should develop Brownfield and infill first- better location</li> <li>• More suitable sites to south of town with good access to the A170</li> <li>• North York Moors and woodland sites. Should be informed by a Landscape character assessment and ecological survey</li> <li>• Totally unreasonable- way out of the village</li> <li>• Need to upgrade the existing drainage</li> <li>• Flood risk increased through run-off</li> </ul> | J Wall<br>N P Skelton<br>Kirkbymoorside Town Council<br>J Blewitt<br>Natural England<br>C Tinkler<br>J Francis<br>J Wall |

| Orig. Site No. | New Site No. | Issue   | Respondent  |
|----------------|--------------|---|---|
|                |              | <ul style="list-style-type: none"> <li>• Need better public transport to Kirkbymoorside as well as Malton and Pickering</li> <li>• Elevated land - poorer access</li> </ul>   |   |
| 349            |              | <ul style="list-style-type: none"> <li>• Agricultural</li> <li>• Need to upgrade the existing drainage</li> <li>• Flood risk increased through run-off</li> <li>• 180mm main</li> <li>• Kirkbymoorside needs a better grocery food store- a small supermarket with parking</li> <li>• Need better public transport to Kirkbymoorside as well as Malton and Pickering</li> <li>• Old meadow, sustaining wildlife</li> <li>• South of bypass- means crossing a busy road to access services, and the bypass should remain just that</li> <li>• Cause congestion for cars via Ings Lane/West Lund</li> <li>• Urban Spawl</li> <li>• Little industry in the town</li> <li>• Community facilities and services are already inadequate</li> <li>• Congestion</li> <li>• Building on Greenfield sites will limit public access to the countryside</li> <li>• Leisure and tourism development</li> <li>• Access concerns- narrow road and bad visibility</li> <li>• Do not consider extensive development south of the main road is appropriate</li> <li>• Out of character for the area</li> <li>• Detract from existing properties</li> <li>• Have a modest number of frontage properties, large executive style homes</li> <li>• Could not accommodate significant amounts of traffic</li> </ul> | Kirkbymoorside Town Council<br>J Francis<br>Yorkshire Water<br>C Tinkler<br>B Hodgson<br>J E Sinfield<br>R Rimmington<br>J Magson |
| 385            |              | <ul style="list-style-type: none"> <li>• Old meadow, sustaining wildlife</li> <li>• South of bypass- means crossing a busy road to access services, and the bypass should remain just that</li> <li>• Cause congestion for cars via Ings Lane/West Lund</li> <li>• Do not consider extensive development south of the main road is appropriate</li> </ul>   | B Hodgson<br>J Magson<br>Kirkbymoorside Town Council<br>J Francis<br>Yorkshire Water  |

| Orig. Site No. | New Site No. | Issue   | Respondent   |
|----------------|--------------|---|--|
|                |              | <ul style="list-style-type: none"> <li>• Out of character for the area</li> <li>• Detract from existing properties</li> <li>• Have a modest number of frontage properties, large executive style homes</li> <li>• Could not accommodate significant amounts of traffic</li> <li>• Employment</li> <li>• Need to upgrade the existing drainage</li> <li>• Flood risk increased through run-off</li> <li>• Need better public transport to Kirkbymoorside as well as Malton and Pickering</li> <li>• Kirkbymoorside needs a better grocery food store- a small supermarket with parking</li> <li>• 225mm Sewer 4" main site will sewers diverting or site layout reflect infrastructure</li> </ul>  | C Tinkler  |
| 389            |              | <ul style="list-style-type: none"> <li>• Need to upgrade the existing drainage</li> <li>• Flood risk increased through run-off</li> <li>• Large scale residential development in the vicinity of the A170 roundabout would necessitate traffic controls to facilitate pedestrian access into the town centre</li> <li>• Kirkbymoorside needs a better grocery food store- a small supermarket with parking</li> <li>• Need better public transport to Kirkbymoorside as well as Malton and Pickering</li> <li>• Employment/Live-work</li> <li>• Do not consider extensive development south of the main road is appropriate</li> <li>• Out of character for the area</li> <li>• Detract from existing properties</li> <li>• Have a modest number of frontage properties, large executive style homes</li> <li>• Could not accommodate significant amounts of traffic</li> </ul> | J Francis<br>J M Stephens<br>C Tinkler<br>Kirkbymoorside Town Council<br>J Magson              |
| 411            |              | <ul style="list-style-type: none"> <li>• Would have to be considered carefully within the scenic landscape</li> <li>• Urban Spawl</li> <li>• Little industry in the town</li> <li>• Community facilities and services are already inadequate</li> <li>• Congestion</li> <li>• Building on Greenfield sites will limit public access to the countryside</li> </ul>   | I Butcher<br>J E Sinfield<br>Kirkbymoorside Town Council<br>B Hughes<br>C Tinkler<br>J Francis |

| Orig. Site No. | New Site No. | Issue  | Respondent  |
|----------------|--------------|--|---|
|                |              | <ul style="list-style-type: none"> <li>• No development</li> <li>• Need to upgrade the existing drainage</li> <li>• Flood risk increased through run-off</li> <li>• Kirkbymoorside needs a better grocery food store- a small supermarket with parking</li> <li>• Need to maintain as much Greenfield land as possible</li> <li>• Avoid merging Keldholme with Kirkbymoorside</li> <li>• Need better public transport to Kirkbymoorside as well as Malton and Pickering</li> <li>• Develop alongside the road , but not further down</li> <li>• Well walked fields by residents avoiding the A170</li> </ul> | <p>S and J Brown<br/>J Coughan<br/>C Parker</p>   |
| 413            |              | <ul style="list-style-type: none"> <li>• Flood risk and flooding issues</li> <li>• Need to upgrade the existing drainage</li> <li>• Flood risk increased through run-off</li> <li>• No development</li> <li>• Roadside foot path and or cycle track on southside of the A170 between Kirkby Mills and roundabout</li> <li>• 4" water main clips new corner, site would need to reflect infrastructure</li> <li>• Need better public transport to Kirkbymoorside as well as Malton and Pickering</li> <li>• Kirkbymoorside needs a better grocery food store- a small supermarket with parking</li> </ul>     | <p>S and J Brown<br/>J Newson<br/>J Francis<br/>Kirkbymoorside Town Council<br/>JM Stephens<br/>Yorkshire Water<br/>C Tinkler</p> |

| Orig. Site No. | New Site No. | Issue  | Respondent  |
|----------------|--------------|--|---|
| 431            |              | <ul style="list-style-type: none"> <li>• Agricultural</li> <li>• Urban Spawl</li> <li>• Little industry in the town</li> <li>• Community facilities and services are already inadequate</li> <li>• Congestion</li> <li>• Building on Greenfield sites will limit public access to the countryside</li> <li>• Need better public transport to Kirkbymoorside as well as Malton and Pickering</li> <li>• Need to upgrade the existing drainage</li> <li>• Flood risk increased through run-off</li> <li>• Any such development would need to address issues of traffic which place pressure on Market Place /Piercy End</li> <li>• North York Moors National Park boundary should be moved to include this site-should not be developed</li> <li>• Should remain as agricultural land</li> <li>• Kirkbymoorside needs a better grocery food store- a small supermarket with parking</li> </ul> | Kirkbymoorside Town Council<br>J E Sinfield<br>C Tinkler<br>J Wall<br>J Francis |
| 433            |              | <ul style="list-style-type: none"> <li>• Brownfield- case for inclusion strong, but should not avoid merging Keldholme with Kirkbymoorside</li> <li>• Need to upgrade the existing drainage</li> <li>• Flood risk increased through run-off</li> <li>• Need better public transport to Kirkbymoorside as well as Malton and Pickering</li> <li>• No development</li> <li>• Kirkbymoorside needs a better grocery food store- a small supermarket with parking</li> <li>• Could be acceptable as long as 541 not developed</li> </ul>   | B Hughes<br>C Tinkler<br>Kirkbymoorside Town Council<br>J Francis               |
| 436            |              | <ul style="list-style-type: none"> <li>• Alongside road OK, protect extended greenspace</li> <li>• Need to upgrade the existing drainage</li> <li>• Flood risk increased through run-off</li> <li>• Need better public transport to Kirkbymoorside as well as Malton and Pickering</li> <li>• <b>Eliminating</b> greenspaces between Keldholme and Kirkbymoorside</li> </ul>   | J Coughan<br>C Tinkler<br>J M Stephens<br>J and S Brown<br>I Butcher            |

| Orig. Site No. | New Site No. | Issue   | Respondent   |
|----------------|--------------|---|--|
|                |              | <ul style="list-style-type: none"> <li>• Loss of Visually Important Undeveloped Areas</li> <li>• Distinctive nature of Keldholme lost</li> <li>• Used for country walks- and by residents to keep away from the A170</li> <li>• Considered carefully in the context of the scenic landscape</li> <li>• Access dangerous</li> <li>• Harm access to and from ambulance station</li> <li>• 280mm water main, water main needs diverting or site layout reflect infrastructure</li> <li>• No development</li> <li>• Keldholme needs a main sewerage system</li> <li>• Elevated open land</li> </ul>   | A and J Warriner<br>Yorkshire Water<br>Kirkbymoorside Town Council<br>C Parker<br>J Francis  |
| 437            |              | <ul style="list-style-type: none"> <li>• Need to upgrade the existing drainage</li> <li>• Flood risk increased through run-off</li> <li>• Need better public transport to Kirkbymoorside as well as Malton and Pickering</li> <li>• <b>Eliminating</b> greenspaces between Keldholme and Kirkbymoorside</li> <li>• Loss of Visually Important Undeveloped Areas</li> <li>• Alongside road OK, protect extended greenspace</li> <li>• Maintain as much Greenfield land as possible</li> <li>• Avoid merging Keldholme with Kirkbymoorside loss of distinctive character</li> <li>• Loss of important country walks</li> <li>• Access dangerous</li> <li>• Harm access to and from ambulance station</li> <li>• No development</li> <li>• Distinctive nature of Keldholme lost</li> <li>• Used for country walks- and by residents to keep away from the A170</li> <li>• Careful consideration within the context of the scenic landscape</li> <li>• Keldholme needs a main sewerage system</li> <li>• Elevated, open land</li> </ul> | C Tinkler<br>J Coughan<br>B Hughes<br>J M Stephens<br>A and J Warriner<br>Kirkbymoorside Town Council<br>J Francis<br>C Parker<br>I Butcher<br>S and J Brown |
| 454            |              | <ul style="list-style-type: none"> <li>• Large scale residential development in the vicinity of the A170 roundabout would necessitate traffic controls to facilitate pedestrian access into the town centre</li> <li>• Need to upgrade the existing drainage</li> </ul>   | J M Stephens<br>J Francis<br>C Tinkler   |

| Orig. Site No.  | New Site No. | Issue  | Respondent   |
|-----------------|--------------|--|--|
|                 |              | <ul style="list-style-type: none"> <li>Flood risk increased through run-off</li> <li>Need better public transport to Kirkbymoorside as well as Malton and Pickering</li> <li>Employment</li> <li>Kirkbymoorside needs a better grocery food store- a small supermarket with parking</li> </ul>   | Kirkbymoorside Town Council  |
| 488             |              | <ul style="list-style-type: none"> <li>Urban Spawl</li> <li>Little industry in the town</li> <li>Community facilities and services are already inadequate</li> <li>Congestion</li> <li>Building on Greenfield sites will limit public access to the countryside</li> <li>Residential</li> </ul>  | JE Sinfield<br>Kirkbymoorside Town Council   |
| 541             |              | <ul style="list-style-type: none"> <li>Should not be developed- merge with Kirby Mills and lose the greenspace entrance to the town</li> </ul>   |  |
| 577             |              | <ul style="list-style-type: none"> <li>Well secluded</li> <li>Avoid extending to east 541</li> </ul>   |  |
| <b>HELMSLEY</b> |              |  |  |
| 174             |              | <ul style="list-style-type: none"> <li>Concerned about the scale of the proposals</li> <li>Stress on infrastructure</li> <li>Harm the character of this historic settlement</li> <li>Site 160m from three round barrows which are designated a Scheduled monument. The setting of these will need to be safeguarded</li> <li>Small scale light industry</li> <li>We need to improve job opportunities</li> <li>Adverse traffic implications</li> <li>Would need more detail about the nature of the commercial development</li> <li>Why have residents not been informed?</li> <li>Important to provide work places in a market town</li> <li>Utilities are available</li> <li>Drainage is good</li> <li>Road access is available</li> </ul> | A Rabjohn<br>English Heritage<br>P L Small<br>R Wray<br>C Briggs<br>A Hutchinson<br>M Ingle<br>Yorkshire Water<br>G Sigsworth<br>M Kitchin |

| Orig. Site No. | New Site No. | Issue  | Respondent  |
|----------------|--------------|--|---|
|                |              | <ul style="list-style-type: none"> <li>• Spittle Beck is a stream – safety of children to consider</li> <li>• Need to consider the character of the town-within the context of tourism</li> <li>• Consider the Helmsley Design Statement</li> <li>• Need carefully controlled modest scale of housing</li> <li>• Rising Main and sewer, water 6” main. Sewers and main may diverting or site layout reflect infrastructure</li> <li>• Only possible site, with 183 to provide employment and residential development</li> <li>• Support scheme – need access from Rical Drive</li> </ul>   |   |
| 183            |              | <ul style="list-style-type: none"> <li>• Good balance of residential and industrial units</li> <li>• Need to provide employment as well as residential</li> <li>• Utility infrastructure is in place</li> <li>• Spittle Beck – safety of children must be considered</li> <li>• 6” main and water main may need diverting or site layout to reflect infrastructure</li> <li>• Ideal location for housing- complement what has been done</li> <li>• Close to any industrial development to take place</li> <li>• Virtually the only suitable site for affordable housing which is greatly needed</li> <li>• Need accommodation suitable for families to support the school</li> <li>• Live/work units is basically good but we need enough to form a community and web based design firms and hand-craft units integrated into an area wide network with a prominent location to display</li> <li>• Concerns about overall scale of development</li> <li>• Adversely impact on the character and the setting</li> <li>• Place unacceptable stress on existing infrastructure</li> <li>• Site lies within 130m of three round barrows which are scheduled monuments, the setting of these heritage assets needs to be safeguarded</li> <li>• This is the only possible site, with 174 allow development of housing and light industry and provide employment for people moving into a small housing development</li> <li>• Helmsley Town Design Statement – town is historical and unique, special character- brings tourism and revenue into the town further development needs to</li> </ul> | A Hutchinson<br>Yorkshire Water<br>E Beeforth<br>M Kitchin<br>J C Grove-Stephensen<br>A Rabjohn<br>English Heritage<br>G Sigsworth<br>M Ingle<br>R Wray |

| Orig. Site No. | New Site No. | Issue  | Respondent          |
|----------------|--------------|--|---------------------|
|                |              | <ul style="list-style-type: none"> <li>reflect this</li> <li>Housing proposals do not reflect the employment opportunities in the town</li> <li>Adverse impact on residential amenity</li> <li>Adverse impact on traffic</li> </ul>  |                     |
| 458            |              | <ul style="list-style-type: none"> <li>Ancient town, development would mean a loss of character</li> <li>Stress on infrastructure</li> <li>Housing proposals do not reflect the employment opportunities in the town</li> <li>Currently a peaceful market town</li> <li>Overcrowd the road system</li> </ul> | A Rabjohn<br>R Wray |
| 459            |              | <ul style="list-style-type: none"> <li>Stress on infrastructure</li> <li>Housing proposals do not reflect the employment opportunities in the town</li> <li>Currently a peaceful market town</li> <li>Overcrowd the road system</li> <li>Loss of historic character</li> </ul>                               | R Wray<br>A Rabjohn |
| NYMH1          |              | •  |                     |
| NYMH2          |              | •  |                     |
| NYMH3          |              | •  |                     |
| NYMH4          |              | •  |                     |
| NYMH5          |              | •  |                     |
| NYMH6          |              | •  |                     |

## SERVICE VILLAGES

| Orig. Site No.   | New Site No. | Issue | Respondent |
|------------------|--------------|-------|------------|
| <b>AMOTHERBY</b> |              |       |            |

| Orig. Site No. | New Site No. | Issue  | Respondent   |
|----------------|--------------|--|--|
| 3              |              | <ul style="list-style-type: none"> <li>• The site is to the south and east of the BATA site</li> <li>• Consider the justification for new buildings- beneficial to business but would they be detrimental to the area?</li> <li>• Cricket pitch is a recreational area- concerned about industrial buildings surrounding it</li> <li>• The area is within the building line of the village</li> <li>• Drainage in terms of both surface water and sewerage are unable to cope- further development will exacerbate this</li> <li>• In extra class rooms are permitted, where will the extra parking come from for school traffic</li> <li>• Support employment development- but speculative light industrial/offices are difficult to let- need commitment of occupancy before development takes place</li> <li>• Also need to consider the type of business coming forward</li> </ul> | SH Clarke<br>Amotherby Parish Council<br>Neil Harper   |
| 8              |              | <ul style="list-style-type: none"> <li>• Impact on residential amenity</li> <li>• Part of the site is the rear access to the Rectory</li> <li>• Inappropriate Greenfield development</li> <li>• Destroy the nature of the village</li> <li>• Drainage in terms of both surface water and sewerage are unable to cope- further development will exacerbate this</li> <li>• For the site- it is small</li> <li>• Against- the exit/entrance is difficult and would affect other properties</li> <li>• Site too big for the village</li> <li>• Historic refusal- no change in circumstances</li> <li>• Object to loss of view</li> <li>• Impact on Amotherby School – parking</li> <li>• Access into and out of the school may be affected- congestion was a reason for refusal in the past</li> </ul>  | B Bowes<br>S Douglas<br>M Ingram<br>N Harper<br>J Gill<br>Mr and Mrs Holmes<br>J and R Smith<br>Amotherby Parish Council |

| Orig. Site No. | New Site No. | Issue  | Respondent   |
|----------------|--------------|--|--|
| 61             |              | <ul style="list-style-type: none"> <li>• Drainage in terms of both surface water and sewerage are unable to cope- further development will exacerbate this</li> <li>• Housing too close to Wrestlers, would result in complaints</li> <li>• Impact on Amotherby School – parking</li> <li>• Adjacent to the AONB- should be informed by Landscape character assessment</li> <li>• Appropriate for small scale mixed/residential development.</li> <li>• Easy access</li> <li>• Brownfield site</li> </ul>  | <p>Mr and Mrs Holmes<br/>Natural England<br/>S Douglas</p>   |
| 148            |              | <ul style="list-style-type: none"> <li>• Would be ribbon development- not appropriate would encourage more of the same</li> <li>• Important to keep Amotherby, Swinton and Appleton as separate as possible</li> <li>• Whole site may cause lop-sided development of the village</li> <li>• Best possible option for expansion of the primary school without congestion to the village</li> <li>• Drainage in terms of both surface water and sewerage are unable to cope- further development will exacerbate this</li> <li>• Impact on Amotherby School – parking</li> <li>• Could create parking for the school and an access onto the B1257</li> <li>• Hopefully these homes will be affordable homes for local lower income people and be a mix of 1,2 and 3 bedroom properties</li> <li>• Please leave space for the school to expand</li> <li>• Without the access to main road presents serious congestion and access issues</li> <li>• Might be feasible to allocate part of the site</li> <li>• Offers potential to extend the school</li> <li>• Amotherby doesn't have amenities such as a shop/post office</li> <li>• Question need for housing here, with no employment opportunities. People will live where they work</li> <li>• Good site with access onto B1257, with speeding restrictions</li> <li>• Infrastructure capacity needs investigation</li> </ul> | <p>G Goforth<br/>SH Clarke<br/>J and R Smith<br/>Woodhead<br/>J Gill<br/>Welford<br/>Mr and Mrs M Suddaby<br/>B Bowes<br/>S Douglas<br/>Amotherby Parish Council<br/>M Ingram<br/>Mr and Mrs Holmes<br/>N Harper</p> |

| Orig. Site No. | New Site No. | Issue  | Respondent  |
|----------------|--------------|--|---|
|                |              | <ul style="list-style-type: none"> <li>• Good site- providing access is obtained onto the B1257, and car parking is available for the school</li> <li>• Concerns about impact onto the B1257</li> <li>• Flooding issues</li> <li>• Concerns about the size of the site</li> <li>• Public footpath crosses the site</li> <li>• Beautiful views across to Kirkbymoorside</li> <li>• Concerned that offered community facilities will not be delivered</li> </ul>   |   |
| 181            |              | <ul style="list-style-type: none"> <li>• Concerned about the scale of housing</li> <li>• Too close to the BATA site – adverse impacts on residential amenity</li> <li>• The access is good though</li> <li>• Will have the least impact on the village</li> <li>• Not good to extend the village</li> <li>• Traffic implications and congestion</li> <li>• Extra parking from school traffic</li> <li>• Only site that is remotely viable</li> <li>• Would be in keeping with the size of the village</li> <li>• Would be an extension of the existing 'street' nature of the village</li> <li>• Concerns about drainage issues and flooding</li> </ul>                                    | <p>N Harper<br/> J and R Smith<br/> Amotherby Parish Council<br/> Mr and Mrs Holmes<br/> J Gill<br/> S Douglas<br/> A Cox<br/> S H Clarke</p> |
| 371            |              | <ul style="list-style-type: none"> <li>• Concerns about drainage issues and flooding</li> <li>• Adjacent to the AONB. Sites should be informed by a Landscape character assessment</li> <li>• Does mixed mean housing? Housing on such a large site would be difficult to restrict or contain once planning permission was granted</li> <li>• Too large and too close to Swinton</li> <li>• Needs to be kept as an employment site</li> <li>• Would be appropriate for small residential or mixed development- easy access and existing Brownfield site – would benefit from development</li> <li>• If extra class rooms are required need extra parking required at the school</li> </ul> | <p>Natural England<br/> G Goforth<br/> Mr and Mrs Holmes<br/> S Douglas<br/> Yorkshire Water<br/> M Ingram</p>                                |

| Orig. Site No. | New Site No. | Issue   | Respondent   |
|----------------|--------------|---|--|
|                |              | <ul style="list-style-type: none"> <li>• Source Protection Zone 1 – may object due to risk to ground water</li> <li>• Probably the best site, get rid of the obsolete petrol station and tidy the area</li> </ul>   |  |
| 381            |              | <ul style="list-style-type: none"> <li>• If extra class rooms are required need extra parking required at the school</li> <li>• Need to keep Amotherby and Swinton separate – development could set an undesirable precedent</li> <li>• Concerns about drainage issues and flooding</li> </ul>  | G Goforth  |
| <b>SWINTON</b> |              |   |  |
| 161            |              | <ul style="list-style-type: none"> <li>• Sewerage problems already- with flooding</li> <li>• Loss of light to existing dwellings</li> <li>• Poor access</li> <li>• Traffic problems already- roads are very narrow particularly West Street</li> <li>• Harm residential amenity</li> <li>• Back infill detracting from the rural nature of the village</li> <li>• Concern about numbers of school children- already stretched</li> <li>• Inadequate access to West Street or the B1257</li> <li>• Plot is larger than needed to meet housing needs</li> <li>• Current properties are too expensive</li> <li>• Commuters occupy new homes with no interest in the village</li> <li>• Swinton is at the maximum with all the infill development</li> <li>• Should use Greenfield sites over Brownfield</li> <li>• If any development does occur, it should be in keeping with style and visible building materials</li> <li>• Infill site to be used if requirement can be justified in the future</li> <li>• Lack of demand for housing</li> <li>• The existing bus service- whilst welcome doesn't run Sundays/bank holidays nor</li> </ul> | F Suddaby<br>J Walker<br>Mr and Mrs J Dean<br>D M Wray<br>R Liversidge<br>A Jeffries<br>E Wray<br>P Cuthbertson<br>C Mortimer<br>H Stead<br>S R Webb<br>K Radford<br>H M Smith<br>Nutman<br>H Peel<br>J B Horton<br>H Poulson<br>S Roger<br>S Wright |

| Orig. Site No. | New Site No. | Issue   | Respondent  |
|----------------|--------------|---|---|
|                |              | <p>run late enough from/to Malton</p> <ul style="list-style-type: none"> <li>• Harming the character of the village</li> <li>• Footpaths, roads and verges in a state of disrepair</li> <li>• School cannot cope with increased pupils</li> <li>• Many unsold existing properties</li> <li>• No places for children to go</li> <li>• Existing junctions have poor visibility</li> <li>• Site 161 and 254 fits the overall village plan quite well but probably doesn't want to go quite far as west</li> <li>• Swinton has already grown by a third</li> <li>• No school and one small shop</li> <li>• Good agricultural land should be retained</li> <li>• Enough new builds already</li> <li>• Development wouldn't damage village character, providing scale, design and materials appropriate</li> <li>• Perhaps a future site for long term development</li> <li>• Opposed to such development on a large scale</li> <li>• Need to consider safety of children</li> <li>• Improve footpaths for pedestrians</li> <li>• Better site- where access can be gained from west street</li> <li>• Plot has inadequate access to West Street and B1257</li> <li>• Plot is larger than required</li> <li>• Detrimental impact on residential amenity</li> <li>• Loss of view</li> <li>• Footpath from Swinton to Malton needs upgrading</li> <li>• Traffic calming measures</li> <li>• There is a strategic requirement to maintain open spaces within settlements, mixed land uses, safe walking, small scale development to meet local needs.</li> <li>• Settlement has already seen its fair share of development</li> </ul> | <p>D Cuthbertson<br/> Mr and Mrs R J Sharp<br/> Mr and Mrs P Wentworth<br/> M Farmer<br/> L Carter<br/> Mrs Gibson<br/> B Knight<br/> D Illingworth<br/> P Handley<br/> J Bailey<br/> E Press<br/> J C Swales<br/> K and I G Atkin<br/> OM Robey<br/> W Chan<br/> J Dean<br/> F Sudbury<br/> I Flett<br/> J Roberts<br/> Swinton Parish Council<br/> J Berry<br/> H Hornsey<br/> H and SA Stead<br/> M Raistrick<br/> D Powell<br/> R Anson<br/> M Stainthorpe<br/> M C Smith<br/> WH Leeson<br/> D Cuthbertson<br/> C Buxton</p> |

| Orig. Site No. | New Site No. | Issue  | Respondent  |
|----------------|--------------|--|---|
|                |              | <ul style="list-style-type: none"> <li>• Restricted in the past- decision should stand</li> <li>• PROW between Swinton West Street and Amotherby Church Yard</li> <li>• Would Swinton represent a suitable place for affordable housing</li> <li>• Limited local amenities</li> <li>• Provision of utilities to new homes would impact on the delivery of supplies to existing residents, or need a high invasive upgrade programme</li> <li>• Malton Hospital should consider re-opening casualty for more hours with such large developments in the area</li> <li>• Good use of land available- however access onto West St needs investigation and improvement</li> <li>• 150mm sewer</li> </ul>  | <p>H Coe<br/>E Press<br/>L Bodkin<br/>DB Fish<br/>K Beddall<br/>C A Allenby<br/>A Jeffries<br/>Mr and Mrs Horner<br/>Yorkshire water<br/>S Pope</p>   |
| 178            |              | <ul style="list-style-type: none"> <li>• Roads unsuitable for an increased volume of traffic</li> <li>• Site looks acceptable, would not devalue any visually important area of Swinton.</li> <li>• Consideration should be given to direct high street access, as currently points of poor visibility</li> <li>• Perhaps a future site for long term development</li> <li>• Harm residential amenity of existing residents</li> <li>• Large site- some benefits to existing shops and enterprises, but adverse impacts on the roads and school- opposed</li> <li>• No sites developed, existing sewerage and surface water drainage are insufficient</li> <li>• Swinton is becoming a commuter village, with most of the new residents showing no interest in village life.</li> <li>• Roads do not provide enough space for existing traffic.</li> <li>• Merging with other settlements- lose individual style</li> <li>• Need to restrict the amount of housing development- people living in the rural area will always need a care</li> <li>• Too large and sprawling</li> <li>• Compromises the distinction between Swinton and Broughton</li> <li>• Along with other sites turn Swinton into a dormitory village</li> </ul> | <p>E Press<br/>S Pope<br/>Mr and Mrs K and IG Atkin<br/>P Macmillan<br/>W Chan<br/>D Powell<br/>D Illingworth<br/>Mr and Mrs M C Smith<br/>D B Fish<br/>J Downs<br/>D Richards<br/>C Buxton<br/>M Farmer<br/>E S Freer<br/>H Coe<br/>P Wentworth<br/>Mr and Mrs D and H King<br/>A Jeffries<br/>H Poulson</p> |

| Orig. Site No. | New Site No. | Issue   | Respondent   |
|----------------|--------------|---|--|
|                |              | <ul style="list-style-type: none"> <li>• Amotherby School is already at capacity</li> <li>• East Street is very narrow- single carriage</li> <li>• Sites bears no relationship to the village boundary- creates no limits</li> <li>• Better to build a whole new village on a bus route</li> <li>• Would Swinton represent a suitable place for affordable housing?</li> <li>• Limited local amenities</li> <li>• Poor public transport</li> <li>• Existing properties are not selling</li> <li>• The village will become one huge housing estate and lit up like Blackpool illuminations</li> <li>• Do not consider good agricultural land should be used for building on</li> <li>• More cars will use West Street and it is terrible in winter</li> <li>• There is a strategic requirement to maintain open spaces within settlements, mixed land uses, safe walking, small scale development to meet local needs.</li> <li>• Settlement has already seen its fair share of development</li> <li>• Recent expansion of Swinton should be taken into account</li> <li>• Road system cannot be upgraded due to the topography and property boundaries</li> <li>• Plot is larger than required to accommodate the required allowance of properties</li> <li>• Swinton will lose its character and charm</li> <li>• Loss of views for the wider residents</li> <li>• Would change topography and the traditional boundaries of the village</li> <li>• Should use Brownfield sites first</li> <li>• The existing bus service- whilst welcome doesn't run Sundays/bank holidays nor run late enough from/to Malton</li> <li>• Considered not to have a detrimental effect on the visual impression of the village</li> <li>• Will have least impact on the privacy</li> <li>• Any small scale development should be in keeping with the style and visible and building materials</li> <li>• Access issues and access onto Main Street especially reversing would be</li> </ul> | <p>Swinton Parish Council<br/> J B Horton<br/> Nutman<br/> B Leach<br/> D Cuthbertson<br/> Mr and Mrs R Scarth<br/> K Beddall<br/> M Raistrick<br/> H Stead<br/> Mr and Mrs S R Web<br/> R Cockerill<br/> C Horner<br/> J L Farrow<br/> R Liversidge<br/> Mr and Mrs Horne<br/> H and S A Stead<br/> P Cuthbertson<br/> F A Fenwick<br/> S Roger<br/> Woodhead<br/> H Peel<br/> E Press<br/> J C Swales<br/> L Bodkin<br/> I Flett<br/> H M Smith<br/> R Anson<br/> D K Timms<br/> A Barker<br/> Mr and Mrs RJ Sharp<br/> J Bailey</p> |

| Orig. Site No. | New Site No. | Issue  | Respondent  |
|----------------|--------------|--|---|
|                |              | <p>dangerous. There are existing threats and accidents have occurred. New housing will increase the threats.</p> <ul style="list-style-type: none"> <li>• Malton Hospital should consider re-opening casualty for more hours with such large developments in the area</li> <li>• Footpath from Swinton to Malton needs upgrading</li> <li>• Traffic calming measures</li> <li>• Current properties are too expensive to buy</li> <li>• Villages do not have estates</li> <li>• If there are say more than 4 houses on each of the plots there will be major problems</li> <li>• Prime agricultural land</li> <li>• Impacts on residential amenity- other plots are less intrusive but would still increase general traffic levels</li> <li>• There are significant sewerage and surface water drainage issues, village regularly experiences flooding in heavy rainfall</li> <li>• Reasonable use of the land, but access onto East St. is a problem due to its narrowness.</li> <li>• Site has some merit, depending on the amount of houses put here, and the sewerage and drainage are updated prior to building</li> <li>• Scale to big, and not in character of the settlement, any building should stay on the current building line, therefore a narrow band on the western side of the site</li> <li>• Adversely impact on a series of footpaths</li> <li>• Safety of residents: elderly people feel threatened</li> <li>• Development should be focussed on the towns</li> <li>• Let unsold properties be sold, allow new families to embed into the community and allow existing infrastructure to be upgraded and adapted</li> <li>• Should be exception schemes to meet identified local need</li> </ul> | <p>M Taylor<br/>H Stevens<br/>W H Leeson<br/>J Walker<br/>C Mortimer<br/>C Jeffries</p> |
| 254            |              | <ul style="list-style-type: none"> <li>• No road access</li> <li>• No utilities</li> <li>• The sewerage system and drains need upgrading, particularly the pipes</li> </ul>  | <p>H M Smith<br/>Mr and Mrs J Dean<br/>W Chan</p>                                       |

| Orig. Site No. | New Site No. | Issue   | Respondent  |
|----------------|--------------|---|---|
|                |              | <ul style="list-style-type: none"> <li>• Adverse residential amenity issues</li> <li>• Spoil the nature and character of the village</li> <li>• West Street access is narrow</li> <li>• Dangerous- children playing in the area</li> <li>• School is already stretched and oversubscribed</li> <li>• Size of site is huge</li> <li>• Appreciate increased population could bring financial benefits to existing businesses</li> <li>• Concerns about increased traffic</li> <li>• Infill site to be used if requirement can be justified in the future</li> <li>• Back infill detracting from the rural nature of the village</li> <li>• Within the AONB</li> <li>• Swinton is now a dormitory village for Malton and York</li> <li>• Surface water drainage and sewerage services are shared- problems when heavy rain</li> <li>• Public transport is insufficient</li> <li>• Poor access onto West Street</li> <li>• Scale of proposals would adversely harm the character of Swinton</li> <li>• Developments on 161/254 and 478 would make sense because they are bounded on one or more sides by development</li> <li>• There are currently properties available and are not being sold</li> <li>• Site has some merit, but it depends on the scale</li> <li>• The bus service to/from the village has shortcomings: No service on Sundays and Bank Holidays; and the last service to Malton is not late enough and often proved unreliable</li> <li>• Impact on public footpaths</li> <li>• Only commuters occupy the village- with no interest in village life</li> <li>• Safety of residents- elderly people feel threatened</li> <li>• Children play in the streets- but will be unable to do so</li> </ul> | <p>Nutman<br/> D M Wray<br/> F Sudbury<br/> J Berry<br/> J C Swales<br/> E Press<br/> H and SA Stead<br/> F A Fenwick<br/> J B Horton<br/> C Mortimer<br/> H Poulson<br/> J Walker<br/> M Bradshaw<br/> Swinton Parish Council<br/> E Press<br/> D Cuthbertson<br/> H Stead<br/> H Peel<br/> I Flett<br/> Yorkshire Water<br/> J Dean<br/> W H Leeson<br/> A Jeffries<br/> C A Allenby<br/> Mr and Mrs S R Web<br/> H Hornsey<br/> D Powell<br/> E Wray<br/> D Cuthbertson<br/> P Handley<br/> R Liversidge</p> |

| Orig. Site No. | New Site No. | Issue  | Respondent  |
|----------------|--------------|--|---|
|                |              | <ul style="list-style-type: none"> <li>• Unsuitable as too close to current residential properties</li> <li>• 150mm sewer</li> <li>• Prime agriculture land – Greenfield –use Brownfield</li> <li>• Recent expansion should be taken into account</li> <li>• Any development should comply with the conditions attached to the permission</li> <li>• A smaller, singular plot should be chosen</li> <li>• The 2009 consultation document a max of 23 properties would need to be constructed in Swinton</li> <li>• Swinton is at a maximum with all the infill development</li> <li>• Villages do not have estates</li> <li>• Adverse residential amenity- loss of view- to the point of needing to relocate business and home</li> <li>• Congestion- affecting emergency services</li> <li>• Footpaths are too narrow</li> <li>• Fit the village plan quite well but probably doesn't want to go quite as far west</li> <li>• Keep Swinton and Broughton Separate</li> <li>• At this rate, Swinton will be a town</li> <li>• Oppose- restricted in the past- decision should stand</li> <li>• Would Swinton be appropriate for affordable housing?</li> <li>• Limited local amenities – a pub and butchers shop</li> <li>• All sites except 341 would represent excessive over development</li> <li>• Choose Brownfield sites in Malton and Norton – fill the new builds already here</li> <li>• A good use of land, but access onto West Street would need further investigation and improvement</li> <li>• All these plots are outside the village boundaries</li> <li>• Not suitable</li> <li>• Bus services will need to be improved</li> <li>• Malton Hospital should consider re-opening casualty for more hours with such large development plans in the area</li> </ul> | <p>Mr and Mrs R J Sharp<br/> P E Paylor<br/> M Stainthorpe<br/> F Suddaby<br/> J Bailey<br/> M Farmer<br/> Mr and Mrs M C Smith<br/> C Buxton<br/> L Carter<br/> D B Fish<br/> H Coe<br/> Mr and Mrs Horne<br/> A Jeffries<br/> S Rogers<br/> Mr and Mrs D &amp; H King<br/> P Cuthbertson<br/> K Beddell<br/> L Bodkin<br/> D Illingworth<br/> M Raistrick<br/> B Knight<br/> S Pope<br/> R Anson<br/> O M Robey</p> |

| Orig. Site No. | New Site No. | Issue  | Respondent                       |
|----------------|--------------|--|----------------------------------|
|                |              | <ul style="list-style-type: none"> <li>• Former pond in the field causes back up into the fold yard</li> <li>• How does development of rural areas with the need for cars help the environment? More people need cars in the country due to restricted public transport.</li> <li>• Footpath between Swinton and Malton needs to be upgraded, especially with the proposed sports centre at Malton School</li> <li>• Traffic calming measures are needed in the village with a reduced speed limit</li> <li>• Development should be focused in the towns.</li> <li>• People choose to live in a village due to its rural location, peace and quiet, lower number of resident. Why does this need to change by building all these houses?</li> <li>• Sensible infill for the village but access to main road should be improved as visibility poor</li> <li>• The access is poor- narrow rises steeply round a bend (directly from the junction with the village street) with side camber towards a wall and no pavement. Cars cannot currently get up this drive in winter, and are left on the street below. The driveway cannot be straightened due to the ownership of adjacent properties.</li> <li>• In the Regional Strategic Framework there is a requirement to maintain open spaces within settlements, mixed land uses, safe walking, sensitive development over time, sharing out, within an overall approach of restraint in the sub area (Malton being the main focus), Service Villages small scale by exception for local needs</li> <li>• Contribute to the visual amenity of the village, with a footpath running through</li> <li>• Allow the existing houses to be sold, the new families to embed into the community before new building</li> <li>• Don't build anymore homes in this Plan period in Swinton- unless it is exception sites to meet an identified local need, with access off the B1257 with safe, all weather access junction</li> </ul> |                                  |
| 341            |              | <ul style="list-style-type: none"> <li>• Lack of demand for housing</li> <li>• Increased traffic, and the road cannot be widened.</li> <li>• Sewerage system is not designed to cope with increased pressure</li> </ul>  | H Peel<br>J B Horton<br>J Walker |

| Orig. Site No. | New Site No. | Issue  | Respondent   |
|----------------|--------------|--|--|
|                |              | <ul style="list-style-type: none"> <li>• Safety of residents- elderly people feel threatened</li> <li>• Arable land should not be used for building</li> <li>• The existing sewerage system leads to flooding with episodes of heavy rain</li> <li>• The bus service is welcome, but has shortcomings: No service on Sundays and bank holidays; the last service to/from Malton isn't late enough and proved unreliable</li> <li>• Site is subject to flooding, which will increase</li> <li>• Should use Brownfield sites</li> <li>• There is no obvious need for housing</li> <li>• Significantly increase traffic through the existing residential village, including turns onto the main B road from East and West Streets</li> <li>• Swinton has already reached its maximum</li> <li>• Villages do not have estates</li> <li>• If there are say more than 4 dwellings on each plot there will be unacceptable pressure on existing utilities and infrastructure.</li> <li>• Best placed for any future development and would cause least disruption for residents although further traffic down the village could cause problems.</li> <li>• The shop is not a post office or shop selling everyday objects.</li> <li>• School is stretched already- couldn't cope with further residents</li> <li>• Pensioners have to go to Malton</li> <li>• The current properties for sale are too expensive</li> <li>• Road is too narrow</li> <li>• Will new residents accept local business: it is not fair to hassle established businesses which provide local employment</li> <li>• If all were to be developed would represent a fundamental change to the character of the village</li> <li>• Does Swinton represent a suitable place for affordable housing?</li> <li>• Limited local amenities- pub and a butcher's shop</li> <li>• This plot would be a logical extension to present development in what is still</li> </ul> | <p>Mr and Mrs S R Webb<br/> Mr and Mrs Burnett<br/> J Bailey<br/> H and S A Stead<br/> H Coe<br/> M Stainthorpe<br/> C Buxton<br/> Mr and Mrs M C Smith<br/> D Powell<br/> M Raistrick<br/> S Pope<br/> D B Fish<br/> L Bodkin<br/> W H Leeson<br/> C A Allenby<br/> D Cuthbertson<br/> H Poulson<br/> H Stevens<br/> Swinton Parish Council<br/> E Press<br/> B Leach<br/> Mr and Mrs Horne<br/> K Radford<br/> A Jeffries<br/> F A Fenwick<br/> Yorkshire Water<br/> Mr D and Mrs H King<br/> Ms Gibson<br/> R Liversidge<br/> B Knight<br/> D Illingworth</p> |

| Orig. Site No. | New Site No. | Issue  | Respondent   |
|----------------|--------------|--|--|
|                |              | <p>basically a rural village</p> <ul style="list-style-type: none"> <li>• Looks to have the least impact</li> <li>• Swinton is becoming a commuter village, with most of the new residents showing no interest in village life</li> <li>• This site is next to new development, would have least impact on the sewerage system, and possibly the road would be upgraded</li> <li>• Too far out of the village for development</li> <li>• Footpath from Swinton to Malton needs to be upgraded, especially with the proposed sports centre at Malton School</li> <li>• Traffic calming measures need to be brought into the village, with a reduced speed limit</li> <li>• Only plot in my opinion that should be developed.</li> <li>• Prone to flooding</li> <li>• Extends the village boundary significantly along current industrial/agricultural areas</li> <li>• If development required, would be best place: West Street is not so overcrowded traffic wise</li> <li>• Effect on drains would be less</li> <li>• Would affect less residents</li> <li>• Could be screened</li> <li>• The junction at the apex of East Street and West Street would have to be improved- sighting is already poor</li> <li>• Site adjoins a narrow single road with no footpath</li> <li>• Water standing on narrow road</li> <li>• Increase in vehicles using road</li> <li>• Possible water pressure problem</li> <li>• Site is currently used by dog walkers, if developed dog walkers have further to get to, leaving the choices to walk much less</li> <li>• Harmful to residential amenity</li> <li>• Loss of views enjoyed by a lost of current residents</li> </ul> | <p>C Mortimer<br/> JL Farrow<br/> J Downs<br/> M J Redstone<br/> H Stead<br/> P Handley<br/> S Wright<br/> Mr K and Mrs IG Atkin<br/> P Leeson<br/> I Flett<br/> W Chan<br/> MK Wood<br/> P Cuthbertson<br/> Mr and Mrs RJ Sharp<br/> M Farmer<br/> S Rogers<br/> D Richards</p> |

| Orig. Site No. | New Site No. | Issue  | Respondent |
|----------------|--------------|--|------------|
|                |              | <ul style="list-style-type: none"> <li>• Need to reduce speed limit on B1257 to 30mph</li> <li>• Low lying area- roads constantly flooded in winter</li> <li>• Recently constructed development has the facility to accept further expansion into the plot, access, utilities etc</li> <li>• Access has been previously constructed and preferred route to the B1257 would be the 2-lane West Lane</li> <li>• Has the least effect on existing properties and residents in the village</li> <li>• Eastern boundary has natural screening</li> <li>• Whilst outside the traditional village limits, the plot maintains the general development limits of residential properties in the village</li> <li>• There will be impacts on the pressure and flow of water to existing properties</li> <li>• Can another road onto the B1257 be made?</li> <li>• Reasonable use of site- provided from Meadowfield Close</li> <li>• Existing boundary should be maintained- do not want sprawl to Amotherby, Broughton and Malton</li> <li>• Development should be in keeping with the style and visible building materials</li> <li>• The village has had two recent developments, these should be taken into account</li> <li>• The consultation document proposed a maximum of 15% of the 3000 homes to Service Villages, thus a maximum of 23 dwellings to Swinton, to meet such a need only a singular plot of an appropriate size is required</li> <li>• Further consultation with the residents and conditions compliance needs to be enforced.</li> <li>• A high proportion of new properties remain unsold. These should be considered when considering the number of properties required in the village if future development is granted.</li> <li>• 225mm sewer on northern boundary and numerous sewers in Meadowfield Close Development would need either sewer to be relocated or development layout reflect site infrastructure</li> <li>• Agricultural land</li> <li>• Flood plain- ditch often overflows</li> </ul> |            |

| Orig. Site No. | New Site No. | Issue   | Respondent  |
|----------------|--------------|---|---|
|                |              | <ul style="list-style-type: none"> <li>• Adverse impact on public footpaths</li> <li>• The Street Villages need to maintain their individual identity</li> <li>• How does development of rural areas with a need for cars help the environment? More people need cars in the country due to the restricted public transport</li> <li>• People chose to live in a village due to rural location, peace and quiet and lower number of residents. Development should be focussed on the towns</li> <li>• Plots 341 and 346 would be least intrusive</li> <li>• Too far out, 1-2 dwellings should be minimal</li> <li>• Only commuters occupy new homes with no interest in the village or its life</li> <li>• Ideal plot- less intrusion to existing residents</li> <li>• Footpaths, verges and roads in states of disrepair</li> <li>• No places for children to go</li> <li>• Could these junctions be improved?</li> <li>• Acceptable if a small field park area separates new development from West Grove</li> <li>• Appreciate larger population will bring extra financial benefit to existing businesses</li> <li>• Opposed to development on a large scale</li> <li>• Preferred site</li> <li>• No development</li> <li>• Would be better to build a whole new village on a bus route</li> </ul> |   |
| 346            |              | <ul style="list-style-type: none"> <li>• Footpaths, verges and roads are in states of disrepair</li> <li>• Flooding and surface run off issues already exist- and will increase</li> <li>• Amotherby school is already at capacity</li> <li>• Many unsold new properties are still in the village</li> <li>• No places for children to go</li> <li>• Very great risk of flooding- adjacent fields are often under water after heavy rain</li> <li>• West Street needs traffic calming</li> <li>• Will new residents accept local business: its not fair to hassle established</li> </ul>  | <p>S Wright<br/> M J Redstone<br/> H Coe<br/> H and SA Stead<br/> D K Timms<br/> D Cuthbertson<br/> Mr K and Mrs I G Atkin<br/> F A Fenwick<br/> CA Allenby</p> |

| Orig. Site No. | New Site No. | Issue  | Respondent  |
|----------------|--------------|--|---|
|                |              | <p>businesses which provide local employment</p> <ul style="list-style-type: none"> <li>• No post office or shop selling everyday objects</li> <li>• The School is over subscribed</li> <li>• The Bus service is unreliable</li> <li>• Swinton has experienced numerous flooding experiences</li> <li>• Pensioners have to go into Malton for pension and shopping</li> <li>• A number of properties remain unsold in village</li> <li>• Prefer to see no development along Low Lane North or Old Railway links, in order to preserve the very rural nature of this area</li> <li>• Access to a single track road, with no footpath, with commercial vehicles and HGVs</li> <li>• Problems with water pressures</li> <li>• A suitable site for development</li> <li>• Against, well out of the village and no utility amenities</li> <li>• Junction at the apex of East and West Streets would need to be improved, sighting</li> <li>• Too remote from the rest of the village</li> <li>• Who would buy houses next to a drainage works?</li> <li>• Neither East nor West Streets are suitable for an increase in the volume of traffic – of insufficient width</li> <li>• Sewer not large enough</li> <li>• Plot is outside the village boundary</li> <li>• Concerns about Swinton merging into Amotherby, Broughton and eventually Malton</li> <li>• High density development could be detrimental to village character and quality of life</li> <li>• The floods of 2000 reached high up the track which leads from the north of the village to the R. Rye, and almost reached plot 346 itself.</li> <li>• Although the former sewerage works have been upgraded, the pipe work has not</li> </ul> | <p>E Press<br/> Mr D and Mrs H King<br/> K Radford<br/> J C Swales<br/> D Cuthbertson<br/> C Buxton<br/> W Chan<br/> M Raistrick<br/> S Pope<br/> B Knight<br/> D Powell<br/> D M Sutton<br/> E S Freer<br/> M Farmer<br/> R Anson<br/> D B Fish<br/> D Illingworth<br/> L Bodkin<br/> Mr and Mrs MC Smith<br/> D Richards<br/> Mr and Mrs R J Sharp<br/> J Downs<br/> A Barker<br/> Nutman<br/> Swinton Parish Council<br/> H Stead<br/> H Poulson<br/> J L Farrow<br/> H Peel<br/> C Mortimer<br/> R Liversidge</p> |

| Orig. Site No. | New Site No. | Issue  | Respondent   |
|----------------|--------------|--|--|
|                |              | <ul style="list-style-type: none"> <li>• All sites would represent a fundamental change in the character of the village</li> <li>• Would there be a percentage of affordable housing, would Swinton represent a suitable place for it</li> <li>• Appreciate such development could be extra business to existing businesses, but out of scale with the village</li> <li>• Who would want to live so near a sewerage plant?</li> <li>• Too far out of the village for development- isolated</li> <li>• Footpath from Swinton to Malton needs upgrading- especially with the proposed sports centre at Malton School</li> <li>• Traffic calming measures need to be brought to the village with a reduced speed limit</li> <li>• People chose to live in a village due to rural location, peace and quiet, lower number of residents.</li> <li>• Developments should be focussed in the towns</li> <li>• Should be light industrial not residential – in common with the surroundings</li> <li>• Concern about village becoming a commuter village</li> <li>• Most new residents showing no interest in village life</li> <li>• Over development</li> <li>• If there are housing estates the village will lose its ruralness</li> <li>• The village will become one huge housing estate and be lit up like Blackpool illuminations</li> <li>• Can East St. cope with anymore traffic?</li> <li>• Can another road onto the B1257 be made?</li> <li>• Appropriate to allow unsold properties time to be sold, to mature and new families to embed into the community, to allow the village, school and services to adapt to the recent influx of properties.</li> <li>• Further development in Swinton should be by exception to provide fulfilment of small scale local need.</li> <li>• Any scheme should be able to access the B1257 with safe junctions suitable to all weathers without further crowding the narrow East and West streets</li> </ul> | <p>B Leach<br/> Mr and Mrs SR Web<br/> Mr and Mrs Horne<br/> J B Horton<br/> A Jeffries<br/> P Cuthbertson<br/> M Stainhorpe<br/> J Bailey<br/> J Walker<br/> S Roger<br/> P Leeson<br/> H Stevens<br/> I Flett<br/> A Jeffries<br/> E Press</p> |

| Orig. Site No. | New Site No. | Issue  | Respondent |
|----------------|--------------|--|------------|
|                |              | <ul style="list-style-type: none"> <li>• Site would be built on shifting sand</li> <li>• How does the development of rural areas with the need for cars help the environment? More people need cars in the country due to restricted public transport</li> <li>• It would be better to build a new village on a bus route</li> <li>• Any development should have plot sizes stipulated</li> <li>• Good quality agricultural land- currently farmed</li> <li>• Low Lane access is inadequate</li> <li>• Used for recreational purposes – dog walking</li> <li>• Loss of residential amenity for residents</li> <li>• Least intrusive- but traffic issues</li> <li>• Lack of demand for housing</li> <li>• Safety of residents- elderly people feel threatened</li> <li>• Does not encroach on anyone’s views or space</li> <li>• Villages do not have estates</li> <li>• If there are say more than 4 houses per site there will be major infrastructural and access problems</li> <li>• The Bus service although welcome does have short comings (Sundays and Bank Holidays no service) and unreliable coming down into the village</li> <li>• Ridiculous site</li> <li>• Use Brownfield sites before Greenfield</li> <li>• Need a speed limit of 30mph on the B1257 in any case</li> <li>• The village has already had two major residential developments- this should be taken into account</li> <li>• The 2009 consultation document suggests a maximum of 15% of dwellings to service villages, a maximum of 23 properties in Swinton- this should reflect the land needed</li> <li>• Need further consultation with the community</li> <li>• Need greater condition compliance</li> </ul> |            |

| Orig. Site No. | New Site No. | Issue  | Respondent  |
|----------------|--------------|--|---|
|                |              | <ul style="list-style-type: none"> <li>The provision of water to significantly more properties would impact on the pressure and flow of water to existing households</li> </ul>  |   |
| 455            |              | <ul style="list-style-type: none"> <li>All the sites would add to an already overloaded sewerage system as it is combined sewer</li> <li>Although the sewage treatment works was upgraded, the pipe work was not</li> <li>Elevated site, overlook all existing houses on High Street and Malton Rd- privacy issues</li> <li>Easy access onto the main road</li> <li>Would be more suitable for residential</li> <li>Any large scale development would destroy the village</li> <li>Is this within the AONB?</li> <li>The general infrastructure and water supply needs to be addressed</li> <li>Should have plot sizes stipulated</li> <li>Planning should be refused</li> <li>Site has access problems.</li> <li>Do not have road infrastructure to take traffic to the Main Road</li> <li>Not suitable</li> <li>Prime agricultural land</li> <li>Greenfield site</li> <li>Outside of village boundaries</li> <li>No entrance</li> <li>Swinton Grange Road busy enough and very narrow</li> <li>No objections</li> <li>Recent developments in Swinton should be taken into account</li> <li>Existing road infrastructure cannot be upgraded due to the topography of the ground and proximity of property boundaries.</li> <li>Future developments increased vehicular movements and associated congestion and increase in potential for accidents</li> <li>Maximum of 23 dwellings based on 2009 strategy document for Swinton, small</li> </ul> | <p>D Cuthbertson<br/> J Berry<br/> Mr and Mrs MC Smith<br/> Mr and Mrs R J Sharp<br/> J Bailey<br/> P Cuthbertson<br/> R Cockerill<br/> E Wray<br/> E Press<br/> D Powell<br/> D M Sutton<br/> J Walker<br/> Natural England<br/> E S Freer<br/> J Dean<br/> M Stainthorpe<br/> H Coe<br/> R Anson<br/> M Farmer<br/> DK Minns<br/> D Cuthbertson<br/> Mr and Mrs R Scarth<br/> C Buxton<br/> I Flett<br/> L Morton<br/> Mr and Mrs B and J Clarke<br/> F A Fenwick<br/> C Mortimer<br/> D Powell</p> |

| Orig. Site No. | New Site No. | Issue  | Respondent   |
|----------------|--------------|--|--|
|                |              | <p>singular plot required</p> <ul style="list-style-type: none"> <li>• Consultation required with the local community</li> <li>• Any build conditions need to be rigorously enforced</li> <li>• Need to consider the number of houses already built that remain unsold</li> <li>• Plot unsuitable</li> <li>• Falls outside the traditional boundaries of the village</li> <li>• Locations of plots on the high side of the village, inappropriate on the visual streetscape of Swinton, visible from an increased area around the village and impact upon the Howardian Hills AONB</li> <li>• Inappropriate for employment uses</li> <li>• Probably most viable opportunity for expansion</li> <li>• Road access, traffic volumes and service provision impact would be least disruptive</li> <li>• Swinton is becoming a commuter village</li> <li>• Most of the new residents showing no interest in village life</li> <li>• Over development. No not approve.</li> <li>• Preferable as direct access from main road not West/East Streets</li> <li>• Access to main road is dangerous</li> <li>• In Howardian Hills AONB, should be informed by Landscape character assessment</li> <li>• If land is turned into huge housing estates, the village's rural character will be destroyed and will be lit up like Blackpool illuminations</li> <li>• The School at Amotherby is over subscribed.</li> <li>• Will enhance the 'core' of Swinton village, as tiny percentage of the residential property in the village is south of B1257</li> <li>• Greater community atmosphere would be created with the developments of 455 456 and 478</li> <li>• Oppose- not within the village framework</li> <li>• With proper infrastructure would be good sites without destroying existing village</li> </ul> | <p>H Stevens<br/> WH Leeson<br/> Mr and Mrs Horne<br/> Mr D and Mrs H King<br/> H Poulson<br/> M Raistrick<br/> Mr and Mrs K and IG Atkin<br/> J Downs<br/> B Knight<br/> J Dean<br/> L Bodkin<br/> M Taylor<br/> DB Fish<br/> S Pope<br/> K Radford<br/> W Chan<br/> J Houlston<br/> Mr and Mrs SR Web<br/> Nutman<br/> E S Freer</p> |

| Orig. Site No. | New Site No. | Issue  | Respondent |
|----------------|--------------|--|------------|
|                |              | <ul style="list-style-type: none"> <li>• Swinton has already taken a relatively large amount of development, in accordance with the regional strategic framework</li> <li>• Allow unsold properties to be sold, to mature and new families to embed into the community and facilities to adapt to this influx</li> <li>• Further housing development should be by exception to provide small scale fulfilment of local needs following uptake of existing properties</li> <li>• Should be accessible off the B1257 with safe junctions suitable in all weathers</li> <li>• Implies preference to 455, but there is a blind fall off to the junction with B1257, and if developed a driveway should be a required element to provide potential future access to parking behind the village hall</li> <li>• People chose to live in a village due to rural location, peace and quiet and lower number of residents.</li> <li>• Swinton will become an extension of Malton.</li> <li>• Development should be focussed on the towns.</li> <li>• What is meant by mixed?</li> <li>• Currently agricultural land</li> <li>• No development should be allowed in 455 and 456 extending the village</li> <li>• Within the AONB which has the same statutory protection as the National Park and is therefore inappropriate</li> <li>• Sewages issues remain</li> <li>• Don't want to increase traffic joining the busy main road from Swinton Grange Road</li> <li>• Serious and justified concerns regarding increased traffic from new development in the village. Need to proper traffic management- speed bumps</li> <li>• Proposed sites would represent a fundamental change to the character of the village</li> <li>• Would be an element of affordable housing, would Swinton represent a suitable place for it?</li> <li>• Limited local amenities- pub and butchers</li> <li>• Public transport is limited</li> </ul> |            |

| Orig. Site No. | New Site No. | Issue   | Respondent |
|----------------|--------------|---|------------|
|                |              | <ul style="list-style-type: none"> <li>• New houses built in the village have not been sold</li> <li>• Suitable residential sites as appears to cause little if any disruption to current residents</li> <li>• Sites 478,455 and 456 submitted late for consideration</li> <li>• If sites 455 and 456 were to be developed, daffodils which I look upon from my home, which were planted by the Parish Council in memory of my Son who died this year, would be taken from me.</li> <li>• This road is very dangerous to children and pets and development should be in the village, off the road which is fast and busy</li> <li>• Could provide a site for Swinton Play Group, as current site is not satisfactory</li> <li>• Totally against development on the south side of the main road</li> <li>• Away from East West and Middle Streets</li> <li>• Speed limit on the B1257 must be reduced to 30mph as a matter of course</li> <li>• Isolated from the rest of the village</li> <li>• May be better for residential development would urge for quality over quantity in terms of development</li> <li>• Footpath from Swinton to Malton needs to be upgraded, especially with the proposed sports centre at Malton School</li> <li>• Need traffic calming measures in the village.</li> <li>• Buildings would dominate the rest of the village</li> <li>• Concerns about the merging of settlements-merging of Amotherby, Broughton Malton</li> <li>• Any allowed development should be in keeping with style and visible buildings materials</li> <li>• What exactly is mixed use? Some retail/office may be beneficial but manufacturing/warehousing is catered for at Malton Industrial areas.</li> <li>• Opposed to further development on a large scale</li> <li>• Appreciate financial contribution to existing business – but will strain facilities</li> <li>• Swinton cannot grow any bigger</li> <li>• Find Brownfield land in towns</li> </ul> |            |

| Orig. Site No. | New Site No. | Issue  | Respondent   |
|----------------|--------------|--|--|
| 456            |              | <ul style="list-style-type: none"> <li>• Swinton is already at a maximum with all the infill development</li> <li>• Villages do not have estates</li> <li>• If there are say more than 4 properties on each plots there will be major problems concerning infrastructure and traffic</li> <li>• If the land is turned into housing estates the village will lose its ruralness, and the village will be lit up like Blackpool illuminations</li> <li>• Will the sewerage and water be able to cope?</li> <li>• The local school in Amotherby is already oversubscribed</li> <li>• The increase in traffic will be of importance</li> <li>• The sewer is combined, which means in heavy rain, the bottom of the village is flooded by sewage</li> <li>• The treatment works may be substantial investment</li> <li>• The quiet nature of the village allows children playing, but with increased traffic the risks increase</li> <li>• Village experienced two recent building events, these and their impacts should be taken into account</li> <li>• Current road system cannot be upgraded due to topography of the ground, and proximity of property boundaries</li> <li>• Strategic approach in consultation document refers upto 15% of housing requirement in 10 service villages, a maximum of 23 properties would need to be constructed , which would only require a singular plot to accommodate this</li> <li>• Further development- consultation should be held with the village to minimise the impact</li> <li>• Important to ensure conditions compliance</li> <li>• Need to consider the number of outstanding constructed dwellings which remain unsold</li> <li>• Unsuitable for development- outside the traditional boundaries of the village</li> <li>• Elevated position, inappropriate impact on the whole visual streetscape of Swinton and surrounding area</li> <li>• Within the Howardian Hills AONB</li> </ul> | <p>E S Freer<br/> A Jeffries<br/> J Berry<br/> J Walker<br/> M Raistrick<br/> M Stainthorpe<br/> D Powell<br/> E Wray<br/> Swinton Parish Council<br/> C Mortimer<br/> Mr and Mrs S R Webb<br/> Mr B and Mrs J Clarke<br/> J Downs<br/> Nutman<br/> K Radford<br/> Natural England<br/> R Cockerill<br/> A Barker<br/> R Scarth<br/> A Jeffries<br/> P Cuthbertson<br/> H Poulson<br/> J Dean<br/> M Taylor<br/> Mr and Mrs RJ Sharp<br/> D Cuthbertson<br/> J Houlston<br/> J Dean<br/> W Chan<br/> M Farmer<br/> Mr and Mrs K and IG Atkin</p> |

| Orig. Site No. | New Site No. | Issue   | Respondent  |
|----------------|--------------|---|---|
|                |              | <ul style="list-style-type: none"> <li>• Employment is inappropriate</li> <li>• Unsure how the District Council would manage the aesthetics of the area</li> <li>• Easy access onto the main street</li> <li>• Suitable for residential development</li> <li>• Any large scale development would destroy the village</li> <li>• Access onto the main road, not via existing residential area- preferable</li> <li>• Bring traffic straight out onto a dangerous road</li> <li>• Before any further development is considered Yorkshire Water and Highways have to upgrade the infrastructure</li> <li>• Footpath from Swinton to Malton needs to be upgraded, especially with the proposed sports centre at Malton School</li> <li>• Traffic calming measures need to be brought in to the village, with a reduced speed limit</li> <li>• Not within the village framework</li> <li>• People chose to live in a village due to rural location, peace and quiet, lower number of residents.</li> <li>• Swinton will become an extension of Malton</li> <li>• Development should be focussed in the towns.</li> <li>• Greenfield sites shouldn't be used for housing</li> <li>• Currently agricultural</li> <li>• Elevated position- unsuitable for housing development</li> <li>• Just a landowner cashing in with little thought for those living there</li> <li>• No objections</li> <li>• Falls outside the traditional boundaries of the village</li> <li>• Inappropriate visual impact upon the Howardian Hills AONB</li> <li>• Employment upon this site is inappropriate</li> <li>• Concerned about access from an already very busy and fast main road</li> <li>• Swinton is at a maximum with all the infill development</li> <li>• Villages do not have estates</li> </ul> | <p>Mr D and Mrs H King<br/> B Knight<br/> L Morton<br/> C Buxton<br/> R Anson<br/> Mr and Mrs M C Smith<br/> L Bodkin<br/> D Powell<br/> Ian Flett<br/> S Pope<br/> WH Leeson<br/> D B Fish<br/> F A Fenwick<br/> E Press<br/> H Stevens<br/> Mr and Mrs Horne<br/> D Cuthbertson</p> |

| Orig. Site No. | New Site No. | Issue  | Respondent |
|----------------|--------------|--|------------|
|                |              | <ul style="list-style-type: none"> <li>• If there are more than say 4 dwellings on each plot, there will be major problems with infrastructure and services</li> <li>• Site would be good for Playgroup for its own purpose built building</li> <li>• Too much development towards Broughton</li> <li>• Not required.</li> <li>• Concern about merging of settlements</li> <li>• Any development within the village confines to be in keeping with style and visible building materials</li> <li>• Some retail/office may be beneficial, but manufacturing/industry would not</li> <li>• In Howardian Hills AONB. Should be informed by landscape character assessment</li> <li>• Prime agricultural land</li> <li>• Swinton Grange Road busy enough and very narrow</li> <li>• Use speed bumps- Access already is dangerous</li> <li>• Not suitable</li> <li>• Wouldn't impact as much on residential streets</li> <li>• If necessary use for quality rather than quantity building would suite the village better</li> <li>• Less impact on existing residents</li> <li>• What exactly does mixed mean?</li> <li>• There has been little time to inspect the plans</li> <li>• Although the sewerage works were updated, the pipework was not</li> <li>• Development would enhance the core of the village, as a tiny percentage of residential property in the village lies south of the B1257.</li> <li>• A greater community atmosphere would be created with the development sites 455,456 and 478</li> <li>• Appreciate some development will be bring economic benefits to existing businesses</li> <li>• Over development</li> </ul> |            |

| Orig. Site No. | New Site No. | Issue  | Respondent  |
|----------------|--------------|--|---|
|                |              | <ul style="list-style-type: none"> <li>• If sites 455 and 456 were to be developed, daffodils which I look upon from my home, which were planted by the Parish Council in memory of my Son who died this year, would be taken from me.</li> <li>• Potentially harmful to children and pets- very busy road</li> <li>• The land is in the AONB – which is of the same statutory protection as the National Parks- therefore plot is not appropriate for development</li> <li>• Concerned about the scale of development- if it were to come forward it would represent a fundamental change in the character of the village</li> <li>• Would Swinton represent a suitable place for affordable housing</li> <li>• Limited local amenities – a pub and a butchers shop</li> <li>• Public transport is limited</li> <li>• New houses in the village have not been sold</li> <li>• Allow unsold properties to be sold, mature, and existing families embed into the community, and allow facilities to adapt</li> <li>• New development should only be by exception to provide for small scale fulfilment of local need following uptake of current unsold properties</li> <li>• Swinton is becoming a commuter village, with most of the new residents showing no interest in village life</li> <li>• Suitable, cause little disruption to existing residents</li> <li>• Ideal for access onto the main road</li> <li>• Loss of view to properties on main road</li> <li>• Least disruptive site</li> <li>• Speed limit must be reduced to 30mph</li> </ul> |   |
| 478            |              | <ul style="list-style-type: none"> <li>• Concerned about loss of view,</li> <li>• Agricultural land- need to retain this for food production</li> <li>• All sites would add to an overloaded sewerage system</li> <li>• The former sewage works was upgraded, but the pipework was not</li> <li>• Would unacceptably increase vehicle movements on East Street, which is single width</li> </ul>   | <p>S Freer<br/> D Cuthbertson<br/> A Jeffries<br/> P Wentworth<br/> M Stainthorpe<br/> M Farmer<br/> Mr and Mrs R J Sharp</p> |

| Orig. Site No. | New Site No. | Issue   | Respondent   |
|----------------|--------------|---|--|
|                |              | <ul style="list-style-type: none"> <li>• The existing junctions of East and West Street have poor visibility- risk of accidents increased</li> <li>• Access to plot is unsuitable- risk of accidents</li> <li>• Main sewers</li> <li>• Archaeological remains</li> <li>• Reduce physical separation between Swinton and Broughton- reducing distinct identities</li> <li>• Public Right of Way passing round it</li> <li>• Harm the residential amenity of the existing dwellings, in particular new development- views were a key feature of the scheme</li> <li>• Detrimental impact on residents</li> <li>• Quality farmland actively utilised</li> <li>• Plot is larger than required to accommodate the required allowance of properties</li> <li>• Swinton already grown by a third- no further development</li> <li>• No school of our own</li> <li>• The housing numbers are too high</li> <li>• Current infrastructure re. sewage cannot cope</li> <li>• Flooding and surface water drainage issues</li> <li>• East Street and Low Lane are single carriage</li> <li>• Need plot sizes stipulated</li> <li>• Site in itself looks to fit quite well, but access issues will be problematic</li> <li>• We want to keep the village as a village, not a town</li> <li>• Houses are already for sale in the village- why build more?</li> <li>• Cramped site</li> <li>• Will lead to commuter village impacts – large numbers leaving for work in the morning and returning in the evening</li> <li>• Amotherby School is stretched already</li> <li>• Impact on residential amenity- loss of views particularly to new development</li> <li>• People choose to live in a village due to rural location, peace and quiet and lower</li> </ul> | <p>Mrs Gibson<br/> J Walker<br/> D K Timms<br/> B Knight<br/> P Leeson<br/> L Bodkin<br/> J Bailey<br/> I Flett<br/> J Williams<br/> M Taylor<br/> H Stevens<br/> A Barker<br/> W H Leeson<br/> C A Allenby<br/> J C Swales<br/> C Mortimer<br/> M Raistrick<br/> J Houlston<br/> Swinton Parish Council<br/> D Cuthbertson<br/> Mr and Mrs Horne<br/> F A Fenwick<br/> H Poulson<br/> Mr and Mrs M Horsley<br/> D B Fish<br/> D M Sutton<br/> S Pope<br/> S Powell<br/> Mr and Mrs M C Smith<br/> C Buxtom<br/> H Coe</p> |

| Orig. Site No. | New Site No. | Issue   | Respondent  |
|----------------|--------------|---|---|
|                |              | <p>number of residents</p> <ul style="list-style-type: none"> <li>• Swinton will become an extension to Malton</li> <li>• Development should be focussed in the towns</li> <li>• Problems letting existing properties, the families most in demand are the ones who rely on a good bus service, the one have could leave them stranded</li> <li>• Speed limit must be reduced to 30 mph in any case</li> <li>• Back building</li> <li>• Access into site is poor</li> <li>• Loss of view and residential amenity</li> <li>• If too many sites are developed the character and existing structure of the settlement will be lost</li> <li>• Bounded on one or more sides with by existing development, and could be infilling but access is poor</li> <li>• Village lacks amenities – one shop and pub</li> <li>• Footpath from Swinton to Malton needs upgrading, especially with the proposed sport facilities at Malton School</li> <li>• Traffic calming measures need to be brought to the village</li> <li>• Reduce speed limit</li> <li>• Swinton cannot grow any bigger</li> <li>• Should focus on Brownfield sites in towns</li> <li>• Combined sewer and surface water</li> <li>• Increased traffic threats to young children</li> <li>• Based on strategy consultation document 23 dwellings required within Swinton up to 2026- a small singular plot can be used to meet this quantity</li> <li>• Need to ensure condition compliance</li> <li>• Need to consider the number of dwellings already built and unsold in the village</li> <li>• Adoptable access not achievable</li> <li>• Good use of land, providing access can be provided through adjacent field to the B1257 thus alleviating traffic issues</li> </ul> | <p>D Owen<br/> J Roberts<br/> P Handley<br/> D Illingworth<br/> Mr and Mrs K and IG Atkin<br/> P Macmillan<br/> W Chan<br/> J Dean<br/> M Bradshaw<br/> C Horner<br/> P Cuthbertson<br/> R Scarth<br/> R Cockerill<br/> Nutman<br/> K Radford</p> |

| Orig. Site No. | New Site No. | Issue   | Respondent |
|----------------|--------------|---|------------|
|                |              | <ul style="list-style-type: none"> <li>• Access road would lead to adverse residential amenity issues for adjacent residents</li> <li>• Using a private drive</li> <li>• Over development</li> <li>• Swinton is becoming a commuter village, with most of the new residents showing no interest in village life</li> <li>• Would Swinton be a suitable place to have affordable housing?</li> <li>• Limited local amenities</li> <li>• Limited public transport</li> <li>• Malton hospital should consider re-opening casualty for more hours with such large development plans for the area</li> <li>• How does development of rural areas with the need for cars help the environment? More people need cars in the country due to restricted public transport</li> <li>• Do not develop unless all adjoining properties agree</li> <li>• Greater community atmosphere would be created with sites 455,456 and 748</li> <li>• Concerned about loss of green spaces around the village thought it was greenbelt</li> <li>• Any new development must have garages</li> <li>• Villages do not have estates</li> <li>• If there are say more than 4 houses on each plot there will be major problems in Swinton</li> <li>• Too large and sprawling- would merge Broughton and Swinton</li> <li>• Loss of privacy</li> <li>• Not suitable</li> <li>• Greenfield sites are close to footpaths which are an integral part of the village</li> <li>• The access is inappropriate off a private drive and would adversely impact on the character and amenity of Pearsons Yard</li> <li>• Should bring in speed bumps- main road is too fast</li> <li>• Access is very problematic onto the main road already</li> </ul> |            |

| Orig. Site No.    | New Site No. | Issue  | Respondent   |
|-------------------|--------------|--|--|
|                   |              | <ul style="list-style-type: none"> <li>• No further development required</li> <li>• Any development in designated areas of the village should be in keeping with regards to style and visible building materials</li> </ul>  |  |
| <b>AMPLEFORTH</b> |              |  |  |
| 111               |              | <ul style="list-style-type: none"> <li>• Adversely affect the character of the village</li> <li>• Access would be hazardous to motorists, particular issues with speeding traffic</li> <li>• Plot is steeply sloping, this means it would have a greater visual impact on the character of the village- will no longer nestle in the valley</li> <li>• Drainage issues, and these would increase with development and adverse weather conditions (climate change)</li> <li>• Adversely impact existing old traditionally constructed buildings</li> <li>• Compulsorily purchase and renovate existing properties</li> <li>• Intrude into the AONB, and harm setting of the National Park which is adjacent</li> <li>• Provide only homes for local people</li> <li>• Earlier planning applications have been refused</li> <li>• Problems with HGVs and caravans as they avoid Sutton Bank this way</li> <li>• Support some small scale development</li> <li>• Where are the employment opportunities for the residents</li> <li>• The existing infrastructure of the village will be unable to cope</li> <li>• Mains cabling is being grounded- this will be wasted</li> <li>• No overriding need for housing in the area</li> <li>• Main local employer is unlikely to be expanding</li> <li>• Increased run-off- potential to cause ecosystem damage and physical harm downstream</li> <li>• Within and adjacent to a conservation area- adversely affect the character of it</li> <li>• Particular buildings are listed, and significant historical and architectural merit</li> <li>• Knoll Hill is an important area for the character and setting of Ampleforth</li> <li>• Support a gradual modest increase in development</li> <li>• If site 111 is granted, there would be no obstacle to the development of site 224,</li> </ul> | <p>P Armour<br/> L J Jackson<br/> N Taylor<br/> J Taylor<br/> J Rutherford<br/> P Leonard<br/> J Moreton<br/> Mr and Mrs N M Wilson<br/> P Kelly<br/> Mr and Mrs A Fox<br/> Mr and Mrs Wilkie<br/> M Brown<br/> Mr and Mrs H Fox<br/> C Wilding<br/> M Brown<br/> Mr and Mrs H Fox<br/> C Wilding<br/> R Wilding<br/> S Harrison<br/> Mr and Mrs P Williams<br/> D Merrin<br/> I A Rennison<br/> D Raine<br/> S Read<br/> W Spence<br/> D Rennison</p> |

| Orig. Site No. | New Site No. | Issue   | Respondent  |
|----------------|--------------|---|---|
|                |              | <p>this would destroy the character of the village</p> <ul style="list-style-type: none"> <li>• Concerns about delivery of at-home care services (palliative and general care) with increased development in rural areas- stretching existing services</li> <li>• Concerns about the scale of development and impact on employment and facilities and services, and consequent rise in crime</li> <li>• Do not use just one site, and only for gradual enlargement</li> <li>• More people would mean more pollution through cars</li> <li>• Limited need for housing for families and young people living in the immediate area</li> <li>• More sheltered accommodation, plus a new nursing home could be particularly useful</li> <li>• A defunct petrol station should be developed</li> <li>• Harm to residential amenity of existing residents</li> <li>• Do not want Ampleforth to become a small town</li> <li>• The Village looks south over the broad and rolling valley that runs from Coxwold and Wass in the west to Hovingham and Gilling in the East, elevated, prominent, this site would be have an adverse affect on the wider landscape</li> <li>• Site is outside development limits as defined on the 2002 Local Plan</li> <li>• Examined Local habitats, comprising gardens, grazing fields, trees and hedges support a wide variety of bird species Sites 111 and 224 form part of a green corridor</li> <li>• Contrary to existing settlement pattern: follows main roads or nestles in hollows</li> <li>• Previously subject to failed attempts for development, with an appeal in 1987. Refused on landscape grounds.</li> <li>• Little demand for houses and likely purchasers of additional houses would be commuters/retirees</li> <li>• Development should be concentrated in the market towns and village housing to meet local need</li> <li>• The existing road through the village is not an A class road (unlike the rest)</li> <li>• The size of the site would mean a large development – harmful impact on the</li> </ul> | <p>M Brown<br/> C Jennings<br/> L J Jackson<br/> C Smith<br/> D Goodall<br/> J Piercy<br/> D K Criddle<br/> J Raynar<br/> Y Foster<br/> M Goodall<br/> M Raynar<br/> P Judge<br/> D Rennison<br/> N Pite<br/> J Green<br/> W Dore<br/> A Waugh<br/> S Robinson<br/> S Brown<br/> D Craig-James<br/> Natural England<br/> S Richardson<br/> Mr and Mrs W Saggars<br/> S Shepherd<br/> P Pite<br/> S Murrell<br/> R Allistone<br/> G Gill<br/> English Heritage<br/> P Thorburn-Muirhead<br/> P Judge</p> |

| Orig. Site No. | New Site No. | Issue  | Respondent  |
|----------------|--------------|--|---|
|                |              | <p>social fabric of the village</p> <ul style="list-style-type: none"> <li>• Too far from the main village services for the elderly</li> <li>• Would affordable properties be affordable? Local People couldn't afford some affordable dwellings in Wass</li> <li>• Area has been known to flood in the past</li> <li>• Facilities within the village have declined- lost petrol station, second post office, and second shop</li> <li>• Three sites which could be compulsorily purchased- sites on main street, land to rear of old youth hostel and the old garage</li> <li>• Public transport services have not been increased</li> <li>• Young people are moving away for education and job opportunities</li> <li>• A site has been identified to meet affordable housing needs and is subject to a planning application</li> <li>• There are two derelict semi-detached houses are in an appalling state, these should be brought back into use</li> <li>• The old deserted dairy should be developed</li> <li>• In the AONB sites should be informed by a Landscape character assessment</li> <li>• Ampleforth does not need an extra 15-20 properties built over the next 15 years</li> <li>• Affordable housing is needed, but this can be supported through infill</li> <li>• Valuable amenity land to the villagers, as there are footpaths.</li> <li>• Would be better retained as a nature reserve</li> <li>• Infill housing- allow integration of the people living in the new housing easier</li> <li>• Building on such a large area- could create a ghetto</li> <li>• Extra traffic- creates issues not only for cars but a hostile environment for cyclists and pedestrians, residents and visitors alike.</li> <li>• Adjoins Ampleforth Conservation Area and the Curtilage of Fern Villa (Grade II Listed Building) before allocation it will need to be demonstrated that the development of this currently open area could be achieved in a manner which preserves the character and setting of the Conservation Area, important views in and out of it, and the setting of Fern Villa</li> </ul> | <p>A Mackley<br/> P Harrison<br/> J Farqhar<br/> S Read<br/> L J Beavan<br/> P Gill</p> |

| Orig. Site No. | New Site No. | Issue   | Respondent   |
|----------------|--------------|---|--|
|                |              | <ul style="list-style-type: none"> <li>• Out of step with housing needs</li> <li>• Contrary to existing planning guidelines and agreements</li> <li>• Contrary to the Council's policies on the protection of landscape, conservation areas and public rights of way</li> <li>• New development-which is needed should make the village more compact, not less so- location to central T-junction is preferred</li> <li>• Need for affordable housing, and a care home- in a modern part of the village</li> </ul>  |  |
| 160            |              | <ul style="list-style-type: none"> <li>• Site 288 or 160 near the proposed site for the new surgery could be a possible site for a nursing home</li> <li>• Liable to flood in heavy rain- existing houses experience it</li> <li>• Better option than 111</li> <li>• Scale should be restricted- large site- no need for such development</li> <li>• Surrounding development is modern- new development would fit more comfortably here</li> <li>• Development needs to be limited so as to not put too much strain on existing facilities</li> <li>• Ownership issues regarding the access track from Station Road into the site- the site submitter does not own it</li> <li>• Even if it was in his ownership- road is too narrow</li> <li>• It is our access and we would not tolerate its use</li> <li>• Site boundary needs re-drawn</li> <li>• Drainage issues</li> <li>• Plan for a clinic and some housing is acceptable- given proximity to a major employer</li> <li>• Little or no run-off</li> <li>• Safe access for children to play</li> <li>• Needs access from Station Road – the junction of Main Street will be impossible</li> <li>• Need to ensure sufficient parking (2 car per household) as none of the bus services can take people to work</li> </ul> | <p>Mrs P Williams<br/> M Raynar<br/> M Goodall<br/> N J (Frank) Ellis<br/> P Kelly<br/> J Rose<br/> D Rennison<br/> J Green<br/> J Evans<br/> C Smith<br/> J Moreton<br/> JA Moreton<br/> C Jennings<br/> D Merrin<br/> J Farquhar<br/> Natural England<br/> J Green<br/> D Goodall<br/> P Williams<br/> F Horsley<br/> D Cragg-James<br/> J Piercy<br/> P Judge</p> |

| Orig. Site No. | New Site No. | Issue   | Respondent                  |
|----------------|--------------|---|-----------------------------|
|                |              | <ul style="list-style-type: none"> <li>• With other proposed sites build up the area by a totally inappropriate amount- turn a village into town</li> <li>• Surgery proposed is unnecessary and the existing one is in village ownership and could be extended</li> <li>• Development of this site will adversely affect already poor drainage to the south of the village (bottom of station road)</li> <li>• Ampleforth college own access from Station Road</li> <li>• Three independently-heard corncrakes</li> <li>• Not a sustainable development location- need two cars, no jobs, limited bus services</li> <li>• The existing infrastructure is inadequate</li> <li>• Sites submitted far greater than we were led to believe</li> <li>• Roads unclassified through village and narrow</li> <li>• Heavy traffic and caravans avoid Sutton Bank</li> <li>• Little demand for market housing before the credit crunch</li> <li>• Likely purchasers would be commuters and retirees</li> <li>• Ampleforth is in the AONB</li> <li>• People want to live in a village- not a town</li> <li>• Suitable for affordable housing and doctors surgery- a form of infill</li> <li>• Present surgery is too small to meet current needs –competition for space in a building which is not suitable for extension (bungalow)</li> <li>• Help to bring both new and old parts of Ampleforth together</li> <li>• Could provide a wide range of services including dentistry</li> <li>• Would count as infill</li> <li>• Concerns about scale of development and adverse impact on Ampleforth – it will be a small town</li> <li>• I thought that this scheme has been approved- I support it</li> <li>• Potential development site in the long term not allocated for 15 years plus</li> <li>• Could be a mixed employment/residential site</li> </ul> | <p>J Green<br/>J Raynar</p> |

| Orig. Site No. | New Site No. | Issue  | Respondent |
|----------------|--------------|--|------------|
|                |              | <ul style="list-style-type: none"> <li>• In AONB and therefore should be informed by a Landscape character assessment</li> <li>• Ampleforth is a thriving village, and needs some new housing (not at the scale which is proposed here)</li> <li>• Congestion issues</li> <li>• Lack of employment opportunities</li> <li>• Limited need for housing for young people and families living in the immediate area</li> <li>• More sheltered accommodation, plus a nursing home could be useful to meet those needs and provide employment site</li> <li>• Need to make use of redundant properties</li> <li>• Problems in long term with building on Greenfield sites- where will be grow our food, graze animals or take recreation</li> <li>• The new surgery is a temptation</li> <li>• Some areas need to remain undeveloped</li> <li>• Development should be concentrated in Market Towns, and in villages to meet local need</li> <li>• Shouldn't be a service village- not on an A road</li> <li>• Inadequate access.</li> <li>• Concerned about the overall scale of proposals for Ampleforth and the impact on the physical and social fabric of the village</li> <li>• Could be used for gradual enlargement of the village- but as a last resort</li> <li>• Should not override ANOB and Conservation Area designation</li> <li>• Too large for housing needs in village</li> <li>• Should not be developed on top of 288</li> <li>• Residential amenity issues need to be considered, should not harm existing residents</li> <li>• Should take existing unused dwellings</li> <li>• Convert the old youth hostel</li> </ul> |            |

| Orig. Site No. | New Site No. | Issue  | Respondent  |
|----------------|--------------|--|---|
|                |              | <ul style="list-style-type: none"> <li>• Convert the old garage</li> <li>• With 224 and 228 might form a more visually integrated development solution-partial infill- but need careful consideration as still a substantial scheme</li> </ul>   |   |
| 224            |              | <ul style="list-style-type: none"> <li>• Examined Local habitats, comprising gardens, grazing fields, trees and hedges support a wide variety of bird species Sites 111 and 224 form part of a green corridor</li> <li>• Should take existing unused dwellings</li> <li>• Convert the old youth hostel</li> <li>• Convert the old garage</li> <li>• Development would upset balance between people and infrastructure- only just works now</li> <li>• Support use- for affordable housing needs</li> <li>• Not in the Conservation area nor AONB</li> <li>• Consider Ampleforth's designation in the settlement hierarchy is appropriate</li> <li>• The village has a range of facilities</li> <li>• The scheme for affordable houses has not yet had the s.106 agreement agreed- therefore no certainty- need to make allocations</li> <li>• No technical constraints to this site</li> <li>• Can create access from station rd and PROW will be retained</li> <li>• No impact on interests of acknowledged importance</li> <li>• Environmental issue and AONB would be violated</li> <li>• Need for limited development therefore limited development on this site</li> <li>• Unsuitable – infrastructure is not in place</li> <li>• Object to further large scale development- will change from a village to a town</li> <li>• Infill and a small amount of affordable housing acceptable.</li> <li>• Development should be concentrated in the Market Towns and village housing should be limited to meeting local need</li> <li>• Ampleforth is not on an A road like all the other service villages –question the designation</li> </ul> | D Raine<br>J Green<br>Savills<br>M Goodall<br>C Jennings<br>D Goodall<br>C Smith<br>Natural England<br>W Dore<br>English Heritage<br>J Green<br>J Piercy<br>J Ryanar<br>P Williams<br>R Wilding<br>C Wilding<br>D Cragg- James<br>M Raynar<br>P Williams<br>D Raine<br>P Kelly<br>DM Pickles<br>Yorkshire Water<br>Mr and Mrs D Hutchinson<br>B Dawson<br>J Paragreen<br>J Rose<br>JA Moreton |

| Orig. Site No. | New Site No. | Issue  | Respondent  |
|----------------|--------------|--|---|
|                |              | <ul style="list-style-type: none"> <li>• Unsuitable access and drainage issues</li> <li>• Will cause other developments nearby to flood</li> <li>• The lack of parking on the main street means that traffic backs up – the roads are unclassified and narrow- heavy traffic uses it</li> <li>• Little demand for housing before the credit crunch. Likely purchasers of additional housing would be commuters/retirees</li> <li>• In the AONB. Site should be informed by a landscape character assessment</li> <li>• Can be easily approached from the present estate on the south</li> <li>• Previously refused- agricultural land and drainage</li> <li>• This site adjoins the Ampleforth Conservation Area, development of this area would have to demonstrate that the loss of the open field, and subsequent development could preserve the character of Conservation Area and any important views in and out of it</li> <li>• Make use of existing buildings</li> <li>• This and 160 and 288 could provide a visually more integrated development solution –but needs care as they would increase the size of the village substantially</li> <li>• Ampleforth is a large village, with a need for some housing, but not at the scale proposed- already considerable traffic issues</li> <li>• Not a sustainable location- car use essential</li> <li>• There is only a limited need for housing for young people and families living in the immediate area</li> <li>• Sheltered accommodation, plus a new nursing home would be useful- provide employment</li> <li>• Need to consider scale and design</li> <li>• Scale of development needs to be much less</li> <li>• If 224 comes forward this would destroy the character of the village</li> <li>• Surface water drainage and flooding issues exist on the site already and would be exacerbated by development and hard surfaces</li> <li>• Over development of the village- creating clutter</li> </ul> | <p>J Green<br/> J Farquhar<br/> J Green<br/> D Rennison</p> |

| Orig. Site No. | New Site No. | Issue   | Respondent |
|----------------|--------------|---|------------|
|                |              | <ul style="list-style-type: none"> <li>• Better option than 111, but scale is too large, could sit more comfortably as surrounded by modern development</li> <li>• Development should be limited to not put a strain on existing infrastructure</li> <li>• Concerns about the scale of development proposed and harm on character and setting of Ampleforth, and impact on community fabric</li> <li>• What would be the employment implications</li> <li>• Could be used for gradual enlargement of the village, spread over a few sites, for incremental enlargement</li> <li>• Land is heavy clay- land instability issues</li> <li>• Rigg and furrow on site- should be preserved</li> <li>• Development of this site would harm the green corridor for wildlife</li> <li>• What is the proposed use?</li> <li>• If site is developed- children would be forced to cross a busy main road with restricted visibility</li> <li>• There are access and parking issues already in proximity to the school</li> <li>• Site contains springs</li> <li>• Would need assurances and guarantees given to existing local residents by any prospective developers that we would remain 'flood free' thereby avoiding any future litigation or insurance claims</li> <li>• Sewer clips the site</li> <li>• Water main clips the site</li> <li>• Harm residential amenity of the existing residents</li> <li>• Harm property values</li> <li>• In winter, even with gritting the roads are impassable</li> <li>• Turned down 18 years ago</li> <li>• We didn't come to live here on a building site</li> <li>• Ideal for residential old persons home- attractive location and source of employment</li> <li>• Ampleforth currently has a good quality of life for those who live here</li> </ul> |            |

| Orig. Site No. | New Site No. | Issue  | Respondent  |
|----------------|--------------|--|---|
|                |              | <ul style="list-style-type: none"> <li>• Concerns about the wider implications of building on Greenfield sites in villages- loss of agricultural land, recreational opportunities, attractive landscapes</li> <li>• The prospect of a new surgery is just a temptation</li> <li>• Appropriate development of space between old village and newer development</li> <li>• Wider traffic issues in the village</li> <li>• Will become a small town to its detriment</li> <li>• Ampleforth can sustain some growth- and recent survey shows support for affordable housing for locals.</li> <li>• Growth should make the village more not less compact</li> <li>• Should be preserved as expansion space for the school- and villagers rule out growth to east or west</li> <li>• Already had substantial development</li> <li>• If these sites are passes the village en mass will withhold council tax</li> <li>• Too large site</li> <li>• Ampleforth is a large thriving village, but requires only modest development</li> <li>• Limited need for housing for young people and families living in the immediate area</li> </ul> |   |
| 288            |              | <ul style="list-style-type: none"> <li>• Site 288 or 160 near the proposed site for the new surgery could be a possible site for a nursing home</li> <li>• Primary school opposite 288, and most children walk or cycle</li> <li>• Large number of children and elderly people is proximity- danger increased</li> <li>• Help to bring both new and old parts of Ampleforth together</li> <li>• More sheltered accommodation, plus a new nursing home could be useful for employment</li> <li>• Support the application for affordable housing together with the new surgery which I thought had been approved</li> <li>• In the AONB. Should be informed by a Landscape character assessment</li> <li>• Ampleforth can sustain some growth- and recent survey shows support for affordable housing for locals.</li> </ul>   | <p>P Williams<br/> J Moreton<br/> C Jennings<br/> Natural England<br/> J Farquhar<br/> Ashley House PLC<br/> D Goodall<br/> P Williams<br/> D Merrin<br/> D Craggs<br/> JA Moreton<br/> C Smith<br/> M Raynar</p> |

| Orig. Site No. | New Site No. | Issue   | Respondent  |
|----------------|--------------|---|---|
|                |              | <ul style="list-style-type: none"> <li>• Growth should make the village more not less compact</li> <li>• Scheme already approved on this site- but problem with the access- should link to St Hildas walk which would be widened. Combine with adoption and surfacing of east back lane- better for the village. Should be a developer contribution</li> <li>• We are firmly committed to providing modern medical facilities and to progress development of the GP surgery</li> <li>• Object to further large scale development in Ampleforth</li> <li>• Traffic levels and access and parking as problematic currently</li> <li>• Support infilling and a small amount of affordable housing</li> <li>• Want Ampleforth to remain a village, and not a small town</li> <li>• Question designation as a service village due to inadequacy of the road system (not an A class road)</li> <li>• Not suitable for development for inadequate road access</li> <li>• Problems with drainage of the site</li> <li>• Concerns about the scale of development proposed (all sites) and impact this would have on the physical and community integrity of the settlement</li> <li>• Currently local employment opportunities are limited- where will the new residents be employed?</li> <li>• Should not be concentrated on one site</li> <li>• There should be an exceptional need to override the AONB and Conservation Area designation.</li> <li>• Better villages for development with a better road layout and better geological terrain</li> <li>• Limited provision of affordable, environmentally friendly housing</li> <li>• Infill first then further small scale development</li> <li>• Development of this site with the surgery is the least environmentally and aesthetically unpleasing</li> <li>• Should not be linked to site 160</li> <li>• Should not extend to far eastwards</li> <li>• Need to protect the residential amenity of existing residents</li> </ul> | <p>J Green<br/> M Goodall<br/> Yorkshire Water<br/> J Rose<br/> J Paragreen<br/> D Rennison<br/> J Piercy<br/> J Green<br/> J Evans<br/> P Kelly<br/> J Raynar<br/> D Raines<br/> P Judge</p> |

| Orig. Site No. | New Site No. | Issue   | Respondent |
|----------------|--------------|---|------------|
|                |              | <ul style="list-style-type: none"> <li>• 288 and 160 perfect for affordable housing and new doctors surgery</li> <li>• Would merge older and newer parts of Ampleforth</li> <li>• Current clinic is not meeting present needs</li> <li>• If additional affordable homes needed in the future- this would be the most suitable site</li> <li>• The roads through the village are heavily used, narrow, and full of parked cars</li> <li>• Likely purchasers of the dwellings would be commuters or retirees</li> <li>• Greenfield sites</li> <li>• Far better option than 111</li> <li>• Site 224, 288 and 160 are large sites – and they are too big combined for the needs of the village</li> <li>• Surrounding development new, therefore new development sit more comfortably</li> <li>• Development should be limited to not put strain on infrastructure</li> <li>• Ampleforth currently has a good quality of life for those who live here</li> <li>• Concerns about the wider implications of building on Greenfield sites in villages- loss of agricultural land, recreational opportunities, attractive landscapes</li> <li>• The prospect of a new surgery is just a temptation</li> <li>• Site liable to flooding</li> <li>• Sewer crosses the site will need moving or development designed to reflect infrastructure</li> <li>• The proposals for 8 houses and the surgery should be sufficient</li> <li>• Concerned about scale of development</li> <li>• The proposed surgery is unnecessary – the current one is perfectly suitable and can be extended, belongs to the village</li> <li>• Corncrakes have been heard by three locals independently on sites 288 and 160</li> <li>• Support combined plan of polyclinic and some limited housing</li> <li>• Less destructive in impact on landscape and village’s cultural identity- could provide a visually more integrated development solution- but not all the sites</li> <li>• Too large for housing needs of the village</li> </ul> |            |

| Orig. Site No.   | New Site No. | Issue   | Respondent                                     |
|------------------|--------------|---|--|
|                  |              | <ul style="list-style-type: none"> <li>• Need to use derelict properties- on main street, old youth hostel, old garage</li> <li>• 228 suitable as an infill site- more cost effective</li> </ul>  |  |
| 544              |              | <ul style="list-style-type: none"> <li>• Should be considered for old people's accommodation</li> <li>• Building is characterful- largest house in the village</li> <li>• Develop the garden</li> <li>• Supportive local community</li> </ul>   | Dr J Moreton                                   |
| 545              |              | <ul style="list-style-type: none"> <li>• No responses at present</li> </ul>   |  |
| 547              |              | <ul style="list-style-type: none"> <li>• No responses at present</li> </ul>   |  |
| 616              |              | <ul style="list-style-type: none"> <li>• No responses at present</li> </ul>   |  |
| 632              |              | <ul style="list-style-type: none"> <li>• No responses at present</li> </ul>   |  |
| <b>HOVINGHAM</b> |              |   |  |
| 30               |              | <ul style="list-style-type: none"> <li>• Redevelop- managed workspaces</li> <li>• Unconstrained</li> <li>• Protected from flooding by Environment Agency defences</li> <li>• Need to ensure safe road access</li> <li>• Site adjacent to AONB. Should be informed by a Landscape character assessment</li> <li>• Support- enlarge Hovingham it will help the school</li> <li>• It is for Hovingham people to decide is they want to have the development- placing extra load on facilities balanced with extra wealth</li> <li>• Concern that focus on Hovingham removes opportunity at Scackleton – where no development without agricultural tie has occurred since 1955</li> </ul> | Carter Jonas<br>Natural England<br>R Firby     |
| 31               |              | <ul style="list-style-type: none"> <li>• Site adjacent to AONB. Should be informed by a Landscape character assessment</li> <li>• Allotment area- valued for food production and community socialising</li> <li>• Combines with 373next to road and have concerns with the access/exit</li> <li>• It is for Hovingham people to decide is they want to have the development- placing extra load on facilities balanced with extra wealth</li> <li>• Concern that focus on Hovingham removes opportunity at Scackleton – where no</li> </ul>   | Natural England<br>R Firby<br>English Heritage |

| Orig. Site No. | New Site No. | Issue  | Respondent   |
|----------------|--------------|--|--|
|                |              | <p>development without agricultural tie has occurred since 1955</p> <ul style="list-style-type: none"> <li>• Support- enlarge Hovingham it will help the school</li> <li>• Access issues</li> <li>• Part of the northern half of the site is within the Hovingham Conservation Area, consider the loss of this open area on the setting and character of the Conservation Area and the views in and out of it</li> </ul>   |  |
| 32             |              | <ul style="list-style-type: none"> <li>• It is for Hovingham people to decide is they want to have the development- placing extra load on facilities balanced with extra wealth</li> <li>• Concern that focus on Hovingham removes opportunity at Scackleton – where no development without agricultural tie has occurred since 1955</li> <li>• Support- enlarge Hovingham it will help the school</li> <li>• The site is within the Hovingham Conservation Area, consider the loss of this open area on the setting and character of the Conservation Area and the views in and out of it</li> <li>• Site adjacent to AONB. Should be informed by a Landscape character assessment</li> <li>• Currently has a permission, anticipated that it will deliver housing shortly</li> </ul>   | <p>R Firby<br/>English Heritage<br/>Natural England<br/>Carter Jonas</p> |
| 373            |              | <ul style="list-style-type: none"> <li>• The site adjoins the boundary of the Hovingham Conservation Area, consider the loss of this open area on the setting and character of the Conservation Area and the views in and out of it</li> <li>• Support- enlarge Hovingham it will help the school</li> <li>• Access issues</li> <li>• Site adjacent to AONB. Should be informed by a Landscape character assessment</li> <li>• Anticipate that this site is capable of delivering residential development over the short term</li> <li>• Contribute to sustainable growth of the settlement</li> <li>• It is for Hovingham people to decide is they want to have the development- placing extra load on facilities balanced with extra wealth</li> <li>• Concern that focus on Hovingham removes opportunity at Scackleton – where no</li> </ul> | <p>English Heritage<br/>Natural England<br/>Carter Jonas<br/>R Firby</p> |

| Orig. Site No. | New Site No. | Issue  | Respondent   |
|----------------|--------------|--|--|
|                |              | development without agricultural tie has occurred since 1955   |  |
| 374            |              | <ul style="list-style-type: none"> <li>• Support- enlarge Hovingham it will help the school</li> <li>• Concerns about the pigs and noise, so would prefer housing</li> <li>• Existing farm- leave alone</li> <li>• Sewer, will need to either relocate or ensure development reflects site infrastructure</li> <li>• It is for Hovingham people to decide is they want to have the development- placing extra load on facilities balanced with extra wealth</li> <li>• Concern that focus on Hovingham removes opportunity at Scackleton – where no development without agricultural tie has occurred since 1955</li> <li>• Mixed development- main opportunity for sustainable development</li> <li>• Safe vehicular access</li> <li>• Flooding risk, but protected by Environment Agency defences, and that particular area could be excluded from development within the scheme</li> <li>• Consistent with Service Village designation</li> <li>• Close to village amenities and public transport</li> <li>• Implement a Travel Plan and car club</li> <li>• The site adjoins the boundary with the Hovingham Conservation Area, consider the loss of this open area on the setting and character of the Conservation Area and the views in and out of it</li> <li>• Site adjacent to AONB. Should be informed by a Landscape character assessment</li> </ul> | <p>Various anon<br/> Yorkshire Water<br/> R Firby<br/> Carter Jonas<br/> English Heritage<br/> Natural England</p> |
| 375            |              | <ul style="list-style-type: none"> <li>• Ribbon expansion- not desirable</li> <li>• 375mm sewer – will need relocation or site layout reflect existing infrastructure</li> <li>• Support- enlarge Hovingham will help the school</li> <li>• Suitable residential site in a sustainable location</li> <li>• Safe vehicular access</li> <li>• Flooding risk, but protected by Environment Agency defences, and that particular area could be excluded from development within the scheme</li> </ul>  | <p>Yorkshire Water<br/> Carter Jonas<br/> English Heritage<br/> Natural England<br/> R Firby</p>                   |

| Orig. Site No.            | New Site No. | Issue  | Respondent   |
|---------------------------|--------------|--|--|
|                           |              | <ul style="list-style-type: none"> <li>• Consistent with Service Village designation</li> <li>• Site could be enlarged to 1.56ha</li> <li>• The site is within the Hovingham Conservation Area, consider the loss of this open area on the setting and character of the Conservation Area and the views in and out of it</li> <li>• Site adjacent to AONB. Should be informed by a Landscape character assessment</li> <li>• Welcome more housing</li> <li>• It is for Hovingham people to decide is they want to have the development-placing extra load on facilities balanced with extra wealth</li> <li>• Concern that focus on Hovingham removes opportunity at Scackleton – where no development without agricultural tie has occurred since 1955</li> </ul> |  |
| <b>NAWTON AND BEADLAM</b> |              |  |  |
| 13                        |              | <ul style="list-style-type: none"> <li>• Concerned about access onto the A170 from this site</li> <li>• Curtilage, therefore previously developed land, and on that basis principle of development acceptable</li> <li>• Service Village definition in the Core Strategy</li> <li>• Consultation with NYCC has confirmed access is achievable into the A170</li> <li>• North York Moors boundary close to settlement. Sites should be informed by Landscape character assessment</li> </ul>  | S Thurlow (Parish Council)<br>P Sutor<br>Natural England |
| 54                        |              | <ul style="list-style-type: none"> <li>• Small scale infill development would be consistent with the Council's proposed development rules</li> <li>• Previous planning applications refused- harm to Snape Hill- sporadic development. Appeal upheld- did not contribute to the character of the settlement</li> <li>• Conflicts with services and residential amenity issues</li> <li>• Creation of larger site with 105</li> <li>• Far more land has been submitted than needed, better sites available</li> <li>• North York Moors 3000m to the west of Nawton. Sites should be informed by a Landscape character assessment</li> </ul>   | Nawton Parish Council<br>LGW Mathews<br>Natural England  |

| <b>Orig. Site No.</b> | <b>New Site No.</b> | <b>Issue</b>  | <b>Respondent</b>  |
|-----------------------|---------------------|---|--|
| 55                    |                     | <ul style="list-style-type: none"> <li>• 55 and 106 sensibly allocated as visually important undeveloped land in the present local plan</li> <li>• Already subject to a planning approval</li> <li>• North York Moors 3000m to the west of Nawton. Sites should be informed by a landscape character assessment</li> </ul>  | P Sutor<br>Nawton Parish Council<br>Natural England                |
| 105                   |                     | <ul style="list-style-type: none"> <li>• North York Moors 3000m to the west of Nawton. Sites should be informed by a landscape character assessment</li> <li>• One of the main approaches to the village would like it to remain open.</li> <li>• Already quite a density of new development, double the built up area of Nawton</li> <li>• Too much development in a small area, with adjacent sites to be developed</li> <li>• Not appropriate for development as Visually Important Undeveloped Area, does not fall within Council's proposed development rules</li> <li>• Developing this site would increase concentration of new housing disproportionately</li> </ul>  | Natural England<br>Nawton Parish Council                           |
| 147                   |                     | <ul style="list-style-type: none"> <li>• No need for this development</li> <li>• More suitable, smaller sites from the existing village</li> <li>• Loss of good agricultural land</li> <li>• If the reason is for presence of Ryedale School, development should be to the south of the A170</li> <li>• Unacceptably increase traffic onto the road through the village</li> <li>• On rising land west of Beadlam- would be particularly prominent</li> <li>• Surprised that Beadlam is a service village</li> <li>• Any development should follow the pattern of existing development</li> <li>• Would harm the character of the nucleated settlement</li> <li>• Development in depth would harm residential amenity enjoyed to the rear of Beech Grove due to rising land levels behind.</li> <li>• Frontage development should follow the existing building line and take account of existing trees along the road side</li> <li>• Outside the village boundary</li> </ul> | E B Wilton<br>P Sutor<br>Mr and Mrs Teasdale<br>Mr and Mrs A Scott |

| <b>Orig. Site No.</b> | <b>New Site No.</b> | <b>Issue</b>  | <b>Respondent</b>   |
|-----------------------|---------------------|---|---|
|                       |                     | <ul style="list-style-type: none"> <li>• Impact on residential amenity</li> <li>• Spoil the compact form of the village- infringement of the natural landscape</li> <li>• Ryedale school is already oversubscribed</li> <li>• The primary school is also oversubscribed</li> <li>• Existing route to school is next to a dangerous road, it has to be crossed with limited views</li> <li>• The sites are too big</li> </ul>  |   |
| 154                   |                     | <ul style="list-style-type: none"> <li>• North York Moors 3000m to west of Nawton. Sites should be informed by landscape character assessment</li> <li>• 225mm sewer- will require relocation or site layout will need to reflect infrastructure</li> <li>• Not appropriate for development- doesn't fall within the Council's development rules</li> <li>• Need to address sewerage, vehicular access onto A170 plus pedestrian safety for crossing it</li> <li>• Quite unrelated to existing village housing</li> <li>• appropriate to become residential land, with change of character to surrounding area through residential development</li> </ul> | Natural England<br>Yorkshire Water<br>Nawton Parish Council<br>P Sutor<br>T Green |
| 173                   |                     | <ul style="list-style-type: none"> <li>• Not appropriate for development- doesn't fall within the Council's development rules</li> <li>• It would concentrate more development around the axis of Station Rd</li> <li>• North York Moors 3000m to west of Nawton. Sites should be informed by landscape character assessment</li> </ul>   | Nawton Parish Council<br>Natural England  |
| 252                   |                     | <ul style="list-style-type: none"> <li>• Where is the entry to this site</li> <li>• North York Moors 3000m to west of Nawton. Sites should be informed by landscape character assessment</li> <li>• Not appropriate for development- doesn't fall within the Council's development rules</li> <li>• It would concentrate more development around the axis of Station Rd</li> </ul>  | Natural England<br>Nawton Parish Council  |

| Orig. Site No. | New Site No. | Issue   | Respondent   |
|----------------|--------------|---|--|
| 261            |              | <ul style="list-style-type: none"> <li>• Previous planning applications refused- harm to Snape Hill- sporadic development. Appeal upheld- did not contribute to the character of the settlement</li> <li>• Conflicts with services and residential amenity issues</li> <li>• Creation of larger site with 105</li> <li>• Far more land has been submitted than needed, better sites available</li> <li>• Small scale infill development would be consistent with the Council's proposed development rules</li> <li>• North York Moors 3000m to west of Nawton. Sites should be informed by landscape character assessment</li> </ul>  | LGW Mathews<br>Nawton Parish Council<br>Natural England                    |
| 267            |              | <ul style="list-style-type: none"> <li>• Strong boundary edge to the village, incorporates a number of mature trees</li> <li>• May be considered to be a visually important undeveloped area</li> <li>• Development in depth unlikely to be acceptable, and far exceed housing need</li> <li>• Frontage development may be acceptable if the mature trees are taken into account and respected</li> <li>• Outside the village boundary</li> <li>• Impact on residential amenity</li> <li>• Spoil the compact form of the village- infringement of the natural landscape</li> <li>• Ryedale school is already oversubscribed</li> <li>• The primary school is also oversubscribed</li> <li>• Existing route to school is next to a dangerous road, it has to be crossed with limited views</li> <li>• The sites are too big</li> <li>• Development would virtually double size of the village- which has little or no local amenities (unless provided as part of the development)</li> <li>• On rising land west of Beadlam- would be particularly prominent</li> <li>• No need for this scale of development</li> <li>• More suitable sites within the village</li> <li>• Prime agricultural land</li> <li>• If the reason for development is Ryedale School – this should mean development</li> </ul> | Mr and Mrs Teasdale<br>Mr and Mrs Scott<br>P Sutor<br>E B Wilton<br>K Hill |

| <b>Orig. Site No.</b> | <b>New Site No.</b> | <b>Issue</b>   | <b>Respondent</b>  |
|-----------------------|---------------------|--|--|
|                       |                     | <p>is to the south of the A170</p> <ul style="list-style-type: none"> <li>• Traffic implications for the rest of the village</li> </ul>  |  |
| 367                   |                     | <ul style="list-style-type: none"> <li>• Too large site</li> <li>• No services and facilities</li> <li>• Wildlife would be affected</li> <li>• Harome nor Wombledon are Service Villages</li> <li>• Highway constraints- narrow poor roads to settlements</li> <li>• Congestion through parking in Wombledon on the street</li> <li>• Sewerage issues</li> <li>• Loss of good agricultural land</li> <li>• Very isolated from the existing villages of Nawton, Harome or Wombledon not sustainable</li> <li>• Contrary to the principles of the Local Development Framework</li> <li>• Very remote from public sewers and water mains</li> <li>• Struggle to imagine housing on this land-who would it appeal to?</li> <li>• Does not fall within the Council's proposed development rules</li> <li>• Adjacent to woodland. Ecological survey required in this area</li> <li>• Urban block in the middle of nowhere</li> </ul> | <p>Mr and Mrs K Hill<br/>P Sutor<br/>Yorkshire Water<br/>Nawton Parish<br/>Natural England</p> |
| <b>RILLINGTON</b>     |                     |  |  |
| 125                   |                     | <ul style="list-style-type: none"> <li>• Potentially support subject to a review of the detailed plans</li> <li>• More reasonable access routes to the A64, so not heavily impacting on one road</li> <li>• Provide services to cope with additional houses</li> <li>• Wouldn't over extend the village boundary</li> <li>• Already within a relatively built up area so less impact on the countryside and wildlife</li> </ul>  | C Metham   |
| 141                   |                     | <ul style="list-style-type: none"> <li>• Potentially support subject to a review of the detailed plans</li> </ul>  | C Metham   |
| 144                   |                     | <ul style="list-style-type: none"> <li>• Site lies on highest part of the village, will cut off view of Area of High Landscape value</li> </ul>  | T Barugh Southwell<br>M Pindar Simpson   |

| <b>Orig. Site No.</b> | <b>New Site No.</b> | <b>Issue</b>  | <b>Respondent</b>  |
|-----------------------|---------------------|---|--|
|                       |                     | <ul style="list-style-type: none"> <li>• Much wildlife</li> <li>• Road to the A64 is very narrow and high levels of farm traffic</li> <li>• Two vehicles have difficulty passing</li> <li>• The junction is bad for the A64</li> <li>• Drainage and surface water/flooding issues</li> <li>• More traffic already with Southlea being built up</li> <li>• Potentially support subject to a review of the detailed plans</li> <li>• Impact on residential amenity –loss of view</li> <li>• Concerned about the scale of development and the impact that this would have on the existing facilities- in particular schooling and drainage</li> <li>• Rillington already had a large number of developments recently- not much more scope for expansion</li> </ul> | C Metham<br>S Simpson                                      |
| 175                   |                     | <ul style="list-style-type: none"> <li>• Potentially support subject to a review of the detailed plans</li> </ul>   | C Metham   |
| 176                   |                     | <ul style="list-style-type: none"> <li>• Low Moorgate is too narrow, frequented by agricultural plant, with bends and poor visibility- dangerous for residents- many of whom are elderly</li> <li>• All this development will lead to a loss of village character- it will turn into a town</li> <li>• Need to retain green spaces</li> <li>• The Street has original houses and trees</li> <li>• Land of ours is included, no strong objections to some of the site being developed, but not to the extent proposed</li> <li>• Potentially support subject to a review of the detailed plans</li> </ul>  | C Coxon<br>Mr and Mrs R Bellfield<br>C Metham              |
| 182                   |                     | <ul style="list-style-type: none"> <li>• Low Moorgate is too narrow, frequented by agricultural plant, with bends and poor visibility- dangerous for residents- many of whom are elderly</li> <li>• Potentially support subject to a review of the detailed plans</li> </ul>  | C Coxon<br>C Metham  |
| 223                   |                     | <ul style="list-style-type: none"> <li>• Too big for needs required by the village</li> <li>• Increase in the village boundary is unacceptable</li> <li>• Make village a small town</li> <li>• Take away valuable agricultural land</li> <li>• Impact on enjoyment of countryside and wildlife</li> </ul>   | C Metham<br>C Coxon<br>Yorkshire Water<br>English Heritage |

| Orig. Site No. | New Site No. | Issue   | Respondent   |
|----------------|--------------|---|--|
|                |              | <ul style="list-style-type: none"> <li>• Increase congestion on A64</li> <li>• Access roads not suitable</li> <li>• Can the school accommodate this development?</li> <li>• Where would the employment opportunities be – create commuters extra traffic and congestion.</li> <li>• Low Moorgate is too narrow, frequented by agricultural plant, with bends and poor visibility- dangerous for residents- many of whom are elderly</li> <li>• Foul sewer present- will need to relocate or site layout reflect infrastructure</li> <li>• Area adjoins the curtilage of Park Farmhouse. Grade II Listed. Need to ensure character and setting of building</li> </ul>  |  |
| 231            |              | <ul style="list-style-type: none"> <li>• Concerns regarding location of site in relation to the settlement hierarchy</li> <li>• Ecological survey advised with an assessment of landscape and visual impact to inform the location and focus of the site</li> <li>• No relationship with the existing development community</li> <li>• Significant impact on the strategic road network, would require mitigation, improvements to the SRN are a last resort. Instead, a range of sustainable transport options developed through use of travel plans.</li> <li>• Too big for needs required by the village</li> <li>• Increase in the village boundary is unacceptable</li> <li>• Make village a small town</li> <li>• Take away valuable agricultural land</li> <li>• Impact on enjoyment of countryside and wildlife</li> <li>• Increase congestion on A64</li> <li>• Access roads not suitable</li> <li>• Can the school accommodate this development?</li> <li>• Where would the employment opportunities be – create commuters extra traffic and congestion.</li> </ul> | <p>Natural England<br/> A Crosser<br/> Highways Agency<br/> C Metham</p> |
| 232            |              | <ul style="list-style-type: none"> <li>• Too big for needs required by the village</li> <li>• Increase in the village boundary is unacceptable</li> </ul>   | <p>C Metham<br/> Yorkshire Water<br/> Highways Agency</p>                |

| Orig. Site No. | New Site No. | Issue   | Respondent  |
|----------------|--------------|---|---|
|                |              | <ul style="list-style-type: none"> <li>• Make village a small town</li> <li>• Take away valuable agricultural land</li> <li>• Impact on enjoyment of countryside and wildlife</li> <li>• Increase congestion on A64</li> <li>• Access roads not suitable</li> <li>• Can the school accommodate this development?</li> <li>• Where would the employment opportunities be – create commuters extra traffic and congestion.</li> <li>• Pumped sewer, sewers would need diverting or site layout reflect infrastructure</li> <li>• Significant impact on the strategic road network, would require mitigation, improvements to the SRN are a last resort. Instead, a range of sustainable transport options developed through use of travel plans.</li> <li>• Footpath runs through it</li> <li>• Ecological survey advised with a landscape and visual impact assessment</li> <li>• No relationship with existing development/community</li> <li>• Too many sites of large scale, harm the character of the village</li> </ul> | <p>Natural England<br/>A Crosser<br/>AK Bramley</p> |
| 233            |              | <ul style="list-style-type: none"> <li>• More acceptable, and probably support subject to a review of the detailed plans</li> <li>• More reasonable access routes to the A64 (not impacting on one road alone)</li> <li>• Offer good opportunities of housing</li> <li>• Wouldn't over extend the village boundary</li> <li>• Area already built up so less impact on countryside and wildlife</li> <li>• Church Farmhouse is grade II Listed, and it will be necessary to ensure that this site can be developed in a manner which would safeguard the special character and setting of the building</li> </ul>  | <p>C Metham<br/>English Heritage</p>                |
| 255            |              | <ul style="list-style-type: none"> <li>• Should be for residential development only- not suitable for employment</li> <li>• Low Moorgate is too narrow, frequented by agricultural plant, with bends and poor visibility- dangerous for residents- many of whom are elderly</li> </ul>  | <p>S Pratt<br/>C Coxon</p>                          |
| 286            |              | <ul style="list-style-type: none"> <li>• Potentially support subject to review of more detailed plans</li> <li>• Low Moorgate is too narrow, frequented by agricultural plant, with bends and poor</li> </ul>   | <p>C Metham<br/>C Coxon</p>                         |

| <b>Orig. Site No.</b> | <b>New Site No.</b> | <b>Issue</b>   | <b>Respondent</b>                                     |
|-----------------------|---------------------|--|---|
|                       |                     | visibility- dangerous for residents- many of whom are elderly <ul style="list-style-type: none"> <li>• Land of ours is included within the site</li> <li>• Not have strong objections to development of some of our land, question amount of our garden needed</li> </ul>  | Mr and Mrs R Bellfield                                |
| 290                   |                     | <ul style="list-style-type: none"> <li>• More acceptable, and probably support subject to a review of the detailed plans</li> <li>• More reasonable access routes to the A64 (not impacting on one road alone)</li> <li>• Offer good opportunities of housing</li> <li>• Wouldn't over extend the village boundary</li> <li>• Area already built up so less impact on countryside and wildlife</li> <li>• Site abuts boundary of Iron Age Barrow Cemetery. Will be necessary to demonstrate no harm through development of this site to the character and setting of this monument.</li> </ul> | C Metham<br>English Heritage                          |
| 291                   |                     | <ul style="list-style-type: none"> <li>• Low Moorgate is too narrow, frequented by agricultural plant, with bends and poor visibility- dangerous for residents- many of whom are elderly</li> <li>• Village should stay a village not a small town</li> <li>• Green spaces are important and should be kept</li> <li>• Low Moorgate, original houses and trees</li> <li>• Potential residential amenity issues</li> <li>• Potentially support subject to review of more detailed plans</li> </ul>  | C Coxon<br>C Metham                                   |
| 292                   |                     | <ul style="list-style-type: none"> <li>• Low Moorgate is too narrow, frequented by agricultural plant, with bends and poor visibility- dangerous for residents- many of whom are elderly</li> <li>• Too many sites submitted off Low Moorgate, will spoil the character and appearance of the village</li> <li>• Better areas are available for development</li> <li>• Potentially support subject to review of more detailed plans</li> </ul>   | C Coxon<br>A K Bramley<br>C Metham                    |
| 370                   |                     | <ul style="list-style-type: none"> <li>• Site is suitable for housing development</li> <li>• Any development would need to integrate the public footpath into the scheme as it is an important route linking Rillington to Wintringham and should not be diverted or crossed by roads</li> </ul>   | D Crease<br>C Metham<br>S Simpson<br>English Heritage |

| Orig. Site No.  | New Site No. | Issue   | Respondent   |
|-----------------|--------------|---|--|
|                 |              | <ul style="list-style-type: none"> <li>• More acceptable, and probably support subject to a review of the detailed plans</li> <li>• More reasonable access routes to the A64 (not impacting on one road alone)</li> <li>• Offer good opportunities of housing</li> <li>• Wouldn't over extend the village boundary</li> <li>• Area already built up so less impact on countryside and wildlife</li> <li>• Object- access dangerous</li> <li>• Public footpath could be adversely affected</li> <li>• Site lies wholly within the Scheduled Monument of the Iron Age Barrow Cemetery, development would conflict with national policy and would be opposed by English Heritage</li> </ul>  |  |
| 412             |              | <ul style="list-style-type: none"> <li>• Site adjoins the curtilage of Park View a grade II Listed Building. Development proposals will need to safeguard the special character and setting of this building</li> <li>• Previous planning application was refused</li> <li>• No safe access point to this site potential access off a narrow point and bend in road</li> <li>• Harm to residential amenity through light and noise</li> <li>• Low Moorgate is too narrow, frequented by agricultural plant, with bends and poor visibility- dangerous for residents- many of whom are elderly</li> <li>• The village should remain as such and not become a small town</li> <li>• Need to retain green spaces, they are important</li> <li>• Low Moorgate- with original houses and trees</li> <li>• No current means of exit or entry</li> <li>• Fields outside the village boundaries should not be built on</li> <li>• Potentially support subject to review of more detailed plans</li> </ul> | English Heritage<br>J Simpson<br>C Coxon<br>C Metham |
| 441             |              | <ul style="list-style-type: none"> <li>• Streams running in close proximity, in severe weather conditions they have flooded- the land cannot support a build</li> <li>• Field flooded 5 times in 40 years, further development could increase flooding issues for neighbouring properties that have nearly flooded</li> </ul>   | J and M Collins<br>R J Hill                          |
| <b>SHERBURN</b> |              |   |  |

| <b>Orig. Site No.</b> | <b>New Site No.</b> | <b>Issue</b>  | <b>Respondent</b> |
|-----------------------|---------------------|---|-------------------|
| 12                    |                     | <ul style="list-style-type: none"> <li>• No sites should be developed</li> <li>• Development would spoil the country-feel and wildlife</li> <li>• No need for housing in the village</li> </ul>   |                   |
| 71                    |                     | <ul style="list-style-type: none"> <li>• No sites should be developed</li> <li>• Development would spoil the country-feel and wildlife</li> <li>• No need for housing in the village</li> <li>• Good site for larger development of mixed housing</li> <li>• Dry sound land</li> <li>• Easy access to roads</li> </ul>  | RGP Mason         |
| 74                    |                     | <ul style="list-style-type: none"> <li>• No sites should be developed</li> <li>• Development would spoil the country-feel and wildlife</li> <li>• No need for housing in the village</li> <li>• Outside development area</li> <li>• Area of national archaeological importance</li> </ul>   |                   |
| 77                    |                     | <ul style="list-style-type: none"> <li>• Outbuildings to rear of Corner Farmhouse are grade II Listed, development of the site will need to ensure that the special character and setting of these buildings is safeguarded</li> <li>• No sites should be developed</li> <li>• Development would spoil the country-feel and wildlife</li> <li>• No need for housing in the village</li> </ul> | English Heritage  |
| 126                   |                     | <ul style="list-style-type: none"> <li>• No sites should be developed</li> <li>• Development would spoil the country-feel and wildlife</li> <li>• No need for housing in the village</li> </ul>   |                   |
| 251                   |                     | <ul style="list-style-type: none"> <li>• No sites should be developed</li> <li>• Development would spoil the country-feel and wildlife</li> <li>• No need for housing in the village</li> <li>• Good site on sound dry land</li> <li>• Previously developed</li> <li>• Good access achievable</li> </ul>  | RGP Mason         |

| <b>Orig. Site No.</b> | <b>New Site No.</b> | <b>Issue</b>   | <b>Respondent</b>   |
|-----------------------|---------------------|--|---|
| 253                   |                     | <ul style="list-style-type: none"> <li>• Adjacent to the curtilage of the Brewery House on High St. Grade II Listed Building. Will need to ensure that development safeguards the special character and setting of this building</li> <li>• Sewer, retention tank and overflow sewer. Sewers need diverting or site layout to reflect infrastructure</li> <li>• No sites should be developed</li> <li>• Development would spoil the country-feel and wildlife</li> <li>• No need for housing in the village</li> </ul> | English Heritage<br>Yorkshire Water                             |
| 258                   |                     | <ul style="list-style-type: none"> <li>• 225 mm Sewer will require relocation or site layout to reflect infrastructure</li> <li>• No sites should be developed</li> <li>• Development would spoil the country-feel and wildlife</li> <li>• No need for housing in the village</li> </ul>   | Yorkshire Water   |
| 264                   |                     | <ul style="list-style-type: none"> <li>• No sites should be developed</li> <li>• Development would spoil the country-feel and wildlife</li> <li>• No need for housing in the village</li> </ul>  |   |
| 283                   |                     | <ul style="list-style-type: none"> <li>• No sites should be developed</li> <li>• Development would spoil the country-feel and wildlife</li> <li>• No need for housing in the village</li> </ul>  |   |
| 348                   |                     | <ul style="list-style-type: none"> <li>• No sites should be developed</li> <li>• Development would spoil the country-feel and wildlife</li> <li>• No need for housing in the village</li> <li>• Considered to have a significant impact on the strategic road network which will require mitigation. Improvements to the SRN are only as a last resort. Instead sustainable transport choices need to be developed through the use of Travel Plans.</li> </ul>   | Highways Agency   |
| <b>SHERIFF HUTTON</b> |                     |  |   |
| 51                    |                     | <ul style="list-style-type: none"> <li>• Adjacent to the Ebor Way. Development should avoid any negative impact on the use of the Ebor Way</li> <li>• Site abuts the edge of the Sheriff Hutton Conservation Area, and church yard of</li> </ul>   | Natural England<br>English Heritage<br>Yorkshire Wildlife Trust |

| <b>Orig. Site No.</b> | <b>New Site No.</b> | <b>Issue</b>   | <b>Respondent</b>  |
|-----------------------|---------------------|--|--|
|                       |                     | <p>the Grade I listed Church of St Helen and the Holy Cross. Also 75m from a Scheduled monument. Need to demonstrate that the loss of this currently largely open area through development could be achieved in a manner which preserved and enhanced the character of the Conservation Area, the settings of both the Listed Church and scheduled monument</p> <ul style="list-style-type: none"> <li>• Border or include SINC sites</li> <li>• Outside village boundaries</li> </ul>     | Mr and Mrs D King  |
| 70                    |                     | <ul style="list-style-type: none"> <li>• Will encourage urban sprawl- should be discouraged</li> <li>• Outside village boundaries</li> </ul>   | Mr and Mrs D king  |
| 75                    |                     | <ul style="list-style-type: none"> <li>• Considered to have a significant impact on the Strategic Road Network, which would require mitigation. Improvements to the SRN are only considered as a last resort. Sustainable transport options need to be provided through Travel Plans</li> <li>• Should never have been allowed in the first place- should not expand</li> <li>• When will the screening be in place</li> <li>• Outside village boundaries</li> </ul>                       | Highways Agency<br>Mr and Mrs D King   |
| 101                   |                     | <ul style="list-style-type: none"> <li>• Outside village boundaries</li> <li>• Site abuts the edge of the Sheriff Hutton Conservation Area, and the Castle, a Scheduled monument. Need to demonstrate that the loss of this currently largely open area through development could be achieved in a manner which preserved and enhanced the character of the Conservation Area, the setting of the scheduled monument.</li> </ul>   | Mr and Mrs D King<br>English Heritage  |
| <b>SLINGSBY</b>       |                     |  |  |
| 427                   |                     | <ul style="list-style-type: none"> <li>• Next to and part of the site of a Scheduled Monument</li> <li>• Currently a sportsfield and recreation area used by children and school- convenient in its location- valued facility</li> <li>• Important view from the west (seen from the main road) which would be blocked by housing. The Church, Castle and Old Rectory are framed beautifully on the skyline across fields</li> <li>• It floods near the stream 3-4 times a year</li> </ul> | M Mackinder<br>B Clark<br>J Clark<br>A Leogue<br>L Craggs<br>G Brooks<br>A Crosser<br>Slingsby, South Holme and Fryton |

| Orig. Site No. | New Site No. | Issue  | Respondent   |
|----------------|--------------|--|--|
|                |              | <ul style="list-style-type: none"> <li>• Drainage and flooding issues in the village</li> <li>• Loss of character to the settlement if further housing is developed</li> <li>• Harm to residential amenity</li> <li>• Building outside towns only increases carbon emissions</li> <li>• The school will not be able to cope with further development</li> <li>• Not supported by the Parish Council</li> <li>• Limited affordable housing required in Slingsby and village should grow incrementally at a modest rate</li> <li>• Sites represent piecemeal enlargement without overall strategy or vision</li> <li>• Concerned about village being turned into a small town</li> <li>• Car parking of any development needs to be adequate</li> <li>• Parish Council is not supportive of further street lighting</li> <li>• Infrastructure – utility and drainage are struggling, power is sometimes lost, Footpaths are in a poor state of repair – need to have a strategy to address this</li> <li>• Need to consider the implications of an ageing population, need for sheltered accommodation and affordable housing being <b>stricted</b> tied to those will village connection</li> <li>• Concerned about the flooding implications from Wath Beck</li> <li>• Site abuts the edge of the Slingsby Conservation Area, and has Listed Buildings to its east and south, including the ruins of Slingsby Castle which is a Scheduled Monument. Would need to demonstrate that the loss of this currently open area and development could preserve the character and setting of the Conservation Area, important views into and out of it, and the setting of both surrounding Listed Buildings and Scheduled Monuments</li> </ul> | Parish Council<br>English Heritage<br>K Lurvey<br>F Farnell  |
| 428            |              | <ul style="list-style-type: none"> <li>• Access is difficult and dangerous already</li> <li>• Drains cannot cope with existing surface water</li> <li>• Harm residential amenity (and consequent impacts on property value)</li> <li>• Slingsby has been developed to its limits further development would spoil its character</li> <li>• Building out of town increases carbon dioxide emissions</li> </ul>   | A Leogue<br>B Clarke<br>J Clarke<br>L Craggs<br>Slingsby, South Holme and Fryton<br>Parish Council |

| Orig. Site No. | New Site No. | Issue   | Respondent   |
|----------------|--------------|---|--|
|                |              | <ul style="list-style-type: none"> <li>• Sites OK for development</li> <li>• Like to have the development line changed from behind the paddock and agricultural buildings to behind the garden and car space if Maple Cottage and car spaces belonging to Beecroft Cottage, this would reduce the impact on the Listed Buildings, and allow the land to be preserved as such, and there are access issues</li> <li>• Subject to an application which was refused</li> <li>• School would not accommodate more pupils</li> <li>• Not supported by the Parish Council</li> <li>• Limited affordable housing required in Slingsby and village should grow incrementally at a modest rate</li> <li>• Sites represent piecemeal enlargement without overall strategy or vision</li> <li>• Concerned about village being turned into a small town</li> <li>• Car parking of any development needs to be adequate</li> <li>• Parish Council is not supportive of further street lighting</li> <li>• Infrastructure – utility and drainage are struggling, power is sometimes lost, Footpaths are in a poor state of repair – need to have a strategy to address this</li> <li>• Need to consider the implications of an ageing population, need for sheltered accommodation and affordable housing being <b>stricted</b> tied to those will village connection</li> <li>• This site could be developed without too much of an impact on the village, but there does not seem to be much of an access, and the illustrated scheme seems dense</li> <li>• Backland development- blight properties in Railway Street and harm aspect for caravan site- making it less attractive to tourists</li> <li>• Site too large for Railway Street</li> <li>• Site abuts the edge of the Slingsby Conservation Area, and the curtilage of grade II listed Rose Cottage. It would need to be demonstrated that the loss of this currently open area could be achieved in a manner which preserved the character of the adjacent conservation area, important views into and out of it, and the</li> </ul> | <p>M Mackinder<br/> G Brooks<br/> P K Simpson<br/> English Heritage<br/> F Farnell<br/> P Snowball</p> |

| Orig. Site No. | New Site No. | Issue   | Respondent   |
|----------------|--------------|---|--|
|                |              | setting of the Listed Building <ul style="list-style-type: none"> <li>Slingsby has seen two large housing developments in the last twenty years, and they were to assist in providing affordable homes- and this hasn't happened</li> </ul>   |  |
| 429            |              | <ul style="list-style-type: none"> <li>Two traditional farm steads and Listed- attractive examples of their type and it would be a pity to see them go</li> <li>Limited affordable housing required in Slingsby and village should grow incrementally at a modest rate</li> <li>Parish Council recommends development site 430 and to lesser extent 429.</li> <li>Sites as a whole represent piecemeal enlargement without overall strategy or vision</li> <li>Concerned about village being turned into a small town</li> <li>Car parking of any development needs to be adequate</li> <li>Parish Council is not supportive of further street lighting</li> <li>Infrastructure – utility and drainage are struggling, power is sometimes lost, Footpaths are in a poor state of repair – need to have a strategy to address this</li> <li>Need to consider the implications of an ageing population, need for sheltered accommodation and affordable housing being <b>stricted</b> tied to those will village connection</li> <li>Good use of the farm yard</li> <li>Concerned about the wider surface water drainage issues in the village</li> <li>Consider Slingsby has seen enough development recently, further development harm character, stress infrastructure (school) and increase carbon emissions</li> <li>Within Slingsby Conservation Area, includes two grade II Listed Buildings. It will be necessary to demonstrate intensification of development will preserve the character of the conservation area, and the special character and setting of the Listed buildings. Buildings which made a positive contribution to the character of the Conservation Area should be retained, also lies within 35m of the Scheduled Monument Slingsby Castle, the setting of which needs to be preserved.</li> <li>Modest scale of development that the village can absorb without damage to the character of the building</li> </ul> | M Mackinder<br>Slingsby, South Holme and Fryton<br>Parish Council<br>F Farnell<br>A Leogue<br>B Clarke<br>J Clarke<br>L Craggs<br>English Heritage<br>G Brooks<br>P Snowball |

| Orig. Site No. | New Site No. | Issue   | Respondent  |
|----------------|--------------|---|---|
|                |              | <ul style="list-style-type: none"> <li>• No further development in Slingsby until the drainage and sewerage systems are upgraded to cope with the extra flow.</li> <li>• There are traffic/access implications</li> <li>• Recently developments have not meet housing needs i.e. cheaper housing for first time buyers etc</li> </ul>   |   |
| 430            |              | <ul style="list-style-type: none"> <li>• Support</li> <li>• Adjacent to the Howardian Hills AONB. Should be informed by Landscape character assessment</li> <li>• Western part of the site lies within the Slingsby Conservation Area, and within 100m of Iron Age Barrow Cemetery a Scheduled Monument. Any development would need to demonstrate that the loss of this currently open area preserved the character of the Conservation Area and the setting of the Scheduled Monument</li> <li>• Ideal site but too many houses proposed in plans</li> <li>• Concerned about the drainage and surface water flooding implications of the development of this site</li> <li>• Concerned about the inability of the village to be serviced by digital services and mobile phone coverage is poor, and broad band is slow</li> <li>• No- distracts from the entrance to the village</li> <li>• No further development in Slingsby until the drainage and sewerage systems are upgraded to cope with the extra flow.</li> <li>• There are traffic/access implications</li> <li>• Recently developments have not meet housing needs i.e. cheaper housing for first time buyers etc</li> <li>• Landscaping has improved the appearance of the modern housing</li> <li>• The Balk now represents on only two vistas over the countryside from a public highway within the village envelope. If this is lost the village will become less of a rural retreat.</li> <li>• Potential conflict with the neighbouring caravan site</li> <li>• Village has already seen a considerable amount of development recently concerned about further development impacting on character, harming residential</li> </ul> | <p>Natural England<br/> English Heritage<br/> F Farnell<br/> Mr and Mrs Batley<br/> B Clarke<br/> J Clarke<br/> G Brooks<br/> A Leogue<br/> L Craggs<br/> Slingsby, South Holme and Fryton<br/> Parish Council<br/> R Palmer-Bunting<br/> M Mackinder</p> |

| Orig. Site No. | New Site No. | Issue  | Respondent   |
|----------------|--------------|--|--|
|                |              | <p>amenity, increase carbon emissions</p> <ul style="list-style-type: none"> <li>• Concerned about ability of village infrastructure to accommodate development</li> <li>• Parish Council recommends development site 430 and to lesser extent 429.</li> <li>• Any development should be set back from the Balk to the west at the same distance as Balkside is set back from the east. This would make the entrance to the village symmetrical, but would reduce the area available for housing.</li> <li>• Sites as a whole represent piecemeal enlargement without overall strategy or vision</li> <li>• Concerned about village being turned into a small town</li> <li>• Car parking of any development needs to be adequate</li> <li>• Parish Council is not supportive of further street lighting</li> <li>• Infrastructure – utility and drainage are struggling, power is sometimes lost, Footpaths are in a poor state of repair – need to have a strategy to address this</li> <li>• Need to consider the implications of an ageing population, need for sheltered accommodation and affordable housing being strictly tied to those will village connection</li> <li>• Believe there may be archaeological remains</li> <li>• Access concerns</li> <li>• Logical site to develop- modern developed side of the village, and could be developed without too much loss of views and amenity</li> </ul> |  |
| 444            |              | <ul style="list-style-type: none"> <li>• Is there a will to join up Slingsby to Fryton? Jumping on to the possibility of development of 427. Clearly a wish for new town status- should be an eco-town application</li> <li>• Not in favour- liable to flood- problems with Wath Beck</li> <li>• Out of character on that side of the village</li> <li>• Extends the village boundary too far</li> <li>• Detached from the Village</li> <li>• Affect western views</li> <li>• Not supported by the Parish Council</li> <li>• Council acknowledges the need for modest small scale development to meet</li> </ul>   | <p>G Brooks<br/> F Farnell<br/> M Mackinder<br/> Slingsby, South Holme and Fryton<br/> Parish Council<br/> A Crosser<br/> B Clarke<br/> J Clarke<br/> L Craggs<br/> A League</p> |

| Orig. Site No. | New Site No. | Issue   | Respondent                                  |
|----------------|--------------|---|---|
|                |              | <p>local needs</p> <ul style="list-style-type: none"> <li>• Sites as a whole represent piecemeal enlargement without overall strategy or vision</li> <li>• Concerned about village being turned into a small town</li> <li>• Car parking of any development needs to be adequate</li> <li>• Parish Council is not supportive of further street lighting</li> <li>• Infrastructure – utility and drainage are struggling, power is sometimes lost, Footpaths are in a poor state of repair – need to have a strategy to address this</li> <li>• Need to consider the implications of an ageing population, need for sheltered accommodation and affordable housing being strictly tied to those will village connection</li> <li>• It has no relationship to the existing village lay out</li> <li>• Do not support</li> <li>• Singsby has already seen sufficient development with three schemes in the last 30 years</li> <li>• New development could significantly harm the village and residential amenity</li> <li>• Increase carbon dioxide emissions as people rely on cars</li> <li>• No further houses to be built until the drainage and sewerage infrastructure is improved</li> <li>• Previous schemes have not helped meet affordable housing need</li> <li>• There are traffic issues with the scheme</li> <li>• The schemes are brought forward to fill Castle Howard’s coffers not for the meaningful benefit of the village</li> <li>• No current need- schemes approved not built, houses on market for two years</li> <li>• Valuable land with recreational uses- including playing fields sport England should be consulted</li> <li>• The digital connections and mobile reception is very poor</li> <li>• Flooding issues</li> </ul> | <p>P Snowball<br/>Mr and Mrs Batley</p>     |
| 464            |              | <ul style="list-style-type: none"> <li>• Adjacent to Howardian Hills AONB, Sites should be informed by Landscape character assessment</li> </ul>  | <p>Natural England<br/>R Palmer-Bunting</p> |

| Orig. Site No.              | New Site No. | Issue  | Respondent   |
|-----------------------------|--------------|--|--|
|                             |              | <ul style="list-style-type: none"> <li>• There may be archaeological remains on site</li> <li>• Concerned about access to the area</li> </ul>  |  |
| <b>STAXTON AND WILLERBY</b> |              |  |  |
| 69                          |              | <ul style="list-style-type: none"> <li>• Site is very close to traffic lights where there was a fatal accident with a bus with failed brakes- if houses had been there it would have been much worse</li> <li>• Drainage issues</li> <li>• The village is already big enough- further development would harm the character</li> <li>• Facilities aren't sufficient</li> <li>• Housing development should be based in the market towns, where infrastructure and transport links already exist</li> <li>• Many properties have been for sale for some time in the village</li> <li>• If a housing estate is built- it would not be a village</li> <li>• Concerns about impact on wildlife</li> <li>• Where would the new residents come from?</li> <li>• School already full</li> <li>• Rural, agricultural village - working farms- heavy machinery</li> <li>• There isn't the physical infrastructure to support this development</li> <li>• No identifiable access</li> <li>• Would need a substantial investment in the village- utilities updated, shopping, mains gas, off road parking, improve existing roads and access to the village, permanent improvement to the school and local occupany subsidy to keep young people in the area</li> <li>• Possible infill site</li> <li>• People would complain about the rural noise and smell which if they arer not used to such things living in a rural area.</li> </ul> | A Ridsdale<br>Mr and Mrs P Burrows<br>B Gunshon<br>A Dury<br>A Gunshon<br>E Stephens<br>S Johnson<br>A White<br>S Blowman<br>L Ellis<br>G Sutton<br>Willerby Parish Council<br>Rev. K Holding<br>A Bycroft<br>S Ridsdale<br>J Casemore<br>J. G and G Davies<br>K Ridsdale<br>K F Stephenson<br>B Younger<br>A Jeffels<br>B Archer<br>P Pollitt<br>S Dodd<br>J Broadbent<br>J Napthine<br>G Welch |

| Orig. Site No. | New Site No. | Issue | Respondent  |
|----------------|--------------|-------|---|
|                |              |       | G Welch<br>C Jeffels<br>A Hutchinson<br>S Ogilvy<br>L Gardiner<br>M Stephenson<br>A De la Porte<br>L Carroll<br>S Forbes<br>L Sadler<br>S Bilton<br>P Major<br>D H Brown<br>J Hutchinson<br>O White<br>C White<br>M Bowes<br>C Cowton<br>M Pawson<br>M Wildblood<br>L Hindle<br>M Harrison<br>W Ellis<br>A Wilks<br>L Bell<br>L Auckland<br>K Winter<br>J P Naphine<br>H Fenton<br>M Grayshan<br>C Grayshan |

| Orig. Site No. | New Site No. | Issue  | Respondent   |
|----------------|--------------|--|--|
| 72             |              | <ul style="list-style-type: none"> <li>• Area of wetlands and meadows- thus drainage issues</li> <li>• Lack of amenities- the village has a small butchers and shell garage shop (which isn't used as to do so would mean crossing the A64) long waiting times for doctors surgery at Sherburn</li> <li>• School is too small to accommodate pupils from this new development</li> <li>• Could accommodate some development linked from Ings Close</li> <li>• Support</li> <li>• Came to live in a rural area, but there are no facilities for teenagers and so there has been antisocial behaviour</li> <li>• Existing properties for sale for quite a while</li> <li>• Traffic increase would have adverse impact on residential amenity.</li> <li>• Good site to be included</li> <li>• Existing housing can link into the proposed site</li> <li>• Recognises the designation that Staxton and Willberby are a Service Village</li> <li>• Within existing village line</li> <li>• Would not disrupt the A64</li> <li>• Ideal location for Wolds, coast and city of York and Hull- giving local people more choice</li> <li>• Main street is already narrow and congested</li> <li>• The public transport is often full in the summer</li> <li>• Will disturb and harm wildlife</li> <li>• Who would be moving into these new homes?</li> <li>• Concerned about increased development harming character of a rural village</li> <li>• We do not want to be like Eastfield</li> <li>• Concerned about drainage issues</li> <li>• Such a large site</li> <li>• No facilities for children</li> <li>• Existing roads are too narrow</li> </ul> | <p>D Henshaw<br/> C M Wilkinson<br/> E D Major<br/> E Pearson<br/> A Bycroft<br/> Mr and Mrs P Burrows<br/> M Stonehouse<br/> S Sims<br/> B Gunshon<br/> A Dury<br/> A Gunshon<br/> M Bennison<br/> S Edwards<br/> J Keegan<br/> P Richards<br/> S Richards<br/> S Richards<br/> J Dodd<br/> N Barnes<br/> J Barnes<br/> J Hutchinson<br/> S Johnson<br/> J Bulman<br/> I Bulman<br/> L Alexander<br/> T Alexander<br/> R Whitehead<br/> P &amp; A Smith<br/> S Lloyd<br/> A Jackson</p> |

| Orig. Site No. | New Site No. | Issue  | Respondent   |
|----------------|--------------|--|--|
|                |              | <ul style="list-style-type: none"> <li>• Use smaller infill sites</li> <li>• Within Conservation Area</li> <li>• What does affordable housing really mean?</li> <li>• Increased traffic-environmental concerns</li> <li>• Where will people work?</li> <li>• Rural, agricultural village - working farms- heavy machinery</li> <li>• Surface water drainage concerns for property and agricultural activities</li> <li>• Loss of views (general amenity and harm to property values)</li> <li>• Take on board what the community needs now.</li> <li>• A sympathetic, infill brownfield site would be better.</li> <li>• Would need a substantial investment in the village- utilities updated, shopping, mains gas, off road parking, improve existing roads and access to the village, permanent improvement to the school and local occupany subsidy to keep young people in the area</li> <li>• Pressure on existing utilities already get power outages and poor water pressure.</li> <li>• Emergency services would be compromised.</li> <li>• Recognise the need for some housing but at a scale that the existing village and its infrastructure can cope with</li> <li>• Harm community spirit of the village</li> <li>• People would complain about the rural noise and smell which if they arer not used to such things living in a rural area.</li> <li>• Good farming land</li> <li>• It would be better to built a new village with appropriate facilities, services and build in a environmentally sensitive way</li> </ul> | <p>J N Cooper<br/> G Sly<br/> B Pinder<br/> T More<br/> A White<br/> Mr and Mrs Flinton<br/> B White<br/> S Blowman<br/> A Blowman<br/> P Blowman<br/> L Ellis<br/> G Sutton<br/> Willerby Parish Council<br/> C J Belt<br/> Rev. K Holding<br/> A Bycroft<br/> S Ridsdale<br/> J. G and G Davies<br/> K Ridsdale<br/> J Grover<br/> J Grover<br/> R Grover<br/> K F Stephenson<br/> B Younger<br/> A Jeffels<br/> G Grover<br/> B Archer<br/> R Burlinson<br/> P Pollitt<br/> J Broadbent<br/> J Napthine</p> |

| Orig. Site No. | New Site No. | Issue | Respondent   |
|----------------|--------------|-------|--|
|                |              |       | C Whitehead<br>G Welch<br>G Welch<br>M Richardson<br>R Boothby<br>A Hutchinson<br>S Ogilvy<br>L Gardiner<br>M Stephenson<br>A De la Porte<br>K Stadworth<br>C Humble<br>J Foster<br>M Liversidge<br>L Carroll<br>S Forbes<br>L Sadler<br>S Pacey<br>C Jeffels<br>D Joy<br>S Bilton<br>P Major<br>D H Brown<br>J Locking<br>A Blackborrow<br>J Hutchinson<br>O White<br>C White<br>N Pickard<br>M Bowes<br>N Hargreaves |

| Orig. Site No. | New Site No. | Issue | Respondent   |
|----------------|--------------|-------|--|
|                |              |       | D Pacey<br>C Cowton<br>M Pawson<br>R Pawson<br>R A Sargeant<br>M Wildblood<br>L Hindle<br>S Flinton<br>P Yardley<br>M Harrison<br>C Eade<br>W Ellis<br>A Wilks<br>L Bell<br>D Scott-Hawkin<br>A Bycroft<br>L Auckland<br>S Rusling<br>K Winter<br>T Webb<br>J P Naphine<br>M Birdsall<br>J Birdsall<br>B Rusling<br>N Auckland<br>M Johnson<br>K Johnson<br>J Beadnell<br>H Fenton<br>N Braviner<br>Mr and Mrs B H Heaps |

| Orig. Site No. | New Site No. | Issue   | Respondent   |
|----------------|--------------|---|--|
|                |              |   | R and J Heaps<br>M Gulbitis<br>M Grayshan<br>C Grayshan<br>C Lightowler<br>J Scaife<br>W Rouse   |
| 112            |              | <ul style="list-style-type: none"> <li>• Natural area of wetlands and meadows, wild plants- shame to lose them</li> <li>• Lack of amenities- the village has a small butchers and shell garage shop (which isn't used as to do so would mean crossing the A64) long waiting times for doctors surgery at Sherburn</li> <li>• School is too small to meet this proposed housing</li> <li>• This site would overwhelm the village</li> <li>• Yes</li> <li>• Village has already substantially grown- with adverse impacts</li> <li>• A number of properties are for sale and cannot be sold</li> <li>• It will no longer be a village if a housing estate is built</li> <li>• Residential amenity impacts from increased traffic</li> <li>• Site is poor draining</li> <li>• Impacts on wildlife</li> <li>• Expensive fuel as not on mains gas</li> <li>• Would extend an existing site in a service village</li> <li>• Road on housing estate links up to the proposed site</li> <li>• Good site to be included</li> <li>• Wouldn't alter the outline of the village</li> <li>• Wouldn't disrupt the A64</li> <li>• Ideal location for access to the Wolds, Coast and city of York and Hull</li> <li>• Making work comutable whilst living rurally- giving local people more choice</li> </ul> | D Henshaw<br>C M Wilkinson<br>E D Major<br>E Pearson<br>A Byecroft<br>Mr and Mrs P Burrows<br>M Stonehouse<br>S Sims<br>B Gunshon<br>A Dury<br>A Gunshon<br>M Bennison<br>S Edwards<br>J Keegan<br>P Richards<br>S Richards<br>S Richards<br>Natural England<br>J Dodd<br>N Barnes<br>J Barnes<br>J Hutchinson |

| Orig. Site No. | New Site No. | Issue   | Respondent  |
|----------------|--------------|---|---|
|                |              | <ul style="list-style-type: none"> <li>• Main Street narrow and congested</li> <li>• Public transport is often full in the summer and not usable</li> <li>• Impacts on sewerage system</li> <li>• Who would be moving into these houses?</li> <li>• Our village is a small rural village based on agriculture, development like this and other schemes will turn the village into a small town, and lose its rural identity</li> <li>• Cricket field would be ruined</li> <li>• We do not want to be like Eastfield</li> <li>• The infrastructure is able to cope with this level of development, and if it were, then the village would no longer be the quiet village it is now</li> <li>• Drainage issues</li> <li>• Footpath runs through the site. Development should avoid any negative impact on use of the path</li> <li>• Existing roads are too narrow</li> <li>• Use smaller infill sites</li> <li>• Where are the jobs to match the housing?</li> <li>• What does affordable housing really mean?</li> <li>• Increased traffic-environmental concerns</li> <li>• Rural, agricultural village - working farms- heavy machinery</li> <li>• Surface water drainage concerns</li> <li>• Loss of views (general amenity and harm to property values)</li> <li>• Take on board what the community needs now.</li> <li>• A sympathetic, infill brownfield site would be better.</li> <li>• Would need a substantial investment in the village- utilities updated, shopping, mains gas, off road parking, improve existing roads and access to the village, permanent improvement to the school and local occupany subsidy to keep young people in the area</li> <li>• Emergency services would be compromised.</li> <li>• Pressure on existing utilities already get power outages.</li> </ul> | <p>S Johnson<br/> J Bulman<br/> I Bulman<br/> L Alexander<br/> T Alexander<br/> R Whitehead<br/> P &amp; A Smith<br/> S Lloyd<br/> A Jackson<br/> G Sly<br/> B Pinder<br/> N Pickard<br/> T More<br/> A White<br/> Mr and Mrs Flinton<br/> B White<br/> S Blowman<br/> A Blowman<br/> P Blowman<br/> L Ellis<br/> G Sutton<br/> Willerby Parish Council<br/> C J Belt<br/> Rev. K Holding<br/> A Bycroft<br/> S Ridsdale<br/> J Casemore<br/> J Birdsall<br/> J. G and G Davies<br/> K Ridsdale<br/> J Grover</p> |

| Orig. Site No. | New Site No. | Issue  | Respondent  |
|----------------|--------------|--|---|
|                |              | <ul style="list-style-type: none"> <li>• Recognise the need for some housing but at a scale that the existing village and its infrastructure can cope with</li> <li>• Harm community spirit of the village</li> <li>• People would complain about the rural noise and smell which if they arer not used to such things living in a rural area.</li> <li>• Good farming land</li> <li>• It would be better to built a new village with appropriate facilities, services and build in a environmentally sensitive way</li> </ul> | <p>J Grover<br/> R Grover<br/> K F Stephenson<br/> B Younger<br/> A Jeffels<br/> G Grover<br/> B Archer<br/> R Burlinson<br/> P Pollitt<br/> J Broadbent<br/> J Napthine<br/> C Whitehead<br/> G Welch<br/> G Welch<br/> M Richardson<br/> R Boothby<br/> A Hutchinson<br/> S Ogilvy<br/> L Gardiner<br/> M Stephenson<br/> A De la Porte<br/> K Stadworth<br/> C Humble<br/> J Foster<br/> M Liversidge<br/> L Carroll<br/> S Forbes<br/> L Sadler<br/> C Jeffels<br/> D Joy<br/> S Bilton</p> |

| Orig. Site No. | New Site No. | Issue | Respondent  |
|----------------|--------------|-------|---|
|                |              |       | P Major<br>D H Brown<br>J Locking<br>A Blackborrow<br>J Hutchinson<br>O White<br>C White<br>N Pickard<br>M Bowes<br>N Hargreaves<br>D Pacey<br>C Cowton<br>M Pawson<br>R Pawson<br>R A Sargeant<br>M Wildblood<br>L Hindle<br>S Flinton<br>P Yardley<br>M Harrison<br>C Eade<br>W Ellis<br>A Wilks<br>L Bell<br>D Scott-Hawkin<br>A Bycroft<br>L Auckland<br>S Rusling<br>K Winter<br>T Webb<br>J P Naphine |

| Orig. Site No. | New Site No. | Issue  | Respondent  |
|----------------|--------------|--|---|
|                |              |  | M Birdsall<br>J Birdsall<br>B Rusling<br>N Auckland<br>M Johnson<br>K Johnson<br>J Beadnell<br>H Fenton<br>N Braviner<br>R and J Heaps<br>M Gulbitis<br>M Grayshan<br>C Grayshan<br>C Lightowler<br>J Scaife<br>W Rouse |
| 177            |              | <ul style="list-style-type: none"> <li>• Harm residential amenity and loss of view</li> <li>• Harm setting of the village</li> <li>• Road between 217 and 177 is in Parish ownership, and therefore requires consent of the Parish for access and egress</li> <li>• Drainage issues- the word Ings means flood plain</li> <li>• Further development would enlarge the village and spoil its character</li> <li>• The A64 is alive with traffic – do we need more?</li> <li>• The existing infrastructure will be unable to cope</li> <li>• Not support – devastating impact on the area</li> <li>• Valued hedgerow and trees could be lost as not protected</li> <li>• Site would be ideal as a playing area for older children and teenagers</li> <li>• Need to have recreational space for children- reduce anti-social behaviour</li> </ul> | A Ridsdale<br>C M Wilkinson<br>J and A Calam<br>Staxton Playing Fields and Sports Association<br>E D Major<br>C Dalby<br>A Bycroft<br>Mr and Mrs P Burrows<br>D Henshaw<br>B Gunshon<br>J Keegan<br>S Richards          |

| Orig. Site No. | New Site No. | Issue   | Respondent   |
|----------------|--------------|---|--|
|                |              | <ul style="list-style-type: none"> <li>• Long regarded as the natural extension to adjacent playing field when funds permit</li> <li>• Use of the current sports pitch could harm new properties, and cause issues, and a buffer would need to be instated</li> <li>• Current pitch has periodic drainage issues</li> <li>• Important to retain for future generations and their health and well-being</li> <li>• Existing facilities are insufficient – in particular shops</li> <li>• Housing development should be based in market towns where infrastructure and transport links already exist</li> <li>• Road is not suitable for extra traffic – main street narrow and already congested</li> <li>• If there are no facilities for young people anti-social behaviour will increase it is reasonably peaceful at the moment</li> <li>• A number of existing properties remain unsold</li> <li>• Harm wildlife</li> <li>• See it would be an infill site, but shame for the village to lose the openness of the countryside</li> <li>• Public transport, often full in the summer</li> <li>• Who would be moving into the the new houses?</li> <li>• If this development occurs will spoil the small rural agricultrual village and if this keeps happening form a small town</li> <li>• So many derelict properties round and about these should be filled, and people haven't the money to buy new properties at the moment</li> <li>• We do not need anymore traffic, houses or families. We do not want to be like Eastfield</li> <li>• Subsidence on the road</li> <li>• Merge Hamlet of Willerby with Staxton- separate for centuries</li> <li>• Surface water drainage concerns</li> <li>• Loss of views (general amenity and harm to property values)</li> <li>• Take on board what the community needs now.</li> </ul> | <p>S Richards<br/> J Hutchinson<br/> S Johnson<br/> L Alexander<br/> T Alexander<br/> P &amp; A Smith<br/> A Lightovler<br/> S Lloyd<br/> A Jackson<br/> B Pinder<br/> N Pickard<br/> T More<br/> A White<br/> Mr and Mrs Flinton<br/> B White<br/> S Blowman<br/> A Blowman<br/> P Blowman<br/> L Ellis<br/> G Sutton<br/> Willerby Parish Council<br/> Rev. K Holding<br/> A Bycroft<br/> S Ridsdale<br/> R Alway<br/> J Birdsall<br/> J. G and G Davies<br/> D White<br/> K Ridsdale<br/> K F Stephenson<br/> B Younger</p> |

| Orig. Site No. | New Site No. | Issue  | Respondent  |
|----------------|--------------|--|---|
|                |              | <ul style="list-style-type: none"> <li>• Better as a skate park and bowling green</li> <li>• A sympathetic, infill brownfield site would be better.</li> <li>• Would need a substantial investment in the village- utilities updated, shopping, mains gas, off road parking, improve existing roads and access to the village, permanent improvement to the school and local occupany subsidy to keep young people in the area</li> <li>• Recognise the need for some housing but at a scale that the existing village and its infrastructure can cope with</li> </ul> | A Jeffels<br>B Archer<br>C Rawson<br>P Pollitt<br>E C Rawson<br>S Dodd<br>J Broadbent<br>J Napthine<br>C Whitehead<br>G Welch<br>G Welch<br>C Jeffels<br>A Hutchinson<br>S Ogilvy<br>L Gardiner<br>M Norris<br>M Stephenson<br>R A Norris<br>A De la Porte<br>K Stadworth<br>C Humble<br>R Whitehead<br>J Foster<br>L Carroll<br>S Forbes<br>L Sadler<br>S Bilton<br>P Major<br>D H Brown<br>O White<br>C White |

| Orig. Site No. | New Site No. | Issue | Respondent  |
|----------------|--------------|-------|---|
|                |              |       | N Pickard<br>N Hargreaves<br>D Pacey<br>C Cowton<br>M Pawson<br>M Wildblood<br>L Hindle<br>P Yardley<br>M Harrison<br>C Eade<br>H M Bullock<br>G G Davies<br>W Ellis<br>A Wilks<br>L Bell<br>A Bycroft<br>L Ridsale<br>G Ridsdale<br>L Auckland<br>S Rusling<br>M Cartwright<br>K Winter<br>T Webb<br>J P Naphine<br>M Birdsall<br>J Birdsall<br>B Rusling<br>N Auckland<br>M Johnson<br>K Johnson<br>S White |

| Orig. Site No. | New Site No. | Issue  | Respondent  |
|----------------|--------------|--|---|
|                |              |  | S White<br>J Beadnell<br>H Fenton<br>C Gray<br>N Braviner<br>Mr and Mrs B H Heaps<br>R and J Heaps<br>M Gulbitis<br>K Fear<br>M Grayshan<br>C Grayshan<br>C Lightowler  |
| 217            |              | <ul style="list-style-type: none"> <li>• Harm residential amenity, and loss of view and character of the area</li> <li>• Stretch of land between 217 and 177 is in the ownership of the Parish, would need the consent of the Parish to access/aggress the site</li> <li>• Drainage issues, too wet to build upon- ings means flood plain</li> <li>• Small rural village it should remain like that</li> <li>• The village doesn't have a range of facilities, the utilities couldn't cope</li> <li>• See it would be infill, but a great shame for our village to lose the openness with the local countryside</li> <li>• The school will be too small to meet the needs of the occupants of the new housing</li> <li>• How would community facilities cope?</li> <li>• The A64 is alive with traffic now, do we need more traffic</li> <li>• The loss of this field and 177 would be a desecration of the village</li> <li>• The boundaries are planted with a hedgerow which marked a commemorative event- there is no preservation order on it</li> <li>• Site should be designated as greenbelt, and the government have stated that</li> </ul> | A Ridsdale<br>D Henshaw<br>C M Wilkinson<br>J and A Calam<br>Staxton Playing Fields and Sports Association<br>E D Major<br>C Dalby<br>A Bycroft<br>Mr and Mrs P Burrows<br>B Gunshon<br>A Dury<br>A Gunshon<br>E Stephens<br>Mr and Mrs A Wilks<br>J Keegan<br>S Richards |

| Orig. Site No. | New Site No. | Issue  | Respondent   |
|----------------|--------------|--|--|
|                |              | <p>brownfield sites should be considered first</p> <ul style="list-style-type: none"> <li>• The services, in particular shops are insufficient</li> <li>• We do not want extra houses</li> <li>• The extra houses are not needed</li> <li>• The village has already expanded, and as the children have grown up there is nothing for them to do- anti-social behaviour has increased</li> <li>• There are already a number of properties for sale</li> <li>• Will not be a village if a housing estate is built</li> <li>• Extra traffic implications</li> <li>• Impact on the wildlife</li> <li>• Main Street narrow and congested</li> <li>• Public transport is often full in the summer</li> <li>• Who would be moving into these houses?</li> <li>• This is a rural village based on agriculture, to build on this site and other would cause the village to lose its character and become a small town.</li> <li>• We don't need anymore traffic, houses or families. We do not want to be like Eastfield</li> <li>• Subsidence on the road</li> <li>• Merge Hamlet of Willerby with Staxton- separate for centuries</li> <li>• Surface water drainage concerns</li> <li>• Loss of views (general amenity and harm to property values)</li> <li>• Take on board what the community needs now.</li> <li>• A sympathetic, infill brownfield site would be better.</li> <li>• Would need a substantial investment in the village- utilities updated, shopping, mains gas, off road parking, improve existing roads and access to the village, permanent improvement to the school and local occupany subsidy to keep young people in the area</li> <li>• Recognise the need for some housing but at a scale that the existing village and its infrastructure can cope with</li> </ul> | <p>S Richards<br/> J Hutchinson<br/> S Johnson<br/> L Alexander<br/> T Alexander<br/> P &amp; A Smith<br/> S Lloyd<br/> A Jackson<br/> B Pinder<br/> N Pickard<br/> T More<br/> A White<br/> Mr and Mrs Flinton<br/> B White<br/> S Blowman<br/> A Blowman<br/> P Blowman<br/> L Ellis<br/> G Sutton<br/> Willerby Parish Council<br/> Rev. K Holding<br/> A Bycroft<br/> S Ridsdale<br/> R Alway<br/> J Birdsall<br/> C Foster<br/> D Bowman<br/> J. G and G Davies<br/> D White.<br/> K Ridsdale<br/> K F Stephenson</p> |

| Orig. Site No. | New Site No. | Issue  | Respondent  |
|----------------|--------------|--|---|
|                |              | <ul style="list-style-type: none"> <li>• People would complain about the rural noise and smell which if they arer not used to such things living in a rural area.</li> </ul> | B Younger<br>A Jeffels<br>B Archer<br>C Rawson<br>EC Rawson<br>P Pollitt<br>S Dodd<br>J Broadbent<br>J Naphine<br>C Whitehead<br>G Welch<br>G Welch<br>A Hutchinson<br>S Ogilvy<br>L Gardiner<br>M Norris<br>M Stephenson<br>R A Norris<br>A De la Porte<br>K Stadworth<br>C Humble<br>R Whitehead<br>J Foster<br>L Carroll<br>S Forbes<br>L Sadler<br>S Bilton<br>P Major<br>D H Brown<br>J M Swanson<br>O White |

| Orig. Site No. | New Site No. | Issue | Respondent  |
|----------------|--------------|-------|---|
|                |              |       | C White<br>N Pickard<br>N Hargreaves<br>D Pacey<br>C Cowton<br>M Pawson<br>M Wildblood<br>L Hindle<br>P Yardley<br>M Harrison<br>C Eade<br>W Ellis<br>A Wilks<br>L Bell<br>L Ridsale<br>G Ridsdale<br>L Auckland<br>S Rusling<br>M Cartwright<br>K Winter<br>T Webb<br>J P Naphine<br>M Birdsall<br>J Birdsall<br>B Rusling<br>N Auckland<br>K A Bowman<br>M Johnson<br>K Johnson<br>S White<br>S White |

| Orig. Site No. | New Site No. | Issue   | Respondent  |
|----------------|--------------|---|---|
|                |              |   | J Beadnell<br>H Fenton<br>D White<br>C Gray<br>N Braviner<br>Mr and Mrs B H Heaps<br>R and J Heaps<br>M Gulbitis<br>K Fear<br>M Grayshan<br>C Grayshan<br>C Lightowler  |
| 434            |              | <ul style="list-style-type: none"> <li>• Close to traffic lights at the bottom of Staxton Hill and it could be dangerous. The scene of a fatal accident not too long ago</li> <li>• Some areas are too wet to build upon</li> <li>• Village is big enough, and further development would spoil the uniqueness of the village</li> <li>• Don't have the facilities to support the proposed development- shops insufficient</li> <li>• How would the utilities cope?</li> <li>• Housing development should be based in market towns, where infrastructure and transport links already exist</li> <li>• Plenty of properties in the village cannot be sold</li> <li>• No post office or grocery store- only a butchers</li> <li>• It will not be a village if a housing estate is built</li> <li>• Concern about the impact on the wildlife (barn owls/bats), and loss of open countryside</li> <li>• Who would be moving into these houses?</li> <li>• This is a rural village based on agriculture, to build development on this site would</li> </ul> | A Ridsdale<br>Mr and Mrs P Burrows<br>B Gunshon<br>A Dury<br>A Gunshon<br>P Richards<br>J Hutchinson<br>S Johnson<br>S Lloyd<br>A White<br>S Blowman<br>L Ellis<br>G Sutton<br>Willerby Parish Council<br>Rev. K Holding<br>A Bycroft<br>S Ridsdale |

| Orig. Site No. | New Site No. | Issue  | Respondent   |
|----------------|--------------|--|--|
|                |              | <p>spoil the village, and with the other sites grow the place to a town and Staxton would lose its identity</p> <ul style="list-style-type: none"> <li>• Staxton is a very small village and the amenities would never cope. Out roads are not suitable for more traffic, let alone the drains, electric and school, and if these were to change it would no longer be the quiet village that we are</li> <li>• A sympathetic, infill brownfield site would be better.</li> <li>• Would need a substantial investment in the village- utilities updated, shopping, mains gas, off road parking, improve existing roads and access to the village, permanent improvement to the school and local occupancy subsidy to keep young people in the area</li> <li>• People would complain about the rural noise and smell which if they are not used to such things living in a rural area.</li> </ul> | <p>J Casemore<br/> J. G and G Davies<br/> K Ridsdale<br/> K F Stephenson<br/> B Younger<br/> A Jeffels<br/> B Archer<br/> P Pollitt<br/> S Dodd<br/> J Broadbent<br/> J Naphine<br/> G Welch<br/> G Welch<br/> A Hutchinson<br/> S Ogilvy<br/> L Gardiner<br/> M Stephenson<br/> A De la Porte<br/> L Carroll<br/> S Forbes<br/> L Sadler<br/> S Bilton<br/> P Major<br/> D H Brown<br/> O White<br/> C White<br/> C Cowton<br/> M Pawson<br/> M Wildblood<br/> L Hindle<br/> M Harrison</p> |

| Orig. Site No.          | New Site No. | Issue   | Respondent  |
|-------------------------|--------------|---|---|
|                         |              |   | W Ellis<br>A Wilks<br>L Bell<br>A Bycroft<br>L Auckland<br>K Winter<br>T Webb<br>J P Naphine<br>H Fenton<br>D White<br>M Grayshan<br>C Grayshan<br>C Lightowler |
| 480                     |              | <ul style="list-style-type: none"> <li>• Previously proposed for development, but rejected</li> <li>• Could serve local needs and a balanced progression which did not overwhelm the village</li> <li>• Access considerations</li> <li>• Depends on the scale and number of houses</li> <li>• The existing facilities are limited</li> <li>• Archaeological investigations have concluded that there is no such material</li> <li>• Consider other sites poor, but this one could be acceptable subject to it being a small scale development only</li> <li>• None of the Staxton sites are acceptable, it is a small village and the amenities would never cope. If these were to change, it would no longer be the quiet village that we are</li> </ul> | E Cooper<br>M Richardson<br>M Liversidge<br>P Richards  |
| <b>THORNTON LE DALE</b> |              |   |   |
| 82                      |              | <ul style="list-style-type: none"> <li>• Inability to manage the increase in traffic, spoil the entrance to the village</li> </ul>  | Thornton Le Dale Parish Council   |

| Orig. Site No. | New Site No. | Issue   | Respondent   |
|----------------|--------------|---|--|
|                |              | <ul style="list-style-type: none"> <li>• Crossed or located within close proximity to National Grid's underground gas transmission pipelines. Will need to consider the safety implications of high pressure gas pipelines in accordance with HSE standards</li> <li>• Adjacent to the North York Moors National Park. Site should be informed by Landscape character assessment and potential development should not impact on the footpath</li> <li>• Old railway- heritage</li> <li>• Public footpath</li> <li>• Harm views and countryside</li> </ul>   | <p>National Grid<br/>Natural England<br/>L Russell</p>   |
| 97             |              | <ul style="list-style-type: none"> <li>• Outside village boundary</li> <li>• Near the North York Moors NP boundary. Site informed by Landscape character assessment</li> <li>• Considered to have significant impact on the Strategic Road Network. This would require mitigation though sustainable transport options developed through travel plans. Improvements to the SRN are as a last resort</li> </ul>  | <p>Thornton Le Dale Parish Council<br/>Natural England<br/>Highways Authority</p>                |
| 109            |              | <ul style="list-style-type: none"> <li>• Support site</li> <li>• Edge of existing development</li> <li>• Bordered by public roads, and screened from public view by a shelter belt to eastern boundary</li> <li>• No flooding issues</li> <li>• No archaeological features</li> <li>• Single ownership, available for development</li> <li>• Good public transport accessibility</li> <li>• Shops and facilities a short walk away</li> <li>• Development would be to a high standard and incorporate sustainable energy – solar panels</li> <li>• Possible access problems and outside of the village boundary</li> <li>• Adjacent to the National Park. Site should be informed by Landscape character assessment</li> <li>• Too large for development</li> </ul> | <p>J Fields<br/>Thornton Le Dale Parish Council<br/>Natural England<br/>M Pitt<br/>L Russell</p> |

| Orig. Site No. | New Site No. | Issue   | Respondent   |
|----------------|--------------|---|--|
|                |              | <ul style="list-style-type: none"> <li>• Intrusive on the approach to the village</li> <li>• Access onto A170 on a blind corner at the top of a hill</li> <li>• Surface water drainage issues</li> <li>• Site is adjacent a landfill site and quarry – concerns about leaching and health implications</li> <li>• Changing in character from traditional area to commuter village, new development will accelerate this change in character</li> <li>• Confine future development to the south of the A170 into the Peaslands and Longlands areas, and westwards to Pickering</li> </ul>  |  |
| 465            |              | <ul style="list-style-type: none"> <li>• Possible access problems and outside the village boundary</li> <li>• Adjacent to the North York Moors National Park. Site should be informed by Landscape character assessment</li> <li>• Too large for development</li> <li>• Intrusive on the approach to the village</li> <li>• Access onto A170 on a blind corner at the top of a hill</li> <li>• Surface water drainage issues</li> <li>• Site is adjacent a landfill site and quarry – concerns about leaching and health implications</li> <li>• Changing in character from traditional area to commuter village, new development will accelerate this change in character</li> <li>• Confine future development to the south of the A170 into the Peaslands and Longlands areas, and westwards to Pickering</li> </ul> | Thornton Le Dale Parish Council<br>Natural England<br>M Pitt |

## OTHER VILLAGES

| Orig. Site no. | New Site no. | Issue   | Respondent   |
|----------------|--------------|---|--|
| <b>ACKLAM</b>  |              |   |  |
| 207            |              | <ul style="list-style-type: none"> <li>• Site adjoins the boundary of a motte and bailey castle. Designated a Scheduled Monument. Any development of this area would need to demonstrate that the development of this area could be achieved in a manner which safeguarded the character and setting of the Monument</li> <li>• This site would double the size of the village and destroy its character</li> <li>• Acklam is a small, remote village</li> <li>• It has a very limited bus service 2 services a week</li> <li>• No shops</li> <li>• Lack of employment opportunities and costs of commuting and practical distances</li> <li>• Site is away from main body of village, outside development limits</li> <li>• Road access is poor, with agricultural plant machinery using it frequently</li> <li>• Bad neighbour uses – pig farm within 150m</li> <li>• Asbestos present on site</li> <li>• How would sewage be disposed of?</li> <li>• Consider very small scale infill would be appropriate only, and this would accord with the strategic planning approach with local needs occupancy criteria</li> <li>• Current have no lighting, and this would like to be retained</li> <li>• Do not want to create a dormitory village</li> <li>• Support small scale, stone built scheme</li> </ul> | <p>English Heritage<br/>R and M Bales<br/>K Moore<br/>A West<br/>Acklam Parish Council<br/>C Atkin<br/>B P Smith<br/>C M Wales<br/>E A Stockhill<br/>B Lobley<br/>R Mattingley<br/>P Millins<br/>B Millins<br/>C D Fisher<br/>R Barker<br/>B Place</p> |
| 284            |              | <ul style="list-style-type: none"> <li>• Should be developed as a dwelling</li> <li>• Historically important building, should be preserved</li> <li>• Cannot see a better use for it than to be a dwelling</li> <li>• Make it a wildlife haven and ecologically sustainable</li> <li>• Would need limited alteration to what is already there</li> <li>• Sewers in the road</li> <li>• Should be included in the village boundary, the buildings are part of the village</li> <li>• Help to meet the needs of a local person</li> </ul>   | <p>J Hamilton<br/>P M Hall<br/>Yorkshire water<br/>M G Sackville-Hamilton<br/>A West<br/>Acklam Parish Council</p>   |

| Orig. Site no. | New Site no. | Issue   | Respondent  |
|----------------|--------------|---|---|
|                |              | <ul style="list-style-type: none"> <li>• Cause for concern because of access. Faces my house on the north side</li> <li>• Consider very small scale infill would be appropriate only, and this would accord with the strategic planning approach with local needs occupancy criteria</li> <li>• Current have no lighting, and this would like to be retained</li> <li>• Do not want to create a dormitory village</li> <li>• Support small scale, stone built scheme infill scheme</li> <li>• Within Area of High Landscape value</li> <li>• Support the conversion of the chapel to residential/B&amp;B accommodation alone</li> </ul>                                       |   |
| <b>AISLABY</b> |              |   |   |
| 6              |              | <ul style="list-style-type: none"> <li>• Current building line remain</li> <li>• Parish Council would look differently at low cost housing for local people</li> <li>• Within Aislaby Conservation Area, whilst there may be potential for reuse of existing buildings, development of the rest of the site would be poorly related to the essentially linear character of this part of the settlement. Any development would need to demonstrate that it preserves and enhances the character of the Conservation Area</li> <li>• Ancient woodland near proposed sites, could potentially support badgers, nesting birds and roosting bats- and ecological survey</li> </ul> | Aislaby, Middleton and Wrelton Parish Council<br>English Heritage<br>Natural England                    |
| 222            |              | <ul style="list-style-type: none"> <li>• Current building line remain</li> <li>• Parish Council would look differently at low cost housing for local people</li> <li>• Source Protection Zone 1, may object due to risk to groundwater.</li> <li>• Within Aislaby Conservation Area, Any development would need to demonstrate that the loss of the open area preserves and enhances the character of the Conservation Area</li> <li>• Ancient woodland near proposed sites, could potentially support badgers, nesting birds and roosting bats- and ecological survey</li> </ul>   | Aislaby, Middleton and Wrelton Parish Council<br>Yorkshire Water<br>English Heritage<br>Natural England |
| 396            |              | <ul style="list-style-type: none"> <li>• Current building line remain</li> <li>• Parish Council would look differently at low cost housing for local people</li> <li>• Source Protection Zone 1, may object due to risk to groundwater.</li> </ul>  | Aislaby, Middleton and Wrelton Parish Council<br>Yorkshire Water  |

| Orig. Site no.   | New Site no. | Issue   | Respondent   |
|------------------|--------------|---|--|
|                  |              | <ul style="list-style-type: none"> <li>• Within Aislaby Conservation Area. The Blacksmiths Arms is a grade II Listed Building. Development to the rear of this Listed Building would appear a poorly related form of development relating to this part of the village. Any development would need to demonstrate that the loss of the open area preserves and enhances the character of the Conservation Area, and the special character and setting of the Listed Building</li> <li>• Ancient woodland near proposed sites, could potentially support badgers, nesting birds and roosting bats- and ecological survey</li> </ul>   | English Heritage<br>Natural England  |
| 398              |              | <ul style="list-style-type: none"> <li>• Current building line remain</li> <li>• Parish Council would look differently at low cost housing for local people</li> <li>• Source Protection Zone 1, may object due to risk to groundwater.</li> <li>• Within Aislaby Conservation Area, whilst there may be potential for reuse of existing buildings, development of the rest of the site would be poorly related to the essentially linear character of this part of the settlement. Any development would need to demonstrate that it preserves and enhances the character of the Conservation Area</li> <li>• Ancient woodland near proposed sites, could potentially support badgers, nesting birds and roosting bats- and ecological survey</li> </ul> | Aislaby, Middleton and Wrelton<br>Parish Council<br>Yorkshire Water<br>English Heritage<br>Natural England |
| <b>ALLERSTON</b> |              |   |  |
| 4                |              | <ul style="list-style-type: none"> <li>• Site lies within Allerston Conservation Area, before being allocated, it would have to be demonstrated that the loss of this current open area and its subsequent redevelopment could be achieved in a manner which preserved the character of this part of the Conservation Area</li> </ul>   | English Heritage   |
| 7                |              | <ul style="list-style-type: none"> <li>• Give due consideration.</li> <li>• Old dilapidated barn- eyesore</li> <li>• Aware of affordable housing need, but villages could not sustain anything on a large scale</li> <li>• Site lies within Allerston Conservation Area, Development proposals for this site would need to ensure that the character and setting of this part of the Conservation Area was preserved and that any existing buildings on this site</li> </ul>  | Allerston and Wilton Parish<br>Council<br>English Heritage   |

| Orig. Site no.            | New Site no. | Issue   | Respondent  |
|---------------------------|--------------|---|---|
|                           |              | which make a positive contribution to its character are retained. Proposals would also need to have regard to the need to preserve the special character or setting of the Listed corn mill to the south of this site.  |   |
| 106                       |              | <ul style="list-style-type: none"> <li>Land sensibly allocated as Visually Important Undeveloped Sites in the present Local Plan</li> <li>Within Allerston Conservation Area. It would have to be demonstrated that loss of this currently open area and its subsequent redevelopment could be achieved in a manner which preserved the character of this part of the Conservation Area</li> </ul>  | P Sutor<br>English Heritage                             |
| 153                       |              | <ul style="list-style-type: none"> <li>Within Allerston Conservation Area. It would have to be demonstrated that loss of redevelopment could be achieved in a manner which preserved the character of this part of the Conservation Area, and that any buildings which made a positive contribution to its character are retained</li> </ul>  | English Heritage  |
| 270                       |              | <ul style="list-style-type: none"> <li>Within Allerston Conservation Area. It would have to be demonstrated that loss of redevelopment could be achieved in a manner which preserved the character of this part of the Conservation Area, and that any buildings which made a positive contribution to its character are retained</li> </ul>  | English Heritage  |
| 514                       |              | <ul style="list-style-type: none"> <li>Parish Council has no objections to this</li> </ul>  | Allerston Parish Council                                |
| <b>APPLETON-LE-STREET</b> |              |   |   |
| 9                         |              | <ul style="list-style-type: none"> <li>Adjacent to the AONB. Site should be informed by Landscape character assessment</li> </ul>   | Natural England   |
| 342                       |              | <ul style="list-style-type: none"> <li>May have detrimental affect on the setting of the Grade I Listed church</li> <li>Sensitive site adjacent to grade I Listed Church, it will be necessary to demonstrate that development of this area could be achieved in a manner which safeguarded the setting of this important building, especially the views towards the building from the east.</li> <li>Border or include SINC sites</li> </ul> | B Bowes<br>English Heritage<br>Yorkshire Wildlife Trust |
| <b>BARTON-LE-STREET</b>   |              |   |   |
| 11                        |              | <ul style="list-style-type: none"> <li>Western part of the site lies within the Barton-le-Street Conservation Area. Development proposals would need to ensure that the character and setting of</li> </ul>   | English Heritage<br>Natural England                     |

| Orig. Site no.           | New Site no. | Issue  | Respondent   |
|--------------------------|--------------|--|--|
|                          |              | <p>this part of the Conservation Area was preserved and that any existing buildings on the site which make a positive contribution to its character are retained</p> <ul style="list-style-type: none"> <li>• Site should be informed by Landscape character assessment</li> </ul>   |  |
| 14                       |              | <ul style="list-style-type: none"> <li>• Western part of the site lies within the Barton-le-Street Conservation Area. Development proposals would need to ensure that the character and setting of this part of the Conservation Area was preserved and that any existing buildings on the site which make a positive contribution to its character are retained</li> <li>• Site should be informed by Landscape character assessment</li> </ul>   | English Heritage<br>Natural England  |
| 219                      |              | <ul style="list-style-type: none"> <li>• Eastern part of the site lies within the Barton-le-Street Conservation Area. Development proposals would need to ensure that the character and setting of this part of the Conservation Area was preserved</li> <li>• Site should be informed by Landscape character assessment</li> </ul>  | English Heritage<br>Natural England  |
| <b>BARTON-LE-WILLOWS</b> |              |  |  |
| 95                       |              | <ul style="list-style-type: none"> <li>• Site is suitable for development during the life of the LDF, and genuinely deliverable sites with no foreseen constraints. They would provide rural employment and housing opportunities in these communities</li> <li>• Lies within the Barton-le-Willows Conservation Area. Development proposals would need to ensure that the character and setting of this part of the Conservation Area was preserved and that any existing buildings on the site which make a positive contribution to its character are retained</li> <li>• Not far from SSI Ecological survey required in this area</li> </ul>   | Savills Planning<br>English Heritage<br>Natural England                    |
| 415                      |              | <ul style="list-style-type: none"> <li>• Close to Barton le Willow Waste Water Treatment. May object to part of this site</li> <li>• Site is suitable for development during the life of the LDF, and genuinely deliverable sites with no foreseen constraints. They would provide rural employment and housing opportunities in these communities</li> <li>• Lies within the Barton-le-Willows Conservation Area. Development proposals would need to ensure that the character and setting of this part of the Conservation Area was preserved and that any existing buildings on the site which make a positive contribution to its character are retained</li> <li>• Not far from SSI Ecological survey required in this area</li> </ul> | Yorkshire Water<br>Savills Planning<br>English Heritage<br>Natural England |

| Orig. Site no.   | New Site no. | Issue  | Respondent   |
|------------------|--------------|--|--|
| <b>BIRDSALL</b>  |              |  |  |
| 408              |              | <ul style="list-style-type: none"> <li>• Good use of redundant listed building site- otherwise they could be lost</li> <li>• Grade II Listed Buildings, some potential for reuse, but additional development limited by the requirement to protect the special character and setting of these buildings</li> <li>•</li> </ul>  | S Fairbank<br>English Heritage   |
| <b>BROUGHTON</b> |              |  |  |
| 16               |              | <ul style="list-style-type: none"> <li>• Access/ exit unacceptable – single track lanes</li> <li>• Liable to surface water flooding</li> <li>• Almost no current road drainage</li> <li>• Utilities? Cost of their installation</li> <li>• Harm the views and residential amenity for existing residents</li> <li>• Greenfield site should be retained as such</li> <li>• Broughton has no amenities and services</li> <li>• Future housing should look to provide for young people/first time buyers and smaller properties for those wanting downsize</li> <li>• No more rented houses or large houses please</li> <li>• Preferably not this site- spoil the rural part of the village- visually important</li> <li>• Access onto Main St is blind</li> <li>• Need to provide provision for child play area in this part of the village</li> <li>• Only suitable for small scale development</li> <li>• Any large development in Broughton and Swinton would affect traffic to and parking for the school which is already a problem</li> <li>• How close to our boundary would the houses be? Access? Will the public footpath be changed from where it is now?</li> <li>• Good agricultural land</li> <li>• Unique views across the Vale of Pickering to the North York Moors would be lousy</li> <li>• It is a visually important undeveloped area to the character of Broughton</li> </ul> | P F and M Clark<br>Woodhead<br>Mr and Mrs Blackburne-Maze<br>Mr and Mrs Anderson<br>Broughton Parish Meeting<br>Natural England<br>M Clark |

| Orig. Site no. | New Site no. | Issue  | Respondent  |
|----------------|--------------|--|---|
|                |              | <ul style="list-style-type: none"> <li>• Concerns about infrastructure capacity with large scale development</li> <li>• Development should be small scale</li> <li>• Development should be at the south of the village where additional traffic would not affect the rest of the village</li> <li>• Also developers of any sizable scheme should be made to contribute towards improvements of the road junction with the B1257</li> <li>• Site should be informed by landscape character assessment</li> <li>• Road and infrastructure of the village in this area inadequate for size of site</li> </ul>   |   |
| 215            |              | <ul style="list-style-type: none"> <li>• Poor access/exit up to Main Street- single track</li> <li>• Potential problems for existing infrastructure</li> <li>• Building here could break up village cohesion and add to sprawl</li> <li>• Use as an infill site</li> <li>• Further development should be provided to meet young people/first time buyers wanting to stay in the village, and for people wanting to downsize</li> <li>• No more rented or large scale housing please</li> <li>• Adverse impact on the village, narrow access road</li> <li>• Small development for personal use by Manor Farm welcome</li> <li>• Small village with no facilities or services except bus- suitable for small development</li> <li>• Any large development in Broughton and Swinton would affect traffic to and parking for the school; which is already a problem</li> <li>• Concerns about scale of development and impact on infrastructure and the character of the settlement, which is rural in nature</li> <li>• Development should be at the south of the village where additional traffic would not affect the rest of the village</li> <li>• Also developers of any sizable scheme should be made to contribute towards improvements of the road junction with the B1257</li> <li>• Serious traffic issues</li> <li>• Site should be informed by landscape character assessment</li> </ul> | <p>P F and M Clark<br/> Woodhead<br/> Mr and Mrs Blackburn-Maze<br/> Broughton Parish Meeting<br/> Natural England<br/> M Clark</p> |

| Orig. Site no. | New Site no. | Issue  | Respondent   |
|----------------|--------------|--|--|
|                |              | <ul style="list-style-type: none"> <li>• Drainage problems already and surface water flooding</li> </ul>   |  |
| 266            |              | <ul style="list-style-type: none"> <li>• Present/likely access is unacceptable</li> <li>• Very poor visibility</li> <li>• Flooding and standing water issues</li> <li>• Utility issues costs of delivery</li> <li>• Agricultural land</li> <li>• Impact on residential amenity and loss of views</li> <li>• Broughton has no amenities</li> <li>• Greenfield site and should stay that way</li> <li>• Any future houses should be for young people/first time buyers wanting to stay in the village, and smaller bungalows/flats for those who need to downsize</li> <li>• No more rented housing or large houses please</li> <li>• Happy to see development of this site</li> <li>• Village is only suitable for small scale development</li> <li>• Parish supportive of this site.</li> <li>• Concerns about scale of development and impact on infrastructure and the character of the settlement, which is rural in nature</li> <li>• Development should be at the south of the village where additional traffic would not affect the rest of the village</li> <li>• Also developers of any sizable scheme should be made to contribute towards improvements of the road junction with the B1257</li> <li>• Site should be informed by Landscape character assessment</li> <li>• Narrow approach road, flooding, but it is a small site so probably not cause too much of a problem</li> </ul> | <p>P F and M Clark<br/>Woodhead<br/>Mr and Mrs Blackburn-Maze<br/>Broughton Parish Meeting<br/>Natural England<br/>M Clark</p> |
| 421            |              | <ul style="list-style-type: none"> <li>• Given visible represent infrastructure suitable site</li> <li>• Still surface water issues</li> <li>• Access onto Main Road is dangerous give the speed</li> <li>• Broughton has no amenities – doesn't fit the wider specifications of the Plan</li> <li>• Site is greenfield and should stay that way</li> </ul>  | <p>P F and M Clark<br/>Woodhead<br/>D Bedford<br/>T Bentley<br/>Broughton Parish Meeting<br/>Natural England</p>               |

| Orig. Site no. | New Site no. | Issue  | Respondent  |
|----------------|--------------|--|---|
|                |              | <ul style="list-style-type: none"> <li>• Has a footpath running through the middle</li> <li>• Any future houses should be for young people/first time buyers wanting to stay in the village, and smaller bungalows/flats for those who need to downsize</li> <li>• No more rented housing or large houses please</li> <li>• Happy with development on this site</li> <li>• Detrimental impact on our quality of life- disturbance loss of view</li> <li>• Harm wildlife</li> <li>• Affect public right of way</li> <li>• Infrastructure could not support building on this scale</li> <li>• Any large development in Broughton and Swinton would affect traffic to and parking for the school which is already a problem</li> <li>• Parish Council meeting support site</li> <li>• Concerns about scale of development and impact on infrastructure and the character of the settlement, which is rural in nature</li> <li>• Development should be at the south of the village where additional traffic would not affect the rest of the village</li> <li>• Also developers of any sizable scheme should be made to contribute towards improvements of the road junction with the B1257</li> <li>• Less than 150m from the Howardian Hills AONB. Site should be informed by a Landscape character assessment</li> <li>• Near main Hovingham-Malton Road, if drainage were improved would little impact on present housing</li> </ul> | M Clark   |
| 422            |              | <ul style="list-style-type: none"> <li>• Given visible represent infrastructure suitable for development</li> <li>• Need to consider utilities</li> <li>• Surface water drainage is a current problem</li> <li>• Access onto main road is dangerous given current speed limit</li> <li>• Broughton has no amenities- does not fit the specification in the Plan</li> <li>• Site is Greenfield and should stay that way</li> <li>• Any future houses should be for young people/first time buyers wanting to stay in</li> </ul>   | P F and M Clark<br>Woodhead<br>D Bedford<br>T Bentley<br>Broughton Parish Meeting<br>Mr and Mrs J Smurthwaite<br>Natural England<br>M Clark |

| Orig. Site no. | New Site no. | Issue  | Respondent  |
|----------------|--------------|--|---|
|                |              | <p>the village, and smaller bungalows/flats for those who need to downsize</p> <ul style="list-style-type: none"> <li>• No more rented housing or large houses please</li> <li>• Only if necessary- less impact than other large sites. Developer to improve access, including right turning lane on B1257 and provision of children's play area</li> <li>• Detrimental impact on our quality of life- disturbance loss of view</li> <li>• Harm wildlife</li> <li>• Affect public right of way</li> <li>• Infrastructure could not support building on this scale</li> <li>• Any large development in Broughton and Swinton would affect traffic to and parking for the school, which is already a problem</li> <li>• Parish Council meeting support site was either for or abstain</li> <li>• Preference for it only coming forward if a larger site was needed</li> <li>• Closer to the B1257, and would have less impact on the rest of the village, providing junction improvements made</li> <li>• Concerns about scale of development and impact on infrastructure and the character of the settlement, which is rural in nature</li> <li>• Development should be at the south of the village where additional traffic would not affect the rest of the village</li> <li>• Also developers of any sizable scheme should be made to contribute towards improvements of the road junction with the B1257</li> <li>• Concerned about building beyond the existing building line, building on the whole field would be detrimental to residential amenity- create estate</li> <li>• Less than 150m from the Howardian Hills AONB, sites should be informed by Landscape character assessment</li> <li>• Concern about scale of site and creating a dormitory village, if to go ahead would be a good idea to mix affordable with the larger sites, as has been done in Malton</li> </ul> |   |
| 457            |              | <ul style="list-style-type: none"> <li>• Access unacceptable – narrow, bends and visibility poor</li> <li>• Surface liable to flooding/standing</li> <li>• Agriculture</li> <li>• What about the utility infrastructure</li> </ul>   | <p>P F and M Clark<br/> Mr and Mrs Blackburn-Maze<br/> Natural England<br/> M Clark</p> |

| <b>Orig. Site no.</b> | <b>New Site no.</b> | <b>Issue</b>   | <b>Respondent</b>   |
|-----------------------|---------------------|--|---|
|                       |                     | <ul style="list-style-type: none"> <li>• Harm residential amenity of existing dwellings</li> <li>• Broughton has no amenities- doesn't fit the specification of the Plan</li> <li>• Site is Greenfield and should stay that way</li> <li>• Broughton is only suitable for small scale development</li> <li>• Site should be informed by Landscape character assessment</li> <li>• Access poor, and surface water flooding but it is a small site and probably not cause too much of a problem</li> </ul>                             |   |
| 461                   |                     | <ul style="list-style-type: none"> <li>• Access unacceptable – narrow, bends and visibility poor</li> <li>• Surface liable to flooding/standing</li> <li>• Agriculture</li> <li>• What about the utility infrastructure</li> <li>• Broughton has no amenities- doesn't fit the specification of the Plan</li> <li>• Site is Greenfield and should stay that way</li> <li>• Broughton Parish Meeting wished to support development on this small plot</li> <li>• Site should be informed by Landscape character assessment</li> </ul> | P F and M Clark<br>Broughton Parish Meeting<br>Natural England  |
| <b>BULMER</b>         |                     |  |   |
| 357                   |                     | <ul style="list-style-type: none"> <li>• Lies within the Bulmer Conservation Area. Development proposals would need to ensure that the character and setting of this part of the Conservation Area was preserved and that any existing buildings on the site which make a positive contribution to its character are retained</li> <li>• Site within Howardian Hills AONB site should be informed by Landscape character assessment</li> </ul>   | English Heritage<br>Natural England                             |
| 477                   |                     | <ul style="list-style-type: none"> <li>• Site within Howardian Hills AONB site should be informed by Landscape character assessment</li> </ul>   | Natural England   |
| <b>BURYTHORPE</b>     |                     |  |   |
| 15                    |                     | <ul style="list-style-type: none"> <li>• No objection, so long as not too many houses, and for them to be in keeping with the village and not too high or land as land is elevated</li> <li>• Land isn't used for arable, but for housing cows in the winter and storing animal fodder</li> </ul>  | R S Wood<br>V Hood<br>K and A Pope<br>Burythorpe Parish Council |

| Orig. Site no. | New Site no. | Issue   | Respondent  |
|----------------|--------------|---|---|
|                |              | <ul style="list-style-type: none"> <li>• Only develop the barns, large site and its total development would alter the character of the village substantially</li> <li>• Support site as on edge of the village not affecting the centre of the village</li> <li>• Larger site to meet the needs of the affordable housing quota</li> <li>• Note Burythorpe is not designated a Service Village because it lacks the key services. However, it does have some facilities and there is a concern that without some development may not remain viable.</li> <li>• Village Design Statement states that 'estate type' development would not be supported</li> <li>• Three sites supported providing that: subject to normal planning application procedure; follow the guidelines of the Village Design Statement; if more than one dwelling to meet local needs for people living in the area and want to live in the village. Any other site would be considered on the same basis.</li> <li>• Concerns about proximity to existing sports clubs and implications for safety with children accessing the facilities with increased traffic</li> <li>• Significant increase in traffic due to limited bus service to the village</li> <li>• Mount Farmhouse Grade II listed- might be some potential to reuse of a number of buildings on this site, but this might be limited due to the requirement to protect the special character and setting of the Listed Building</li> </ul> | <p>Mr and Mrs R S Wilson<br/> Mr and Mrs G Moore<br/> J A Brown<br/> D Pickering<br/> English Heritage</p>  |
| 227            |              | <ul style="list-style-type: none"> <li>• Object- good arable land and would be 'enlongating' the village into a thin strip</li> <li>• Outside the existing boundary of the village</li> <li>• One or two houses, or a few really affordable houses</li> <li>• Open land and building on it would harm the views for local properties</li> <li>• Increase propensity of the village to be developed</li> <li>• Close to recreational area- could increase risk of accidents</li> <li>• Private main in the site</li> <li>• Note Burythorpe is not designated a Service Village because it lacks the key services. However, it does have some facilities and there is a concern that without some development may not remain viable.</li> <li>• Village Design Statement states that 'estate type' development would not be</li> </ul>  | <p>Mr and Mrs R S Wilson<br/> V Hood<br/> Yorkshire Water<br/> Burythorpe Parish Council<br/> M Conroy<br/> Mr and Mrs G Moore<br/> J A Brown</p> |

| Orig. Site no. | New Site no. | Issue   | Respondent   |
|----------------|--------------|---|--|
|                |              | <p>supported</p> <ul style="list-style-type: none"> <li>• Three sites supported providing that: subject to normal planning application procedure; follow the guidelines of the Village Design Statement; if more than one dwelling to meet local needs for people living in the area and want to live in the village. Any other site would be considered on the same basis.</li> <li>• Object -impact on existing community facilities and safety issues. Potential harm and loss of residential amenity for the occupants of Mulberry House</li> <li>• Use to provide affordable housing, but development needs to be small scale, sympathetic to neighbouring properties and not adversely affect the area</li> <li>• Lack of local amenities and adequate transport links also need to be taken into account</li> </ul>  |  |
| 377            |              | <ul style="list-style-type: none"> <li>• Object- designated a Visually Important Undeveloped Area in the Village Design Statement, and any development should accord with this</li> <li>• Already been recently refused planning permission</li> <li>• Access is poor and other properties use the same drive</li> <li>• Could affect the operation of the pub</li> <li>• Wouldn't create enough housing to meet needs</li> <li>• Note Burythorpe is not designated a Service Village because it lacks the key services. However, it does have some facilities and there is a concern that without some development may not remain viable.</li> <li>• Village Design Statement states that 'estate type' development would not be supported</li> <li>• Three sites supported providing that: subject to normal planning application procedure; follow the guidelines of the Village Design Statement; if more than one dwelling to meet local needs for people living in the area and want to live in the village. Any other site would be considered on the same basis.</li> <li>• Need affordable housing on a small scale, but not within sites designated as VIUAs</li> <li>• Retain the Visually Important Undeveloped Area designation, contributes to the settlement and the Area of High Landscape value to the East</li> </ul> | <p>Mr and Mrs R S Wilson<br/>V Hood<br/>A and K Pope<br/>Burythorpe Parish Council<br/>Mr and Mrs G Moore<br/>J A Brown<br/>Edwardson Associates<br/>D Pickering</p> |

| <b>Orig. Site no.</b> | <b>New Site no.</b> | <b>Issue</b>   | <b>Respondent</b>  |
|-----------------------|---------------------|--|--|
| <b>BUTTERCRAMBE</b>   |                     |  |  |
| 391                   |                     | <ul style="list-style-type: none"> <li>• Site immediately adjacent to River Derwent SSSI and SAC site. Subject to Habitats Regulation Assessment process</li> </ul>  | Natural England  |
| 511                   |                     | <ul style="list-style-type: none"> <li>• Planning should be within the village sign</li> </ul>   | Buttercrambe Parish Council  |
| <b>CAWTON</b>         |                     |  |  |
| 214                   |                     | <ul style="list-style-type: none"> <li>• Within Howardian Hills AONB. Site should be informed by Landscape character assessment</li> </ul>   | Natural England  |
| 344                   |                     | <ul style="list-style-type: none"> <li>• Within Howardian Hills AONB. Site should be informed by Landscape character assessment</li> </ul>   | Natural England  |
| <b>CLAXTON</b>        |                     |  |  |
| 378                   |                     | <ul style="list-style-type: none"> <li>• Abuts Claxton Conservation Area. Development proposals for this site would need to ensure that the character and setting of this part of the Conservation Area was preserved</li> </ul>   | English Heritage   |
| <b>CRAMBE</b>         |                     |  |  |
| 166                   |                     | <ul style="list-style-type: none"> <li>• Suitable site for affordable houses</li> <li>• More homes need to be built so that young people with families can move into villages.</li> <li>• Good access to main village street and A64 bus route</li> <li>• Object- within the Howardian Hills AONB</li> <li>• No infrastructure to cope with expansion</li> <li>• No facilities and services</li> <li>• Extend the village boundaries</li> <li>• Borders ancient village</li> <li>• The public transport is not accessible; it is a mile walk away and in bad weather is impassible. The A64 must be crossed, and the speeds are 60-70 mph – a fatality has occurred.</li> <li>• Even access onto the A64 by car is hazardous</li> <li>• Need more development to keep the village alive- the present average age of</li> </ul> | Mr and Mrs C L Taylor<br>D Oakes<br>D P Martin<br>PJ and M Clark<br>F Le Masurier<br>Natural England |

| Orig. Site no. | New Site no. | Issue  | Respondent  |
|----------------|--------------|--|---|
|                |              | residents is 65 <ul style="list-style-type: none"> <li>• Affordable housing need is identified at 4-5 dwellings for local need</li> <li>• Site near River Derwent SSSI/ SAC ancient woodland and Howardian Hill AONB. Need to ensure assessment through the Habitats Regulations Assessment, ecological survey and Landscape character assessment</li> </ul>   |   |
| 410            |              | <ul style="list-style-type: none"> <li>• Good site for housing association and other affordable homes</li> <li>• Good access to A64 and bus route between York and Malton</li> <li>• With 166 provide a mix of affordable homes (1-2 bedrooms and bigger)</li> <li>• Enhance the village and community in general</li> <li>• Object- within the Howardian Hills AONB</li> <li>• No infrastructure to cope with expansion</li> <li>• No facilities and services</li> <li>• Extend the village boundaries</li> <li>• Borders ancient village</li> <li>• The public transport is not accessible; it is a mile walk away and in bad weather is impassible. The A64 must be crossed, and the speeds are 60-70 mph – a fatality has occurred.</li> <li>• Even access onto the A64 by car is hazardous</li> <li>• Affordable housing need is identified at 4-5 dwellings for local need</li> <li>• Site near River Derwent SSSI/ SAC ancient woodland and Howardian Hill AONB. Need to ensure assessment through the Habitats Regulations Assessment, ecological survey and Landscape character assessment</li> </ul> | Mr and Mrs CL Taylor<br>D Oakes<br>D P Martin<br>F Le Masurier<br>Natural England |
| 501            |              | <ul style="list-style-type: none"> <li>• No infrastructure to cope with expansion</li> <li>• No facilities and services</li> <li>• The public transport is not accessible; it is a mile walk away and in bad weather is impassible. The A64 must be crossed, and the speeds are 60-70 mph – a fatality has occurred.</li> <li>• Even access onto the A64 by car is hazardous</li> <li>• Site near River Derwent SSSI/ SAC ancient woodland and Howardian Hill AONB. Need to ensure assessment through the Habitats Regulations Assessment,</li> </ul>  | D P Martin<br>Natural England   |

| Orig. Site no.  | New Site no. | Issue  | Respondent   |
|-----------------|--------------|--|--|
|                 |              | ecological survey and Landscape character assessment   |  |
| <b>CROPTON</b>  |              |  |  |
| 399             |              | <ul style="list-style-type: none"> <li>• Within Source Protection Zone 2- caution needed during construction due to SPZ</li> <li>• Poor access and Parish Council strongly against development</li> <li>• Site is 65m from Stand Cross in Church yard of St. Gregory's, and 100m from Cropton Hall Garth, both of which are Scheduled Monuments. Any proposals near this site would need to ensure that the setting of these monuments is preserved</li> <li>• Site adjacent to the National Park and near some ancient Woodlands and SSSI sites. Ecological survey required in this area</li> <li>• Southern end of former woodyard, access by snickets so not good for vehicular access</li> <li>• Limited infrastructure</li> <li>• Not supportive of further development- had two dwellings built already</li> </ul> | Yorkshire Water<br>Cropton Parish Council<br>English Heritage<br>Natural England<br>Mr and Mrs P Thursby-Coombes |
| 400             |              | <ul style="list-style-type: none"> <li>• Source Protection Zone 2- caution needed during construction due to SPZ</li> <li>• Poor access, strongly against development, lies on Back Lane and there has already been judgement from the Planning Inspector that this lane is incapable of taking any residences</li> <li>• Site adjacent to the National Park and near some ancient Woodlands and SSSI sites. Ecological survey required in this area</li> <li>• Southern end of former woodyard, access by snickets so not good for vehicular access</li> <li>• Limited infrastructure</li> <li>• Not supportive of further development- had two dwellings built already</li> </ul>  | Yorkshire Water<br>Cropton Parish Council<br>Natural England<br>Mr and Mrs Thursby Coombes                       |
| <b>DUGGLEBY</b> |              |  |  |
| 401             |              | <ul style="list-style-type: none"> <li>• Support</li> <li>• The village should be expanded</li> <li>• Site lies opposite Duggleby Howe Round Barrow a Scheduled Monument, it will be necessary to demonstrate that development of this area could be achieved in a manner which would safeguard the setting of this monument</li> </ul>  | M Willoughby<br>S Fairbank<br>English Heritage   |

| <b>Orig. Site no.</b> | <b>New Site no.</b> | <b>Issue</b>   | <b>Respondent</b>   |
|-----------------------|---------------------|--|---|
| 407                   |                     | <ul style="list-style-type: none"> <li>• Particularly support</li> <li>• The village should be expanded</li> </ul>   | M Willoughby<br>S Fairbank  |
| 445                   |                     | <ul style="list-style-type: none"> <li>• Object to</li> </ul>  | M Willoughby  |
| 446                   |                     | <ul style="list-style-type: none"> <li>• Object to</li> <li>• Sewage pumping station with two sewers. Sewers need diverting or site layout to reflect infrastructure. Pumping station may require moving if sewers are diverted</li> <li>• Site lies opposite Duggleby Howe Round Barrow a Scheduled Monument, it will be necessary to demonstrate that development of this area could be achieved in a manner which would safeguard the setting of this monument</li> </ul>   | M Willoughby<br>Yorkshire Water<br>English Heritage   |
| <b>EAST HESLERTON</b> |                     |  |   |
| 486                   |                     | <ul style="list-style-type: none"> <li>• Near East Heselton Brow SSSI 750m Ecological survey required in this area</li> </ul>  | Natural England   |
| <b>EAST LUTTON</b>    |                     |  |   |
| 376                   |                     | <ul style="list-style-type: none"> <li>• Will become available as agricultural holdings are consolidated in next 5 years</li> <li>• New build and conversions</li> <li>• Mixture of tenures including live work</li> <li>• Safe access can be created</li> <li>• Note north of site is within area of flood risk, appropriate mitigation/ design and layout can overcome this to the satisfaction of the Environment Agency</li> </ul>   | Carter Jonas obo Chomley Estate   |
| <b>EBBERSTON</b>      |                     |  |   |
| 17                    |                     | <ul style="list-style-type: none"> <li>• Concerns: scale of site will dramatically alter the social fabric of the village by increasing population of village by c.50%</li> <li>• Flooding issues- field provides natural flood plain, existing properties in the vicinity flood, and have no insurance</li> <li>• Substantial increase in traffic, junction with main street accident blackspot</li> <li>• Loss of significant visual character from this attractive open area</li> <li>• Not a service village- no shop, no pub or school</li> <li>• Concerns about the ability of utility services to cope have been raised</li> <li>• Limited employment opportunities a commuter village</li> </ul> | G Walker<br>Mr and Mrs I Hardie<br>R Howlett<br>H Meadley<br>J Bonham<br>S Knowles<br>A Wyatt<br>AG Thompson<br>S Thompson<br>G W Happlestone |

| Orig. Site no. | New Site no. | Issue   | Respondent   |
|----------------|--------------|---|--|
|                |              | <ul style="list-style-type: none"> <li>• Scope for smaller infill sites</li> <li>• Need to use brownfield sites</li> <li>• The large number of holiday cottages needs reviewing</li> <li>• Encouraging older people to leave larger properties for more manageable properties – leaving larger properties for people with children</li> <li>• No footpaths cycle tracks between Ebberston and Allerston</li> <li>• Use small scale building plots elsewhere in the village</li> <li>• Prefer to use this land for allotments</li> <li>• Ruin our view of Pickering</li> <li>• Increase noise in a quiet and tranquil village</li> <li>• Need to plan for an aging population and allowing young people to stay in the village they grew up in</li> <li>• Greenfield site</li> <li>• Negative impact on character and setting of village</li> <li>• Access issues: access onto A170 is a B class road on a bend, with a 60 mph limit. Road is narrow.</li> <li>• Concerned about development of one dwelling leading to further development</li> <li>• Supports majority of residential development taking place within the Market Towns</li> <li>• There is no demand for residential development of this scale in Ebberston</li> <li>• Partial bus service- which does not go to Malton (main source of employment opportunities)</li> <li>• Should be considered as a Visually Important Undeveloped Area</li> <li>• Existing schools are at capacity</li> <li>• Restriction to two-bed development in all new schemes</li> <li>• All new building should fit a local criteria and a shared equity scheme</li> <li>• Development should avoid any negative impact on the use of the footpath running through this site</li> <li>• Village has one of the lowest crime rates, concern about large of affordable</li> </ul> | <p>C Langley<br/> H Breese<br/> Ebberston and Yedingham Parish Council<br/> C Breese<br/> Natural England<br/> J Peckitt</p> |

| Orig. Site no. | New Site no. | Issue   | Respondent  |
|----------------|--------------|---|---|
|                |              | <p>housing and lack of amenities.</p> <ul style="list-style-type: none"> <li>• Doctors will struggle to cope with this scale of development</li> <li>• Concern over extending the building line of the village onto the Greenbelt</li> <li>• People without transport will find area remote and public transport expensive</li> <li>• Only one youth group – How will young people occupy themselves</li> </ul>   |   |
| 115            |              | <ul style="list-style-type: none"> <li>• Development along northern edge along A170 may be acceptable</li> <li>• Village has a pleasant rural aspect and should not be destroyed</li> <li>• Brownfield site</li> <li>• Width of Back Lane is narrow, potential problems with extra traffic and parking</li> <li>• Near to main road – noise issues etc</li> <li>• On high landscape value area</li> <li>• Site 115 or 435 would be sufficient but not both</li> <li>• Agree that the majority of residential development taking place in the market towns and one of the service villages</li> <li>• Not a service village, and would therefore be contrary to policy to include this site</li> <li>• No school, shop or other facilities, one pub on the outskirts of village</li> <li>• Limited public transport – no links to Malton</li> <li>• Residential village - limited local employment opportunities</li> <li>• Development of this scale would lead to increased use of private cars for commuting</li> <li>• Development of these sites would not therefore mean any contribution to the strategy's aim of sustainable development</li> <li>• No demand for development of this scale/ size of development would destroy character of the Village</li> <li>• If the development was approved it could set a precedent for further development at East side of Back Lane and for building on greenbelt</li> <li>• Concerns about access to the site</li> <li>• Existing schools are at capacity</li> <li>• Risk of flooding – no insurance</li> </ul> | <p>G Walker<br/> AG &amp; S Thompson<br/> GW Hepplestone<br/> C Langley<br/> H Breese<br/> Ebberston and Yedingham Parish Council<br/> C Breese</p> |

| Orig. Site no. | New Site no. | Issue   | Respondent   |
|----------------|--------------|---|--|
|                |              | <ul style="list-style-type: none"> <li>• No residential provision for the elderly if houses were released</li> <li>• Restriction to two-bed development in all approved schemes</li> <li>• New development should fit local criteria and part of a shared equity scheme</li> <li>• Do not want to see more development to the east of the lane</li> </ul>   |  |
| 435            |              | <ul style="list-style-type: none"> <li>• Either site 115 or 435 – not both</li> <li>• Maintains line of village</li> <li>• On Main Street therefore easy access</li> <li>• Reasonable size and site for affordable housing</li> <li>• Traffic increase through village</li> <li>• Landscape issues – area opposite is an area of natural beauty</li> <li>• Impact on the character and setting</li> <li>• Agree that majority of development should take place in market towns and one service village. Ebberston is not within either category and would therefore be contrary to policy if included</li> <li>• Not a service village - no school, shops or other facilities, one pub on outskirts of village</li> <li>• Partial bus service- which does not go to Malton (main source of employment opportunities)</li> <li>• Development of site would destroy character of the village</li> <li>• No demand for development of this scale</li> <li>• Of the three sites this would be the favoured one for low cost/affordable housing to meet local needs</li> <li>• Not a service village, no shops, schools</li> <li>• Limited employment opportunities</li> <li>• Partial bus service – which does not go to Malton</li> <li>• Existing schools are at capacity</li> <li>• Risk of flooding – no insurance</li> <li>• No residential provision for the elderly if houses were released</li> <li>• Restriction to two-bed development in all approved schemes</li> </ul> | <p>G Walker<br/> AG &amp; S Thompson<br/> GW Hepplestone<br/> C Langley<br/> H Breese<br/> Ebberston and Yedingham Parish Council<br/> C Breese<br/> J Peckitt</p> |

| <b>Orig. Site no.</b> | <b>New Site no.</b> | <b>Issue</b>   | <b>Respondent</b>   |
|-----------------------|---------------------|--|---|
|                       |                     | <ul style="list-style-type: none"> <li>• New development should fit local criteria and part of a shared equity scheme</li> <li>• Building on this site could lead to further development in the future</li> <li>• Suitable for low density housing – do not want building line extended further south</li> <li>• Development should only take place within the current village envelope</li> <li>• Consider there to be access issues</li> <li>• Development of these sites would not therefore mean any contribution to the strategy's aim of sustainable development</li> </ul>  |   |
| 483                   |                     | <ul style="list-style-type: none"> <li>• Potential to create enormous access problems</li> <li>• Site too large for village needs and beyond capacity of existing facilities</li> <li>• Avoid negative impact on use of the footpath running through site</li> <li>• May encourage back land development and lead to further development</li> </ul>  | GW Hepplestone<br>Ebberston and Yedingham Parish Council<br>Natural England |
| 491                   |                     | <ul style="list-style-type: none"> <li>• Potential to create enormous access problems</li> <li>• Site too large for village needs and beyond capacity of existing facilities</li> </ul>  | GA Hepplestone<br>Ebberston and Yedingham Parish Council                    |
| 493                   |                     | <ul style="list-style-type: none"> <li>• Concern regarding size of site and increased amount of traffic</li> </ul>   | Ebberston and Yedingham Parish Council                                      |
| <b>FADMOOR</b>        |                     |  |   |
| 499                   |                     | <ul style="list-style-type: none"> <li>• Concerns over the impact the scale of site will have on the character and form of the village</li> <li>• Questions raised regarding the conformity of the proposed development site to some site selection criteria in section 6 of the 'Ryedale LDF Summer Consultation June 2009'</li> <li>• Whilst there is no suggestion that the present landowner has any such intention, if the site were to be designated as development land in the LDF, a future owner would probably wish to maximise the potential to the detriment of the character of the village</li> <li>• Should an application be made by the landowner for a single dwelling appropriately on the holding it is likely that this would be supported by the Parish Meeting</li> </ul> | Fadmoor Parish Meeting  |

| <b>Orig. Site no.</b> | <b>New Site no.</b> | <b>Issue</b>   | <b>Respondent</b>   |
|-----------------------|---------------------|--|---|
| <b>FLAXTON</b>        |                     |  |   |
| 20                    |                     | <ul style="list-style-type: none"> <li>No objections – unless high density</li> <li>Development proposals for this site would need to ensure that the character and setting of adjacent conservation area was preserved</li> </ul>   | J L Pearson<br>English Heritage   |
| 397                   |                     | <ul style="list-style-type: none"> <li>Considered to have a significant impact on the strategic road network which will require mitigation. Improvements to the SRN are only as a last resort. Instead sustainable transport choices need to be developed through the use of Travel Plans.</li> <li>Largely overwhelm this historic part of the village</li> <li>Unrealistic to suppose that a development on this scale could be provided without the inclusion of street lighting and other urban infrastructure</li> <li>Object to size of site– will overwhelm this historic part of the village</li> <li>Seriously impair/wholly destroy character and setting of a rural village</li> <li>Existing surface water problems - new development would seriously exacerbate the problem</li> <li>Site encloses village green, access to site would be totally detrimental of rural green</li> <li>Border or include a SINC sites</li> </ul> | Highways Agency<br>J Nursey<br>English Heritage<br>Yorkshire Wildlife Trust |
| 432                   |                     | <ul style="list-style-type: none"> <li>Site adjoins southern boundary of Flaxton conservation area</li> <li>Consider the impact loss of open area would have and what effect this may have on the landscape</li> <li>Border or include a SINC sites</li> </ul>   | English Heritage<br>Yorkshire Wildlife                                      |
| <b>FOXHOLES</b>       |                     |  |   |
| 451                   |                     | <ul style="list-style-type: none"> <li>300mm sewer</li> <li>SPZ3</li> <li>Sewers need diverting or site layout reflect infrastructure. Caution needed during construction due to SPZ</li> </ul>  | Yorkshire Water   |
| <b>GATE HELMSLEY</b>  |                     |  |   |
| 25                    |                     | <ul style="list-style-type: none"> <li>Proposals for this site would need to safeguard the setting of the near by grade II</li> </ul>  | English Heritage  |

| Orig. Site no.      | New Site no. | Issue  | Respondent   |
|---------------------|--------------|--|--|
|                     |              | listed building  |  |
| 383                 |              | <ul style="list-style-type: none"> <li>Considered to have significant impact on the Strategic Road Network. Any further consideration of this site should consider the following statement: 'A development of this size and in this location would have a significant impact on the Strategic Road Network, which would require mitigation. Improvements to the SRN are considered only as a last resort. Instead a range of sustainable transport options for people using the development needs to be developed through the use of travel plans'.</li> <li>Development proposals will need to safeguard the setting of near by grade II listed building</li> </ul> | Highways Agency<br>English Heritage                                  |
| 384                 |              | <ul style="list-style-type: none"> <li>Considered to have significant impact on the Strategic Road Network. Any further consideration of this site should consider the following statement: 'A development of this size and in this location would have a significant impact on the Strategic Road Network, which would require mitigation. Improvements to the SRN are considered only as a last resort. Instead a range of sustainable transport options for people using the development needs to be developed through the use of travel plans'.</li> </ul>   | Highways Agency  |
| 568                 |              | <ul style="list-style-type: none"> <li>Gate Helmsley should qualify as a local service centre</li> <li>Wide range of facilities close by</li> <li>Regular bus route to York</li> <li>Local employment opportunities</li> <li>Given the proximity of the CSL to Gate Helmsley, it is considered that this is added justification for the provision of a mix of affordable and market housing</li> </ul>   | Smiths Gore obo Church<br>Commissioners for England                  |
| <b>GILLING EAST</b> |              |  |  |
| 35                  |              | <ul style="list-style-type: none"> <li>Heavy investment in public services will be necessary to make these sites viable for development</li> <li>Risk of flooding – further development would undo the existing remedial drainage works</li> <li>Access is very dangerous with no access to main roads</li> <li>Development on this plot would materially impair both the value of our property</li> </ul>   | W Allan<br>L Dyson<br>CE Marsh<br>R Fordery<br>H Channer<br>KC Smith |

| Orig. Site no. | New Site no. | Issue   | Respondent  |
|----------------|--------------|---|---|
|                |              | <p>and the quality of life</p> <ul style="list-style-type: none"> <li>• Drainage poor on surrounding fields</li> <li>• Concerns over access – already very dangerous with traffic ignoring speed limit</li> <li>• Understand need for starter homes – but feel Gilling East is not Suitable</li> <li>• No suitable infrastructure, no local school, shops, post office, doctor</li> <li>• Minimal public transport</li> <li>• Gilling East not suitable for any development - No advantages to building on this site</li> <li>• Development would alter character of the village/impair views</li> <li>• Understand challenges faced by the Council in producing a planning strategy but feel there are more beneficial sites than ones identified in Gilling East</li> <li>• Site in Howardian Hills AONB</li> <li>• B1363 York to Helmsley Road passing through Gilling is a busy route – additional access into it from these sites would present significant highways challenges</li> </ul>   | <p>E Jeffels<br/>W Derby<br/>Natural England<br/>S Hill</p>   |
| 36             |              | <ul style="list-style-type: none"> <li>• Heavy investment will be necessary to make these sites viable for development</li> <li>• Area is a flood plain – part of village has suffered flooding on several occasions<br/>Problems with sewerage and drainage – additional housing would add to the problem</li> <li>• No local school, shops, post office, doctor</li> <li>• Minimal bus service</li> <li>• Understand need for starter homes – but feel Gilling East is not Suitable</li> <li>• Problem with access to sites – already very dangerous with traffic ignoring speed limit</li> <li>• No advantages to building on this site/totally unsuitable</li> <li>• Gilling East not suitable for any development</li> <li>• Development of Greenfield site would change character of the village/impair views</li> <li>• Site in Howardian Hills AONB</li> <li>• Understand challenges faced by the Council in producing a planning strategy but feel there are more beneficial sites than ones identified in Gilling East</li> </ul> | <p>W Allan<br/>L Dyson<br/>CE Marsh<br/>R Fordery<br/>H Channer<br/>KC Smith<br/>E Jeffels<br/>W Derby<br/>Natural England<br/>S Hill</p> |

| Orig. Site no. | New Site no. | Issue   | Respondent  |
|----------------|--------------|---|---|
|                |              | <ul style="list-style-type: none"> <li>• If this site is developed it will create a housing estate on land which is used for agriculture</li> <li>• Strongly oppose to transforming this open space/farmland into developments</li> <li>• Development on this land will have direct visual impact on the views and would materially impair both the value of our property and the quality of family life</li> <li>• B1363 York to Helmsley Road passing through Gilling is a busy route – additional access into it from these sites would present significant highways challenges</li> </ul>   |   |
| 44             |              | <ul style="list-style-type: none"> <li>• Heavy investment will be necessary to make these sites viable for development</li> <li>• Area is a flood plain – part of village has suffered flooding on several occasions<br/>Problems with sewerage and drainage – additional housing would add to the problem</li> <li>• No local school, shops, post office, doctor</li> <li>• Understand need for starter homes – but feel Gilling East is not Suitable</li> <li>• Problem with access to site – already very dangerous with traffic ignoring speed limit – only way to access is through existing property</li> <li>• No advantages to building on this site</li> <li>• Development of Greenfield site would change character of the village/impair views</li> <li>• Site totally unsuitable</li> <li>• Site in Howardian Hills AONB</li> <li>• Understand challenges faced by the Council in producing a planning strategy but feel there are more beneficial sites than ones identified in Gilling East</li> <li>• B1363 York to Helmsley Road passing through Gilling is a busy route – additional access into it from these sites would present significant highways challenges</li> <li>• Understand challenges faced by the Council in producing a planning strategy but feel there are more beneficial sites than ones identified in Gilling East</li> </ul> | <p>W Allan<br/>L Dyson<br/>CE Marsh<br/>R Fordery<br/>H Channer<br/>KC Smith<br/>E Jeffels<br/>W Derby<br/>Natural England<br/>S Hill</p> |
| 107            |              | <ul style="list-style-type: none"> <li>• Extremely bad access from this site onto main road – with most traffic ignoring 30mph signs</li> <li>• No visibility onto Station Rd which is a busy road with dangerous blind bend</li> <li>• Village has no amenities at all – no bus service, school, shop or post office</li> </ul>  | <p>E Watson<br/>W Allan<br/>L Dyson<br/>CE Marsh</p>  |

| Orig. Site no. | New Site no. | Issue  | Respondent   |
|----------------|--------------|--|--|
|                |              | <ul style="list-style-type: none"> <li>• Drainage/sewage system would struggle to cope with additional building. Often floods after heavy rainfall</li> <li>• Risk of more serious flooding as a result of global warming will have to be considered before approving the site</li> <li>• Issues with flooding on Station Road and into fields, further development would only exacerbate the situation</li> <li>• Not against 200 houses being built in Ryedale – but should not be built in flood areas</li> <li>• Heavy investment will be necessary to make these sites viable for development</li> <li>• Understand need for starter homes – but feel Gilling East is not Suitable</li> <li>• Proposed site would totally change the character of the village</li> <li>• Development of Greenfield site would change character of the village/impair views</li> <li>• Understand challenges faced by the Council in producing a planning strategy but feel there are more beneficial sites than ones identified in Gilling East</li> <li>• Site in Howardian Hills AONB</li> <li>• Gilling East not suitable for any development</li> </ul> | <p>R Fordery<br/>H Channer<br/>KC Smith<br/>E Jeffels<br/>W Derby<br/>Natural England<br/>S Hill</p>   |
| 316            |              | <ul style="list-style-type: none"> <li>• Heavy investment will be necessary to make these sites viable for development</li> <li>• The village has not suitable infrastructure, no school, local shops and no regular bus services</li> <li>• Gilling East not suitable for any development</li> <li>• Village has no amenities at all – no bus service, school, shop or post office</li> <li>• Area is a flood plain – part of village has suffered flooding on several occasions</li> <li>• Drainage/sewage system would struggle to cope with additional building. Often floods after heavy rainfall</li> <li>• Further development would undo the existing remedial works, by reducing the surface water drainage capacity, increasing flood risk</li> <li>• Understand need for starter homes – but feel Gilling East is not Suitable</li> <li>• Site seems to cover existing dwellings and a tennis court</li> <li>• Problem with access to sites – already very dangerous therefore any</li> </ul>   | <p>W Allan<br/>L Dyson<br/>CE Mason<br/>R Fordery<br/>H Channer<br/>KC Smith<br/>E Jeffels<br/>W Derby<br/>Natural England<br/>S Hill<br/>Carter Jonas obo Trustees of Comm. REDA J Life</p> |

| Orig. Site no. | New Site no. | Issue  | Respondent   |
|----------------|--------------|--|--|
|                |              | <p>development at Gilling East should be abandoned as to dangerous</p> <ul style="list-style-type: none"> <li>• Development of Greenfield site would change character of the village/impair views</li> <li>• Understand challenges faced by the Council in producing a planning strategy but feel there are more beneficial sites than ones identified in Gilling East</li> <li>• Site in Howardian Hills AONB</li> <li>• Consider site 316 (and 317,318) to provide most appropriate and deliverable opportunities for the sustainable growth of the village</li> <li>• Extending to some 0.21ha it is estimated that this site extended could accommodate and additional three to five dwellings as conversion and new build. Further as previously developed land, the development of this site will contribute to the Council's brownfield land targets. This site is available and could come forward in the first part of the LDF period, so contributing to the Council's five year supply. (site beyond development lines)</li> </ul>  |  |
| 317            |              | <ul style="list-style-type: none"> <li>• Heavy investment will be necessary to make these sites viable for development</li> <li>• Gilling East not suitable for any development</li> <li>• Area is a flood plain – part of village has suffered flooding on several occasions</li> <li>• Drainage/sewage system would struggle to cope with additional building. Often floods after heavy rainfall</li> <li>• Further development would undo the existing remedial works, by reducing the surface water drainage capacity, increasing flood risk</li> <li>• Village has no amenities at all – no bus service, school, shop or post office</li> <li>• Understand need for starter homes – but feel Gilling East is not suitable</li> <li>• Extremely bad access from this site onto main road – with most traffic ignoring 30mph signs</li> <li>• No visibility onto Station Rd which is a busy road with dangerous blind bend</li> <li>• Proposed site would totally change the character of the village – amenity issues for residents</li> <li>• Site in Howardian Hills AONB</li> </ul> | <p>W Allan<br/>L Dyson<br/>CE Marsh<br/>R Fordery<br/>H Channer<br/>KC Smith<br/>E Jeffels<br/>W Derby<br/>Natural England<br/>S Hill<br/>Carter Jonas obo Trustees of<br/>Comm. REDA J Life</p> |
| 318            |              | <ul style="list-style-type: none"> <li>• Heavy investment will be necessary to make these sites viable for development</li> </ul>  | W Allan  |

| Orig. Site no.       | New Site no. | Issue  | Respondent   |
|----------------------|--------------|--|--|
|                      |              | <ul style="list-style-type: none"> <li>• Gilling East not suitable for any development</li> <li>• Area is a flood plain – part of village has suffered flooding on several occasions</li> <li>• Drainage/sewage system would struggle to cope with additional building. Often floods after heavy rainfall</li> <li>• Further development would undo the existing remedial works, by reducing the surface water drainage capacity, increasing flood risk</li> <li>• Village has no amenities at all – no bus service, school, shop or post office</li> <li>• Understand need for starter homes – but feel Gilling East is not Suitable</li> <li>• Church Lane not big enough to cope with increased traffic</li> <li>• Proposed site would totally change the character of the village</li> <li>• Road prone to flooding</li> <li>• Access onto roads is extremely dangerous therefore any potential development in Gilling East should be abandoned as too dangerous</li> <li>• Development proposals for this area will need to ensure that the special character and setting of the adjacent listed buildings are protected</li> <li>• Survey required to establish presence of protected species</li> <li>• B1363 York to Helmsley Road passing through Gilling is a busy route – additional access into it from these sites would present significant highways challenges</li> <li>• Understand challenges faced by the Council in producing a planning strategy but feel there are more beneficial sites than ones identified in Gilling East</li> <li>• High density development could be detrimental to village character and quality of life</li> <li>• Development would materially impair both the value of our property and the quality of family life</li> </ul> | L Dyson<br>CE Marsh<br>R Fordery<br>H Channer<br>KC Smith<br>E Jeffels<br>W Derby<br>English Heritage<br>Natural England<br>S Hill |
| <b>GREAT EDSTONE</b> |              |  |  |
| 472                  |              | <ul style="list-style-type: none"> <li>• Majority were in favour of the development site</li> </ul>  | Edstone Parish Meeting   |
| 473                  |              | <ul style="list-style-type: none"> <li>• Majority were against the development site</li> </ul>   | Edstone Parish Meeting   |
| <b>GREAT HABTON</b>  |              |  |  |
| 22                   |              | <ul style="list-style-type: none"> <li>• Habton's views should be taken into account when considering development</li> </ul>   | Cllr Andrews   |

| <b>Orig. Site no.</b> | <b>New Site no.</b> | <b>Issue</b>   | <b>Respondent</b>  |
|-----------------------|---------------------|--|--|
|                       |                     | <ul style="list-style-type: none"> <li>opportunities</li> <li>Residents overlooking this site are generally in favour of development</li> <li>Site 1000 – 1250m from the Ings Osmotherby SSSI</li> </ul>   | Habton Parish Council<br>Natural England   |
| 27                    |                     | <ul style="list-style-type: none"> <li>Habton's views should be taken into account when considering development opportunities</li> <li>Reaction of residents on the periphery of 26 to possible development, is negative</li> <li>Site 1000 – 1250m from Osmotherby SSSI</li> </ul>  | Cllr Andrews<br>Habton Parish Council<br>Natural England                               |
| 34                    |                     | <ul style="list-style-type: none"> <li>Habton Parish Council are in favour of development here</li> <li>Local support for residential development</li> <li>Development of this land would have a beneficial effect on the appearance of the settlement of Great Habton including:-</li> <li>Removal of large scale industrial type buildings</li> <li>An improvement of the village fringe by woodland planting which would give a softer edge to the settlement</li> <li>The proposed development would be a better neighbour to existing dwellings than the approved B1 and B8</li> <li>Manor Farmhouse to the south is grade II listed. Proposals will need to ensure special character and setting of the building is preserved</li> <li>Site 34 next to footpath, site 1000 – 1250m from the Ings Osmotherby SSSI</li> <li>Development should avoid any negative impact on use of the footpath</li> </ul> | Cllr Andrews<br>Habton Parish Council<br>D Toft<br>English Heritage<br>Natural England |
| <b>HAROME</b>         |                     |  |  |
| 26                    |                     | <ul style="list-style-type: none"> <li>This site abuts the edge of Harome conservation area and the curtilage of the grade II listed building – it is necessary to ensure development of this site will not have a detrimental impact upon the character or setting of the conservation area or listed building</li> <li>Harome does not meet the proposed criteria for development other than local needs on infill sites</li> <li>No school or adequate public transport and one shop</li> <li>Road to Helmsley is narrow and in poor condition – inadequate for material</li> </ul>   | English Heritage<br>K Hall   |

| Orig. Site no. | New Site no. | Issue   | Respondent                                    |
|----------------|--------------|---|---|
|                |              | <p>additional traffic</p> <ul style="list-style-type: none"> <li>• Main Street already badly congested due to on street parking</li> <li>• Environmental issues - sewage</li> <li>• Most of the sites involve the loss of good quality agricultural land</li> <li>• Strongly support the principal that any development in Harome should be for local needs only and that changes to the present village envelope should be minor</li> <li>• We do not consider that this site should be accepted for local needs at the current time as it is on the periphery of the village</li> <li>• Other identified sites should be adequate for the foreseeable future. Cumulative impact it would have on the general issues identified above should also be considered</li> </ul>   |   |
| 37             |              | <ul style="list-style-type: none"> <li>• This site abuts the edge of Harome conservation area – it is necessary to ensure development of this site will not have a detrimental impact upon the character or setting of the conservation area</li> <li>• Site adjacent to AONB – Site should be informed by a Landscape Character Assessment</li> <li>• Harome does not meet the proposed criteria for development other than local needs on infill sites</li> <li>• No school or adequate public transport and one shop</li> <li>• Road to Helmsley is narrow and in poor condition – inadequate for material additional traffic</li> <li>• Main Street already badly congested due to on street parking</li> <li>• Environmental issues - sewage</li> <li>• Most of the sites involve the loss of good quality agricultural land</li> <li>• Strongly support the principal that any development in Harome should be for local needs only and that changes to the present village envelope should be minor</li> </ul> | English Heritage<br>Natural England<br>K Hall |
| 57             |              | <ul style="list-style-type: none"> <li>• Site lies within Harome conservation area. Character and setting of conservation area needs to be preserved and any existing buildings on site should be retained</li> <li>• Harome does not meet the proposed criteria for development other than local</li> </ul>  | English Heritage<br>K Hall                    |

| Orig. Site no. | New Site no. | Issue   | Respondent                 |
|----------------|--------------|---|----------------------------|
|                |              | <p>needs on infill sites</p> <ul style="list-style-type: none"> <li>• No school or adequate public transport and one shop</li> <li>• Road to Helmsley is narrow and in poor condition – inadequate for material additional traffic</li> <li>• Main Street already badly congested due to on street parking</li> <li>• Environmental issues - sewage</li> <li>• Believe there are strong grounds for rejecting this site for local needs</li> <li>• Chapel lane is an important feature of the village and should be maintained</li> <li>• Although backing onto existing housing, this site is isolated from the rest of the village and cannot be considered as ‘adjacent’ to existing development</li> <li>• Chapel Lane is inadequate to carry vehicular traffic that would be generated by the development</li> <li>• Already a risk to pedestrians on narrow lane that is used for circuit of the village by visitors and residents</li> <li>• Alternatively if access direct to Main Street were practical despite the substantial impact on adjacent properties, this would destroy the integrity of the village green – another key feature of the village</li> </ul> |                            |
| 86             |              | <ul style="list-style-type: none"> <li>• Site lies within Harome conservation area. Character and setting of conservation area needs to be preserved and any existing buildings on site should be retained</li> <li>• Harome does not meet the proposed criteria for development other than local needs on infill sites</li> <li>• No school or adequate public transport and one shop</li> <li>• Road to Helmsley is narrow and in poor condition – inadequate for material additional traffic</li> <li>• Main Street already badly congested due to on street parking</li> <li>• Environmental issues - sewage</li> <li>• Most of the sites involve the loss of good quality agricultural land</li> <li>• Strongly support the principal that any development in Harome should be for local needs only and believe that changes to the present village envelope should be minor</li> </ul>  | English Heritage<br>K Hill |

| Orig. Site no. | New Site no. | Issue  | Respondent                   |
|----------------|--------------|--|------------------------------|
| 164            |              | <ul style="list-style-type: none"> <li>• Site lies within Harome conservation area and includes grade II listed Holly Cottage – Need to demonstrate that development safeguards character and setting as well as preserving/enhancing this part of conservation area</li> <li>• Harome does not meet the proposed criteria for development other than local needs on infill sites</li> <li>• No school or adequate public transport and one shop</li> <li>• Road to Helmsley is narrow and in poor condition – inadequate for material additional traffic</li> <li>• Main Street already badly congested due to on street parking</li> <li>• Environmental issues - sewage</li> <li>• Most of the sites involve the loss of good quality agricultural land</li> <li>• Strongly support the principal that any development in Harome should be for local needs only</li> <li>• Changes to the present village envelope should be minor</li> </ul> | English Heritage<br>K Hill   |
| 168            |              | <ul style="list-style-type: none"> <li>• This site abuts the edge of Harome conservation area – It is necessary that development of this site does not have a detrimental impact upon the character or setting of the conservation area</li> <li>• Harome does not meet the proposed criteria for development other than local needs on infill sites</li> <li>• No school or adequate public transport and one shop</li> <li>• Road to Helmsley is narrow and in poor condition – inadequate for material additional traffic</li> <li>• Main Street is already badly congested due to on street parking</li> <li>• Environmental issues - sewage</li> <li>• Most of the sites involve the loss of good quality agricultural land</li> <li>• Strongly support the principal that any development in Harome should be for local needs only and believe that changes to the present village envelope should be minor</li> </ul>                     | English Heritage<br>K Hall   |
| 169            |              | <ul style="list-style-type: none"> <li>• Back Lane is single track lane – would not cope with major increase in traffic</li> <li>• Access issues – already dangerous</li> </ul>  | I Hardie<br>English Heritage |

| Orig. Site no. | New Site no. | Issue  | Respondent                         |
|----------------|--------------|--|------------------------------------|
|                |              | <ul style="list-style-type: none"> <li>• Do not have services to sustain large scale development</li> <li>• Affordable housing should be aimed towards local residents</li> <li>• Ensure character of the conservation area is safeguarded</li> <li>• Any housing built should be aimed towards locals to enable them to get onto the property ladder</li> <li>• Harome does not meet the proposed criteria for development other than local needs on infill sites</li> <li>• No school or adequate public transport and one shop</li> <li>• Road to Helmsley is narrow and in poor condition – inadequate for material additional traffic</li> <li>• Main Street is already badly congested due to on street parking</li> <li>• Environmental issues - sewage</li> <li>• Most of the sites involve the loss of good quality agricultural land</li> <li>• Strongly support the principal that any development in Harome should be for local needs only and believe that changes to the present village envelope should be minor</li> </ul> | K Hill                             |
| 362            |              | <ul style="list-style-type: none"> <li>• Ensure character and setting of the conservation area is safeguarded</li> <li>• Harome does not meet the proposed criteria for development other than local needs on infill sites</li> <li>• No school or adequate public transport and one shop</li> <li>• Road to Helmsley is narrow and in poor condition – inadequate for material additional traffic</li> <li>• Main Street is already badly congested due to on street parking</li> <li>• Environmental issues - sewage</li> <li>• Most of the sites involve the loss of good quality agricultural land</li> <li>• Strongly support the principal that any development in Harome should be for local needs only and believe that changes to the present village envelope should be minor</li> </ul>   | English Heritage<br>K Hill         |
| 363            |              | <ul style="list-style-type: none"> <li>• Very large site and a new waste water treatment works would be required</li> </ul>  | Yorkshire Water<br>Highways Agency |

| Orig. Site no. | New Site no. | Issue  | Respondent   |
|----------------|--------------|--|--|
|                |              | <ul style="list-style-type: none"> <li>• Too much proposed development</li> <li>• No amenities</li> <li>• Request that further consideration of this site considers the following statement:<br/>'A development of this size and in this location would have a significant impact on the Strategic Road Network, which would require mitigation. Improvements to the SRN are considered only as a last resort. Instead a range of sustainable transport options for people using the development needs to be developed through the use of travel plans'</li> <li>• Site extends up northern edge of conservation area – necessary to that the character/setting</li> <li>• Development of this site should avoid any negative impact on the use of the footpath</li> <li>• Before allocation this site, it will be necessary to demonstrate that the loss of this open area would not have detrimental impact upon the character, setting or views towards and from the conservation area</li> <li>• Harome does not meet the proposed criteria for development other than local needs on infill sites</li> <li>• No school or adequate public transport and one shop</li> <li>• Road to Helmsley is narrow and in poor condition – inadequate for material additional traffic</li> <li>• Main Street is already badly congested due to on street parking</li> <li>• Environmental issues - sewage</li> <li>• Most of the sites involve the loss of good quality agricultural land</li> <li>• Strongly support the principal that any development in Harome should be for local needs only and believe that changes to the present village envelope should be minor</li> </ul> | <p>English Heritage<br/>Natural England<br/>K Hill</p> |
| 364            |              | <ul style="list-style-type: none"> <li>• Very remote from public sewers and water mains</li> <li>• Harome does not meet the proposed criteria for development other than local needs on infill sites</li> <li>• No school or adequate public transport and one shop</li> </ul>   | <p>Yorkshire Water<br/>K Hill</p>                      |

| Orig. Site no. | New Site no. | Issue   | Respondent                           |
|----------------|--------------|---|--------------------------------------|
|                |              | <ul style="list-style-type: none"> <li>• Road to Helmsley is narrow and in poor condition – inadequate for material additional traffic</li> <li>• Main Street is already badly congested due to on street parking</li> <li>• Environmental issues - sewage</li> <li>• Most of the sites involve the loss of good quality agricultural land</li> <li>• Strongly support the principal that any development in Harome should be for local needs only and believe that changes to the present village envelope should be minor</li> </ul>  |                                      |
| 365            |              | <ul style="list-style-type: none"> <li>• 225mm sewer on eastern boundary</li> <li>• Very large site and a new wwwtw would be required</li> <li>• Quite unrelated to existing village housing</li> <li>• Harome does not meet the proposed criteria for development other than local needs on infill sites</li> <li>• No school or adequate public transport and one shop</li> <li>• Road to Helmsley is narrow and in poor condition – inadequate for material additional traffic</li> <li>• Main Street is already badly congested due to on street parking</li> <li>• Environmental issues - sewage</li> <li>• Most of the sites involve the loss of good quality agricultural land</li> <li>• Strongly support the principal that any development in Harome should be for local needs only and believe that changes to the present village envelope should be minor</li> </ul> | Yorkshire Water<br>P Sutor<br>K Hill |
| 366            |              | <ul style="list-style-type: none"> <li>• Adjacent to woodland – Ecological survey required</li> <li>• Harome does not meet the proposed criteria for development other than local needs on infill sites</li> <li>• No school or adequate public transport and one shop</li> <li>• Road to Helmsley is narrow and in poor condition – inadequate for material additional traffic</li> <li>• Main Street is already badly congested due to on street parking</li> </ul>   | Natural England<br>K Hill            |

| <b>Orig. Site no.</b> | <b>New Site no.</b> | <b>Issue</b>  | <b>Respondent</b>                              |
|-----------------------|---------------------|---|--|
|                       |                     | <ul style="list-style-type: none"> <li>• Environmental issues - sewage</li> <li>• Most of the sites involve the loss of good quality agricultural land</li> <li>• Strongly support the principal that any development in Harome should be for local needs only and believe that changes to the present village envelope should be minor</li> </ul>  |  |
| <b>HARTON</b>         |                     |   |  |
| 23                    |                     | <ul style="list-style-type: none"> <li>• Site could allow linear development on the sites following the pattern of housing already in the village.</li> <li>• Mix of homes much needed by local families</li> </ul>   | A Walters<br>Harton Parish Council             |
| 24                    |                     | <ul style="list-style-type: none"> <li>• Site could allow linear development on the sites following the pattern of housing already in the village.</li> <li>• Mix of homes much needed by local families</li> </ul>   | A Walters<br>Harton Parish Council             |
| 416                   |                     | <ul style="list-style-type: none"> <li>• Large site not suitable for industrial use</li> <li>• No objection to new homes been built on this site in the density that matches the village as now</li> <li>• Keep village green look that enhances the area</li> <li>• Further explanation of mixed use should be acquired</li> <li>• Unsuitable for residential use, residential use is more appropriate</li> <li>• Development of this size would cause considerable concern to existing homes</li> <li>• Site suitable for development – genuinely deliverable sites with no foreseen constraints</li> <li>• Development of site would provide rural employment and housing opportunities</li> </ul> | A Walters<br>Harton Parish<br>Savills Planning |
| <b>HELPERTHORPE</b>   |                     |   |  |
| 29                    |                     | <ul style="list-style-type: none"> <li>• Main concern is that proposed development is not in line with the linear development plan for village.</li> <li>• Concern over access issues only wide enough for one vehicle</li> <li>• Concern over surface water drainage</li> </ul>  | Mr & Mrs Crookes<br>Lutton Parish Council      |

| <b>Orig. Site no.</b> | <b>New Site no.</b> | <b>Issue</b>   | <b>Respondent</b>                   |
|-----------------------|---------------------|--|-------------------------------------|
|                       |                     | <ul style="list-style-type: none"> <li>• Buildings on site not usable for conversion</li> <li>• within Area of High Landscape Value</li> <li>• Outside Development Limits</li> </ul>   |                                     |
| <b>HUTTONS AMBO</b>   |                     |  |                                     |
| 21                    |                     | <ul style="list-style-type: none"> <li>• Consider the current development boundary (western edge of submitted site) to be the limit of extension into the parish of Huttons Ambo</li> </ul>  | Huttons Ambo Parish Council         |
| 113                   |                     | <ul style="list-style-type: none"> <li>• Considers the current development boundary (western edge of submitted site) to be the limit of extension into the parish of Huttons Ambo</li> </ul>   | Huttons Ambo Parish Council         |
| <b>HOWSHAM</b>        |                     |  |                                     |
| 39                    |                     | <ul style="list-style-type: none"> <li>• Site adjacent to Howardian Hills</li> <li>• Site should be informed by a Landscape character assessment</li> <li>• Site lies within Howsham conservation area and includes two grade II listed buildings and lies opposite the boundary of the grade II historic park and garden of Howsham Hall</li> <li>• Necessary to demonstrate that development of this scale can be achieved whilst safeguarding the character and setting of this part of the conservation area</li> <li>• Retain any existing unlisted buildings on this site which make a positive contribution to its character</li> <li>• Preserve the special character and setting of the listed Town Farmhouse and its barn</li> <li>• No adverse impact upon the adjacent Historic Park and Garden</li> </ul> | English Heritage<br>Natural England |
| 167                   |                     | <ul style="list-style-type: none"> <li>• Site adjacent to Howardian Hills</li> <li>• Site should be informed by a Landscape character assessment</li> <li>• Necessary to demonstrate that development of this scale can be achieved whilst safeguarding the character and setting</li> <li>• Site lies within Howsham conservation area and includes two grade II listed buildings and lies opposite the boundary of the grade II historic park and garden of Howsham Hall</li> </ul>  | English Heritage<br>Natural England |

| Orig. Site no.    | New Site no. | Issue  | Respondent  |
|-------------------|--------------|--|---|
|                   |              | <ul style="list-style-type: none"> <li>• Necessary to demonstrate that development of this scale can be achieved whilst safeguarding the character and setting of this part of the conservation area</li> <li>• Retain any existing unlisted buildings on this site which make a positive contribution to its character</li> <li>• Preserve the special character and setting of the listed Town Farmhouse and its barn</li> </ul>   |   |
| <b>KELDHOLMEE</b> |              |  |   |
| 395               |              | <ul style="list-style-type: none"> <li>• Major concern over access from A170 – Traffic blackspot, very dangerous</li> <li>• Rights of way footpaths should not be allowed to disappear because of residential development</li> <li>• New mains sewerage system is needed before further development takes place</li> <li>• Kirkbymoorside is poorly serviced for basic grocery shops – larger supermarket with good parking would be a big improvement</li> <li>• Employment</li> <li>• Site should be informed by a Landscape character assessment and an Ecological survey</li> <li>• Considered to have significant impact on the Strategic Road Network – Requested that any further consideration of this site considers the following statement: 'A development of this size and in this location would have a significant impact on the Strategic Road Network, which would require mitigation. Improvements to the SRN are considered only as a last resort. Instead a range of sustainable transport options using the development needs to be developed through the use of travel plans'.</li> </ul> | <p>H Beaumont<br/>J Francis<br/>Highways Agency<br/>Kirkbymoorside Town Council<br/>Natural England</p> |
| 467               |              | <ul style="list-style-type: none"> <li>• No development in the area</li> <li>• Increased flood risk</li> <li>• Concerns over access to the site</li> <li>• Land offers recreational opportunity for the residents of Kirkbymoorside</li> <li>• Increased flood risk in an area with such valuable topography</li> </ul>  | <p>C Parker<br/>Kirkbymoorside Town Council<br/>A &amp; J Warriner<br/>R Baines<br/>B Hughes</p>        |

| Orig. Site no.         | New Site no. | Issue  | Respondent   |
|------------------------|--------------|--|--|
|                        |              | <ul style="list-style-type: none"> <li>• Settlement dates back to the gift of the land to the church by the Stutevilles in 1190 – adjacent properties retain evidence of this past history</li> <li>• Valuable fauna and flora whose fragile presence would be threatened by increased flood risk</li> <li>• Sites lie east of Kirkbymoorside and their inclusion would conflict with retaining as much Greenfield land as possible, avoiding merger of Keldholmee with Kirkbymoorside</li> </ul>  |  |
| <b>KIRBY MISPERTON</b> |              |  |  |
| 41                     |              | <ul style="list-style-type: none"> <li>• Not a service village</li> <li>• Site is Greenfield and in agricultural use</li> <li>• Site lies to South of the eastern approach to the village and would be visually prominent on the main approach to the village</li> <li>• Development of this site would alter the existing village boundary</li> <li>• Development too big for village</li> </ul>  | P Wicks<br>Planning and Landscape Associates<br>Kirby Misperton Parish Council |
| 42                     |              | <ul style="list-style-type: none"> <li>• Development of this site would alter the existing village boundary</li> <li>• Development too big for village</li> <li>• Difficult creating infrastructure due to, higher ground levels, heavy clay substrata, no watercourses being within reasonable distance to the site</li> <li>• Significantly skew ratio of new and older properties</li> <li>• Large Greenfield site</li> <li>• Property already available in the village do not see how additional developments can be built in the current climate</li> <li>• Drainage issues and sewerage capacity is an issue</li> <li>• Existing infrastructure insufficient – no bus route, rail link, school or shops</li> <li>• Heavy traffic through the village is already an issue, further development will only add to this</li> <li>• Safety concerns of residents crossing busy road</li> <li>• Access to any new development would not be possible given it is a narrow single</li> </ul> | P Wicks<br>N Wilson<br>Kirby Misperton Parish Council<br>D Toft                |

| <b>Orig. Site no.</b> | <b>New Site no.</b> | <b>Issue</b>   | <b>Respondent</b>                        |
|-----------------------|---------------------|--|--|
|                       |                     | lane roadway with vehicles parked  |  |
| 171                   |                     | <ul style="list-style-type: none"> <li>• Infrastructure is adequate</li> <li>• Residential development would be a good neighbour to the surrounding residential development</li> <li>• A range of house types could be provided, a proportion of which could be affordable</li> <li>• Development would be deliverable</li> <li>• Well related to local employment</li> <li>• Hourly bus service to the local towns, coastal towns and major cities</li> <li>• Footpaths giving access to wider countryside</li> <li>• Amount of traffic generated would not impact adversely upon the local highway network</li> <li>• No impact on nature conservation</li> <li>• No impact on listed buildings</li> <li>• No risk of flooding</li> <li>• No impact on character of settlement or surrounding landscape</li> <li>• Part of site is Brownfield</li> <li>• There would be no loss of agricultural land</li> <li>• No impact on ground water</li> <li>• No impact on mineral deposits</li> <li>• No contamination issues</li> <li>• Potential exists for energy conservation through the construction of sustainable homes</li> <li>• Site is well screened and visually contained by existing development</li> </ul> | D Toft<br>Kirby Misperton Parish Council |
| <b>LEAVENING</b>      |                     |  |  |
| 45                    |                     | <ul style="list-style-type: none"> <li>• Suitable for light industry only</li> </ul>   | D Townsend                               |
| <b>LEPPINGTON</b>     |                     |  |  |
| 440                   |                     | <ul style="list-style-type: none"> <li>• Ecological survey would be required</li> <li>• Large site – risk to rural character and surrounding area</li> </ul>   | Natural England<br>R Scott               |

| <b>Orig. Site no.</b> | <b>New Site no.</b> | <b>Issue</b>  | <b>Respondent</b>   |
|-----------------------|---------------------|---|---|
|                       |                     | <ul style="list-style-type: none"> <li>• Unspoilt countryside</li> <li>• Potential to flood – drainage issues must be resolved before further development can be considered</li> </ul>  | Scrayingham Parish Council  |
| <b>LOW HUTTON</b>     |                     |   |   |
| 448                   |                     | <ul style="list-style-type: none"> <li>• Site would increase the traffic along a bad access road in and out of Huttons Ambo</li> <li>• Access down Water Lane is very narrow with parked cars</li> <li>• Close to Hutton Ambo WWTW. Yorkshire Water may object to part of site – Further investigation is required</li> </ul>   | G Milner<br>Yorkshire Water   |
| <b>MARTON</b>         |                     |   |   |
| 46                    |                     | <ul style="list-style-type: none"> <li>• Infill sites would seem appropriate to a village the size of Marton, part of which is designated as a conservation area</li> <li>• Depending upon density of housing would represent a 8 to 10% growth in the number of houses</li> <li>• Marton is situated on an area liable to flood – part of land suggested for development already floods</li> <li>• No infrastructure</li> <li>• Very limited bus service</li> <li>• Road accessibility is causing difficulties</li> <li>• Additional housing would lead to further traffic</li> <li>• Ryedale carbon footprint would have to be considered by a large increase of housing</li> <li>• Totally inappropriate – strong objections from local residents</li> </ul> | Newton on Rawcliffe and Stape Parish Council<br>I Butcher<br>L Hutchinson |
| 47                    |                     | <ul style="list-style-type: none"> <li>• Marton is situated on an area liable to flood – part of land suggested for development already floods – Difficulty in obtaining house insurance</li> <li>• At present the flood bank passing through Marton is not in a good state of repair and leaks into the village in times of high river levels</li> <li>• Difficulty in obtaining house insurance due to flooding</li> <li>• No infrastructure</li> </ul>   | Newton on Rawcliffe and Stape Parish Council                              |

| <b>Orig. Site no.</b> | <b>New Site no.</b> | <b>Issue</b>   | <b>Respondent</b>   |
|-----------------------|---------------------|--|---|
|                       |                     | <ul style="list-style-type: none"> <li>• Very limited bus service</li> <li>• Ryedale carbon footprint would have to be considered by a large increase of housing</li> </ul>  |   |
| 48                    |                     | <ul style="list-style-type: none"> <li>• Infill sites would seem appropriate to a village the size of Marton, part of which is designated as a conservation area</li> <li>• Depending upon density of housing would represent a 8 to 10% growth in the number of houses</li> <li>• Serious concerns over flooding</li> <li>• At present the flood bank passing through Marton is not in a good state of repair and leaks into the village in times of high river levels</li> <li>• Marton is situated on an area liable to flood – part of land suggested for development already floods – Difficulty in obtaining house insurance</li> <li>• Difficulty in obtaining house insurance due to flooding</li> <li>• Lack of infrastructure</li> <li>• Very limited bus service</li> <li>• Ryedale carbon footprint would have to be considered by a large increase of housing</li> <li>• Not suitable as the area is one of the first to flood</li> <li>• Would need to demonstrate that loss of this currently open area and subsequent redevelopment could be achieved which preserved the character of the adjacent conservation area and surrounding views</li> </ul> | <p>Newton on Rawcliffe and Stape Parish Council<br/> AW Hutchinson<br/> English Heritage<br/> L Hutchinson</p>  |
| 49                    |                     | <ul style="list-style-type: none"> <li>• Serious concerns over flooding</li> <li>• No infrastructure</li> <li>• Very limited bus service</li> <li>• Roads unsuitable for an increased volume of traffic</li> <li>• Would need to demonstrate that loss of this currently open area and subsequent redevelopment could be achieved which preserved the character of the adjacent conservation area and surrounding views</li> </ul>   | <p>Newton on Rawcliffe and Stape Parish Council<br/> A W Hutchinson<br/> English Heritage<br/> L Hutchinson</p> |
| 289                   |                     | <ul style="list-style-type: none"> <li>• Serious concerns over flooding</li> </ul>   | <p>Newton on Rawcliffe and Stape Parish Council</p>   |

| <b>Orig. Site no.</b> | <b>New Site no.</b> | <b>Issue</b>  | <b>Respondent</b>   |
|-----------------------|---------------------|---|---|
|                       |                     | <ul style="list-style-type: none"> <li>• Lack of infrastructure</li> <li>• Limited bus service</li> <li>• Roads unsuitable for an increased volume of traffic</li> <li>• Ryedale carbon footprint would have to be considered by a large increase of housing</li> </ul>   |   |
| <b>MIDDLETON</b>      |                     |   |   |
| 50                    |                     | <ul style="list-style-type: none"> <li>• Parish Council would not object to limited development providing development adjoining High Back Side involved the widening the road.</li> <li>• Site lies within conservation area therefore would need to demonstrate that loss of this currently open area and subsequent redevelopment could be achieved which preserved the character of the adjacent conservation area and surrounding views</li> <li>• Site 50 is 800m from Newbridge Quarry SSSI</li> <li>• Site should be informed by a Landscape character assessment and ecological survey</li> </ul> | Aislaby Middleton & Wreton<br>Parish Council<br>English Heritage<br>Natural England |
| 53                    |                     | <ul style="list-style-type: none"> <li>• No objection to limited development providing development adjoining High Back Side involved the widening the road.</li> <li>• Site lies within conservation area therefore would need to demonstrate that loss of this currently open area and subsequent redevelopment could be achieved which preserved the character of the adjacent conservation area and surrounding views</li> </ul>   | Aislaby Middleton & Wreton<br>Parish Council<br>English Heritage                    |
| 278                   |                     | <ul style="list-style-type: none"> <li>• Do not wish to see any development north of High Back Side</li> <li>• Site lies within conservation area therefore would need to demonstrate that loss of this currently open area and subsequent redevelopment could be achieved which preserved the character of the adjacent conservation area and surrounding views</li> </ul>   | Aislaby Middleton & Wreton<br>Parish Council<br>English Heritage                    |
| 279                   |                     | <ul style="list-style-type: none"> <li>• Site lies within conservation area therefore would need to demonstrate that loss of this currently open area and subsequent redevelopment could be achieved which preserved the character of the adjacent conservation area and surrounding</li> </ul>   | English Heritage  |

| Orig. Site no.             | New Site no. | Issue  | Respondent  |
|----------------------------|--------------|--|---|
|                            |              | views  |   |
| 354                        |              | <ul style="list-style-type: none"> <li>• Parish Council would not object to limited development adjoining the present development line providing any building adjoining High Back Side involved the widening of the road</li> <li>• SPZ1. May object due to risk of groundwater</li> <li>• Site lies within conservation area therefore would need to demonstrate that loss of this currently open area and subsequent redevelopment could be achieved which preserved the character of the adjacent conservation area and surrounding views</li> <li>• Sites should be informed by a Landscape character assessment and ecological survey</li> <li>• 354 is 800m from Newbridge Quarry SSSI. Site should be informed by a Landscape Character Assessment and ecological survey</li> </ul>   | Aislaby Middleton & Wreton Parish Council<br>Yorkshire Water<br>English Heritage<br>Natural England   |
| <b>NEWTON-ON-RAWCLIFFE</b> |              |  |   |
| 172                        |              | <ul style="list-style-type: none"> <li>• Site is outside village boundary</li> <li>• No facilities within village – no school, shop or regular bus service</li> <li>• Too close to buildings containing livestock</li> <li>• On site of an old Dew pond</li> <li>• Will block view of village</li> <li>• Please leave village unspoilt</li> <li>• SPZ3. Caution needed during construction due to SPZ</li> <li>• Destroy guidelines of the village for which holidaymakers return</li> <li>• Fabulous views will be obscured</li> <li>• Development would have negative impact on the area and impact on tourism</li> <li>• Development of site would greatly affect our livestock unit as we will be subjected to complaints about noise, smell, flies etc by homeowners on this site</li> <li>• Modern housing may effect natural charm and character</li> <li>• Increase in traffic on an already existing busy road</li> <li>• Opposed to development</li> </ul> | S & J Peirson<br>R Casswell<br>Yorkshire Water<br>G A Sellers<br>D Wynn-Williams<br>Newton on Rawcliffe and Stape Parish Council<br>R Cuthbert<br>J Heaton<br>ME & NM Blacklee<br>Natural England<br>G Nersessian |

| Orig. Site no. | New Site no. | Issue  | Respondent   |
|----------------|--------------|--|--|
|                |              | <ul style="list-style-type: none"> <li>• Out of scale with requirements of village – fulfils none of the criteria that justifies a large number of houses</li> <li>• Not appropriate for social housing due to lack of transport and facilities</li> <li>• Development would destroy the appearance of the Southern approach to the village and place demands on services</li> <li>• Oppose any development which would extend or cross the village boundary – favour housing development in market towns and service villages</li> <li>• No objection providing it is affordable housing for low incomes and infrastructure can support further development</li> <li>• Development would have negative impact on tourism</li> <li>• Ecological survey and landscape character assessment would be needed</li> <li>• Do not have the facilities to sustain increased population</li> <li>• No need for affordable housing in the village – rented properties are hard to let long term due to the village been remote</li> <li>• Renting property hard to let and new smaller property is hard to sell</li> <li>• Parish Council oppose to development due to it been grossly out of scale</li> <li>• Site runs entirely counter to the criteria set out for option 3</li> </ul> |  |
| 352            |              | <ul style="list-style-type: none"> <li>• In favour of infill development</li> <li>• Prefer to see housing development in market towns and service villages</li> <li>• No objection providing it is affordable housing for low incomes and infrastructure can support further development</li> <li>• It would be necessary to ensure any development safeguards the special character and setting of nearby listed buildings</li> <li>• Ecological survey and landscape character assessment would be needed</li> <li>• Not in favour of any further housing on this site</li> </ul>  | Newton on Rawcliffe and Stape<br>Parish Council<br>R Cuthbert<br>J Heaton<br>English Heritage<br>Natural England<br>G Nersessian |
| 469            |              | <ul style="list-style-type: none"> <li>• No facilities to make it a service village therefore residential development should not be permitted</li> <li>• Has potential for leading to an unnecessary and unacceptable ribbon development</li> </ul>  | Newton upon Rawcliffe and Stape<br>Parish Council<br>Natural England   |

| <b>Orig. Site no.</b> | <b>New Site no.</b> | <b>Issue</b>   | <b>Respondent</b>   |
|-----------------------|---------------------|--|---|
|                       |                     | <ul style="list-style-type: none"> <li>Ecological survey and landscape character assessment would be needed</li> </ul>   |   |
| 470                   |                     | <ul style="list-style-type: none"> <li>470 and 172 cannot be treated in isolation, they must be treated as a single unit</li> <li>Opposed to development on this site as it is unnecessary, does not comply with the criteria for a service village and would destroy the appearance on the southern approach</li> <li>Site adjacent by several hundred metres to Newtondale SSSI. Ecological survey and landscape character assessment would be needed</li> </ul> | Newton on Rawcliffe and Stape Parish Council<br>Natural England   |
| 492                   |                     | <ul style="list-style-type: none"> <li>Still support concept of Option 3 – Development in Market Towns and Service Villages</li> <li>Site adjacent by several hundred metres to Newtondale SSSI. Ecological survey and landscape character assessment would be needed</li> </ul>   | Newton upon Rawcliffe and Stape Parish Council<br>Natural England |
| 503                   |                     | <ul style="list-style-type: none"> <li>Still solidly support concept of Option 3 - Development in Market Towns and Service Villages</li> <li>Site adjacent by several hundred metres to Newtondale SSSI. Ecological survey and landscape character assessment would be needed</li> </ul>   | Newton on Rawcliffe and Stape Parish Council<br>Natural England   |
| <b>NORTH GRIMSTON</b> |                     |  |   |
| 98                    |                     | <ul style="list-style-type: none"> <li>Strongly object</li> <li>Site is located between a grade I and grade II listed building. Account should be taken to preserve the special character and setting of surrounding buildings</li> </ul>  | M Willoughby<br>English Heritage                                  |
| <b>NUNNINGTON</b>     |                     |  |   |
| 502                   |                     | <ul style="list-style-type: none"> <li>Site lies within AONB with a footpath running through the site. Site should be informed by a Landscape character assessment required</li> </ul>   | Natural England   |
| <b>SAND HUTTON</b>    |                     |  |   |
| 78                    |                     | <ul style="list-style-type: none"> <li>Ecological survey required</li> </ul>   | Natural England   |
| 79                    |                     | <ul style="list-style-type: none"> <li>In a small wooded area. Ecological survey required prior to planning permission</li> </ul>  | Natural England   |
| 81                    |                     | <ul style="list-style-type: none"> <li>In a small wooded area. Ecological survey required prior to planning permission</li> <li>Considered to have significant impact on the Strategic Road Network. It is requested that any further consideration of this site contains the following</li> </ul>   | Highways Agency<br>B Hughes<br>Natural England                    |

| Orig. Site no.       | New Site no. | Issue  | Respondent  |
|----------------------|--------------|--|---|
|                      |              | <p>statement: 'A development of this size and in this location would have a significant impact on the Strategic Road Network, which would require mitigation. Improvements to the SRN are considered only as a last resort. Instead a range of sustainable transport options for people using the development needs to be developed through the use of travel plans</p> <ul style="list-style-type: none"> <li>• Avoid merger of Keldholmee with Kirkbymoorside</li> <li>• Maintain as much Greenfield as possible</li> </ul>  |   |
| 257                  |              | <ul style="list-style-type: none"> <li>• Would need to demonstrate redevelopment of this site could be achieved in a manner which preserved the character of the adjacent Conservation Area and surrounding views</li> <li>• Ecological survey required</li> </ul>   | English Heritage<br>Natural England                             |
| <b>SCACKLETON</b>    |              |  |   |
| 463                  |              | <ul style="list-style-type: none"> <li>• Landscape character assessment required</li> </ul>  | Natural England   |
| <b>SCAGGLETHORPE</b> |              |  |   |
| 68                   |              | <ul style="list-style-type: none"> <li>• Support</li> <li>• Considered to have significant impact on the Strategic Road Network. It is requested that any further consideration of this site contains the following statement: 'A development of this size and in this location would have a significant impact on the Strategic Road Network, which would require mitigation. Improvements to the SRN are considered only as a last resort. Instead a range of sustainable transport options for people using the development needs to be developed through the use of travel plans</li> <li>• These proposals would be severely damaging to the visual and landscape character of Malton and Norton</li> <li>• Development in the flood plain could create flooding risks both onsite and offsite</li> <li>• Damage to landscape and wildlife value of this visually important corridor</li> <li>• Should be rejected</li> <li>• Concerns over location of the site in relation to the settlement hierarchy</li> <li>• An ecological along with a landscape and visual impact assessment is advised</li> </ul> | M Willoughby<br>R Coursey<br>Highways Agency<br>Natural England |

| <b>Orig. Site no.</b> | <b>New Site no.</b> | <b>Issue</b>   | <b>Respondent</b>   |
|-----------------------|---------------------|--|---|
| 73                    |                     | <ul style="list-style-type: none"> <li>• Site is suitable for development due to its position within the village</li> <li>• Good access</li> </ul>   | Pickering Town Council  |
| 131                   |                     | <ul style="list-style-type: none"> <li>• Site is suitable for development due to its position within the village</li> <li>• Good access</li> </ul>   | Pickering Town Council  |
| 402                   |                     | <ul style="list-style-type: none"> <li>• Development proposals will need to safeguard the special character and setting of the nearby listed building</li> <li>• Parish Council does not object in principle to the site but would wish to influence the type of development on the site to ensure it maintains the rural/agricultural feel to this site</li> </ul>  | Scagglethorpe Parish Council<br>English Heritage                        |
| 403                   |                     | <ul style="list-style-type: none"> <li>• Site too big – disproportionate for development for a village of this style</li> <li>• Outside current development line therefore should not be allowed</li> <li>• 150mm sewer</li> </ul>   | A Hodgson<br>Yorkshire Water<br>R Firby<br>Scagglethorpe Parish Council |
| <b>SCAMPSTON</b>      |                     |  |   |
| 330                   |                     | <ul style="list-style-type: none"> <li>• Significant increase in traffic</li> <li>• Access to A64 already difficult</li> <li>• Development specified would not be on in keeping with the rural farming area</li> <li>• Query as to why proposed housing seems to be situated mainly on Outgang Road with hardly any development suggested on the road leading to Scampston Hall</li> </ul>   | M Livesey   |
| 332                   |                     | <ul style="list-style-type: none"> <li>• Significant loss of family space – ideal for children</li> </ul>  |   |
| 333                   |                     | <ul style="list-style-type: none"> <li>• Significant loss of family space – ideal for children</li> </ul>  |   |
| 335                   |                     | <ul style="list-style-type: none"> <li>• Appreciate that the need for housing in Ryedale will increase, our main concern is the impact it will have on the environment by developing certain sites</li> <li>• The preservation of Scampstons woodland and gardens through designation as a conservation area has contributed not only to its outstanding beauty but also ensures an eco friendly habitat for flora and fauna which development of sites would inevitably threaten</li> </ul> | DA Vaughan-West   |

| <b>Orig. Site no.</b> | <b>New Site no.</b> | <b>Issue</b>   | <b>Respondent</b>   |
|-----------------------|---------------------|--|---|
|                       |                     | <ul style="list-style-type: none"> <li>Concern over impact on the environment by developing certain sites in Scampston area</li> </ul>   |   |
| 336                   |                     | <ul style="list-style-type: none"> <li>Site should not be considered at all</li> <li>Development of this site would bring residential properties into close proximity to existing agricultural units</li> <li>Negative impact on local farming businesses</li> <li>Development proposals will need to safeguard the special character and setting of the nearby listed building</li> <li>Other infill parcels of land to provide accommodation for local Estate workers</li> <li>Would hope that both the communities of Rillington and Scampston are considered together</li> </ul>                                 | V Wilson<br>V N Wilson<br>S Wilson<br>Scampston Parish Council<br>Cundalls<br>English Heritage<br>Cundalls obo N Wilson                 |
| 337                   |                     | <ul style="list-style-type: none"> <li>Negative impact on local farming businesses</li> <li>Development of this site would bring residential properties into close proximity to existing agricultural units</li> <li>Other infill parcels of land to provide accommodation for local Estate workers</li> <li></li> <li>Losing Post Office as place of employment would make Scampston a soulless village</li> <li>Post office is a focal point</li> <li>Local businesses threatened</li> <li>Development proposals will need to safeguard the special character and setting of the nearby listed building</li> </ul> | V Wilson<br>V N Wilson<br>M Cordingley<br>S Wilson<br>Scampston Parish Council<br>Cundalls<br>English Heritage<br>Cundalls obo N Wilson |
| 338                   |                     | <ul style="list-style-type: none"> <li>Development of this site would destroy a unique view</li> <li>Ecological survey required</li> </ul>   | M Cordingley<br>Natural England   |
| 339                   |                     | <ul style="list-style-type: none"> <li>Development of this site would destroy a unique view</li> <li>Access issues</li> <li>Significant increase in traffic</li> <li>Increase in noise</li> <li>Development proposals will need to safeguard the special character and setting</li> </ul>  | M Cordingley<br>M Livesey<br>English Heritage<br>Natural England  |

| Orig. Site no.     | New Site no. | Issue  | Respondent  |
|--------------------|--------------|--|---|
|                    |              | <p>of the nearby listed building and demonstrate there would be no adverse impact upon the adjacent historic park and garden</p> <ul style="list-style-type: none"> <li>• Ecological survey required</li> <li>• Query as to why proposed housing seems to be situated mainly on Outgang Road with hardly any development suggested on the road leading to Scampston Hall</li> <li>• Primarily rural and farming area and the number of residences specified would not be in keeping with maintaining it as such</li> </ul>   |   |
| 340                |              | <ul style="list-style-type: none"> <li>• Access issues</li> <li>• Significant increase in traffic</li> <li>• Increase in noise</li> <li>• Primarily rural and farming area and the number of residences specified would not be in keeping with maintaining it as such</li> <li>• Development proposals will need to safeguard the special character and setting of the nearby listed building and demonstrate there would be no adverse impact upon the adjacent historic park and garden</li> <li>• Ecological survey required</li> <li>• Query as to why proposed housing seems to be situated mainly on Outgang Road with hardly any development suggested on the road leading to Scampston Hall</li> </ul> | M Livesey<br>English Heritage<br>Natural England                  |
| <b>SCRAYINGHAM</b> |              |  |   |
| 76                 |              | <ul style="list-style-type: none"> <li>• Potential to flood – drainage issues must be resolved before further development can be considered</li> <li>• Would be necessary to ensure site could be developed in a manner which safeguards the special character and setting of the listed building</li> <li>• Site adjacent to SSSI and SAC – sites would need to be assessed through Habitats Regulations Assessment process</li> </ul>  | English Heritage<br>Natural England<br>Scrayingham Parish Council |
| 390                |              | <ul style="list-style-type: none"> <li>• Would be necessary to ensure site could be developed in manner which</li> </ul>   | English Heritage<br>Natural England                               |

| Orig. Site no.     | New Site no. | Issue   | Respondent   |
|--------------------|--------------|---|--|
|                    |              | <ul style="list-style-type: none"> <li>• safeguards the special character and setting of the adjoining listed building</li> <li>• Site adjacent to SSSI and SAC – sites would need to be assessed through Habitats Regulations Assessment process</li> <li>•</li> </ul>   | Scrayingham Parish Council   |
| <b>SETTRINGTON</b> |              |   |  |
| 404                |              | <ul style="list-style-type: none"> <li>• Has already been refused on conservation grounds</li> <li>• Village has little in the way of services eg no shop</li> <li>• Limited public transport</li> <li>• If developed it would have an impact on the school using the facilities of the village hall and surrounding playing fields</li> <li>• Consideration should be taken of the impact which the loss of open area might have upon the setting of the conservation area and surrounding views and upon the special character and setting of the adjacent listed building</li> <li>• This has already been thrown out by the Government Inspector at appeal</li> </ul>   | A Mitchell<br>R Mitchell<br>D Wise<br>Settrington Parish Council<br>English Heritage |
| 405                |              | <ul style="list-style-type: none"> <li>• Plot is susceptible to flooding</li> <li>• Access, visibility issues</li> <li>• Shoe horn development</li> <li>• Development of this site would seriously detract from the appearance and character of the village</li> <li>• Village has little in the way of services eg no shop</li> <li>• Limited public transport</li> <li>• Site lies within conservation area and within the curtilage of a grade II listed building</li> <li>• Consideration should be taken of the impact which the loss of open area might have upon the setting of the conservation area and surrounding views and upon the special character and setting of the adjacent listed building</li> <li>• Shoe horn development</li> </ul> | A Mitchell<br>R Mitchell<br>D Wise<br>Settrington Parish Council<br>English Heritage |
| 418                |              | <ul style="list-style-type: none"> <li>• Most discreet of the proposed sites</li> <li>• Would mean loss of trees</li> </ul>   | A Mitchell<br>R Mitchell   |

| Orig. Site no. | New Site no. | Issue   | Respondent   |
|----------------|--------------|---|--|
|                |              | <ul style="list-style-type: none"> <li>• If developed it would greatly detract from the beauty of Settrington</li> <li>• Village has little in the way of services eg no shop</li> <li>• Limited public transport</li> <li>• Village school would struggle with increase in number of children</li> <li>• Strongly object to potential development due to environmental reasons</li> <li>• Development will significantly change and detract from the character of the village</li> <li>• Totally unsuitable – much too big a scale</li> <li>• Site is of great scenic value recognised in the Local Plan</li> <li>• The beckside is prone to intermittent flooding</li> <li>• The Plan recognises that the village has little ability to accommodate new development</li> <li>• Agree Settrington would benefit from new affordable housing development</li> <li>• Consideration should be taken of the impact which the loss of open area might have upon the setting of the conservation area and surrounding views and upon the special character and setting of the adjacent listed building</li> <li>• Ecological survey would be required</li> <li>• I thought this was common land</li> <li>• 63mm main</li> <li>• In full agreement with low cost housing for certain villages as it can bring life to areas which Settrington really needs</li> </ul> | <p>P Kunkel<br/>M Willoughby<br/>S Fairbank<br/>Yorkshire Water<br/>D Wise<br/>Settrington Parish Council<br/>EC Hall<br/>English Heritage<br/>Natural England</p>                   |
| 419            |              | <ul style="list-style-type: none"> <li>• Development would spoil peaceful access to church and cemetery</li> <li>• Destroy setting of church and approach to Settrington House</li> <li>• Development of this site could possibly lead to further development of adjacent fields</li> <li>• Village has little in the way of services eg no shop</li> <li>• Totally unsuitable – much too big a scale</li> <li>• Inappropriate development given it is an area of high landscape value</li> <li>• Development will significantly change and detract from the historic character of the village</li> </ul>   | <p>A Mitchell<br/>R Mitchell<br/>P Kunkel<br/>M Willoughby<br/>S Fairbank<br/>Yorkshire Water<br/>D Wise<br/>Settrington Parish Council<br/>English Heritage<br/>Natural England</p> |

| Orig. Site no.    | New Site no. | Issue  | Respondent   |
|-------------------|--------------|--|--|
|                   |              | <ul style="list-style-type: none"> <li>• Consideration should be taken of the impact which the loss of open area might have upon the setting of the conservation area and surrounding views and upon the special character and setting of the adjacent listed building</li> <li>• Ecological survey required</li> <li>• 4" main</li> <li>• Site adjacent to deciduous woodland sites. Ecological survey required in this area</li> </ul>   |  |
| 420               |              | <ul style="list-style-type: none"> <li>• Site isolated from the rest of the village</li> <li>• Development of this site could possibly lead to further development of adjacent fields</li> <li>• Would greatly detract from the beauty of Settrington</li> <li>• Village has little in the way of services eg no shop</li> <li>• Village school would struggle with increase in number of children</li> <li>• Totally unsuitable – much too big a scale</li> <li>• Inappropriate development of a conservation village</li> <li>• No relationship to the existing village layout</li> <li>• Development will significantly change and detract from the historic character of the village</li> <li>• Consideration should be taken of the impact which the loss of open area might have upon the setting of the conservation area and surrounding views</li> <li>• Large site and outside the Development Limits of Settrington</li> <li>• Sec 2.1 states that the village has little ability to accommodate new development and that no development will be permitted which will detract for the character or appearance of the village</li> </ul> | <p>R Mitchell<br/> P Kunkel<br/> M Willoughby<br/> S Fairbank<br/> A Crosser<br/> D Wise<br/> Settrington Parish Council<br/> English Heritage</p> |
| <b>SINNINGTON</b> |              |  |  |
| 67                |              | <ul style="list-style-type: none"> <li>• Parish Council would have no objections if development was limited, in keeping with the village and the site was developed for affordable or intermediate affordable housing</li> <li>• Site lies within conservation area and would be need to demonstrate that loss of this country open area and its subsequent redevelopment could be achieved in a</li> </ul>  | <p>Sinnington Parish Council<br/> English Heritage<br/> Natural England</p>  |

| Orig. Site no.  | New Site no. | Issue   | Respondent  |
|-----------------|--------------|---|---|
|                 |              | <p>way which preserves the character of the conservation area and surrounding views</p> <ul style="list-style-type: none"> <li>• Development should avoid any negative impact on use of footpath</li> <li>• Would like to see site developed for affordable or intermediate affordable housing, with priority given to first time buyers and older people wishing to down size to remain in the village</li> <li>• Site adjacent to a footpath, village on NYMNP boundary. Development should avoid any negative impact on use of the footpath</li> </ul> |   |
| <b>SPROXTON</b> |              |   |   |
| 293             |              | <ul style="list-style-type: none"> <li>• Further development to the East of the village seriously compromise the natural beauty of the area by its visual impact</li> <li>• Access issues– already congested and difficult for farm traffic</li> <li>• 150mm sewer</li> <li>• SPZ2</li> <li>• Caution needed during construction due to SPZ</li> </ul>  | P Blackburn<br>Yorkshire Water  |
| 438             |              | <ul style="list-style-type: none"> <li>• No detrimental effect on the value of the AONB if safe access is provided and trees are preserved</li> <li>• Necessary to ensure that the site can be developed in a manner which would safeguard the special character and setting of nearby listed buildings</li> <li>• Site should be informed by Landscape character assessment and ecological survey</li> <li>• SPZ2</li> <li>• Caution needed during construction due to SPZ</li> </ul>  | P Blackburn<br>Yorkshire Water<br>English Heritage<br>Natural England |
| 439             |              | <ul style="list-style-type: none"> <li>• Further development to the east of the village would severely compromise the natural beauty of this area by its visual impact</li> <li>• Access issues– already congested and difficult for farm traffic</li> <li>• Site should be informed by Landscape character assessment and ecological survey</li> <li>• Howardian Hills AONB are a very special and precious landscape which should</li> </ul>  | P Blackburn<br>Yorkshire Water<br>Natural England                     |

| Orig. Site no.         | New Site no. | Issue  | Respondent  |
|------------------------|--------------|--|---|
|                        |              | <ul style="list-style-type: none"> <li>be preserved for future generations</li> <li>150mm sewer and YW right of access</li> <li>SPZ3</li> <li>Water mains need diverting or site layout reflect infrastructure. Caution needed during construction due to SPZ</li> </ul>   |   |
| <b>STAMFORD BRIDGE</b> |              |  |   |
| 92                     |              | <ul style="list-style-type: none"> <li>Site immediately adjacent to SSSI – Ensure sites are assessed through Habitats Regulations Assessment process</li> </ul>  | Natural England   |
| 394                    |              | <ul style="list-style-type: none"> <li>Site immediately adjacent to SSSI – Ensure sites are assessed through Habitats Regulations Assessment process</li> <li>Considered to have significant impact on the Strategic Road Network. It is requested that any further consideration of this site considers the following statement: ‘A development of this size and in this location would have a significant impact on the Strategic Road Network, which would require mitigation. Improvements to the SRN are considered only as a last resort. Instead a range of sustainable transport options for people using the development needs to be developed through the use of travel plans’</li> </ul>  | Highways Agency<br>Natural England  |
| <b>STONEGRAVE</b>      |              |  |   |
| 447                    |              | <ul style="list-style-type: none"> <li>Site 447 does not fall within and is not adjacent to the settlements identified for development in the Settlement Hierarchy of the Core Strategy</li> <li>Risk of flooding</li> <li>Doubtful that the existing mains supply would be capable of supporting further residential development often interrupted during bad weather</li> <li>No main sewers – new development would need the installation of septic tanks, which on an area liable to flood may lead to sewage polluting the river</li> <li>Closest primary school to the area is in Hovingham – doubtful there is sufficient capacity to take extra pupils</li> <li>No safe walking route from Stonegrave to Hovingham School</li> <li>No shops</li> </ul> | Stonegrave Parish Council<br>K Bradshaw<br>B Fisher<br>D Cragg-James<br>Natural England |

| Orig. Site no.    | New Site no. | Issue   | Respondent   |
|-------------------|--------------|---|--|
|                   |              | <ul style="list-style-type: none"> <li>• Limited bus service</li> <li>• Site remote from centres of employment</li> <li>• Access issues</li> <li>• Nothing should be done to destroy existing landscape</li> <li>• Completely unsuitable for residential development</li> <li>• No identifiable local requirement for residential development here</li> <li>• Stonegrave is essentially an ancient linear village, any development on 447 would have a detrimental effect on the existing nature of the village and have considerable impact on neighbouring properties</li> <li>• Within the Howardian Hills AONB as indeed is Stonegrave village</li> <li>• Stonegrave was a non development village – due to mains gas/limited water/electric supply and lack of services</li> <li>• Site in Howardian Hills AONB. Site should be informed by a Landscape Character Assessment</li> </ul>  |  |
| <b>TERRINGTON</b> |              |   |  |
| 424               |              | <ul style="list-style-type: none"> <li>• Access to site is poor, both roads are narrow and poorly maintained – junction at top of road is already hazardous</li> <li>• Limited bus service for those who work</li> <li>• School almost full</li> <li>• Surely this development is more about greed than need</li> <li>• New development would lead to increase in traffic</li> <li>• Small village school almost full</li> <li>• Proposed development is in a Greenfield site</li> <li>• Development should preserve and enhance the character and appearance of the area – not detract from it</li> <li>• Affordable housing needs to be sited in towns or service villages</li> <li>• Safety issue with the primary school being situated on North Back Lane</li> <li>• Infrastructure in the village is not adequate to sustain a development of this size</li> <li>• Do not wish to see Terrington become a commuter village</li> </ul> | <p>F Brock<br/> T Strickland<br/> M Allen<br/> Terrington Parish Council<br/> M Barber<br/> C Potter<br/> E Banks<br/> I Tindale<br/> AM Johnson<br/> English Heritage<br/> Natural England<br/> K Russell</p> |

| Orig. Site no. | New Site no. | Issue  | Respondent   |
|----------------|--------------|--|--|
|                |              | <ul style="list-style-type: none"> <li>• Part of site lies within Terrington Conservation Area – consideration should be taken to the impact which the loss of this open area might have upon the setting of the conservation area any surrounding views</li> <li>• Site adjacent to AONB</li> <li>• Site should be informed by a Landscape character assessment</li> <li>• Plan shows provision for school parking in an area which cannot be accessed by vehicles</li> <li>• Site is quite unsuitable for consideration as an 'Exception Site' for development as a Rural Ryedale Community Housing Site.</li> <li>• Any future development should be within the development line</li> <li>• Several in-fill plots in the village which may be developed in the future to assist the Council to meet their building requirements</li> <li>• As written in the Ryedale LDF the location of development in the villages which are not a service village should be limited to local needs only</li> <li>• Terrington was designated a conservation village and should remain so</li> <li>• Conservation line should remain and a planning line reinstated in a position to prevent all but infill and linear development</li> <li>• Development could have a disastrous effect upon the village life to say nothing of the problems the additional demands will bring in providing services to new homes</li> <li>• Surely there are better places to build houses than in one of the most picturesque villages in Ryedale</li> </ul> |  |
| 475            |              | <ul style="list-style-type: none"> <li>• Scale of development is in inappropriate to a village of this nature</li> <li>• If developed potential for further development around the village</li> <li>• Limited bus service</li> <li>• Increase in traffic</li> <li>• Access to the site would prove difficult, impracticable and dangerous</li> <li>• Character of the village would completely change</li> <li>• Do not wish to see it become a commuter village</li> <li>• Acknowledge the need for Affordable Housing but should be built in towns or</li> </ul>   | <p>F Brock<br/> R Stevens<br/> M Barber<br/> C &amp; J Potter<br/> RDC Stevens<br/> D Benson<br/> E Banks<br/> Terrington Parish Council</p> |

| Orig. Site no.          | New Site no. | Issue   | Respondent                                   |
|-------------------------|--------------|---|--|
|                         |              | <p>service villages which have reliable transport systems</p> <ul style="list-style-type: none"> <li>• Site adjacent to AONB</li> <li>• Site should be advised by a Landscape character assessment</li> <li>• How many houses?</li> <li>• The conservation line should remain and a planning line reinstated in a position to prevent all but infill and linear development</li> <li>• Proposed developments are solely to make money for the landowner</li> <li>• Proposals are not related to the needs or desires of the village and do not take into account the basic services available</li> <li>• Development on this scale would open the floodgates for similar building all round Terrington</li> <li>• Affordable housing in Ryedale is the main object</li> <li>• This site is therefore unsuitable for consideration as an exception site for development as a rural Ryedale community housing site and there can be no justification for it being developed for other purposes</li> </ul> | M Allen<br>Natural England                   |
| 494                     |              | <ul style="list-style-type: none"> <li>• Two-tier development</li> <li>• Site adjacent to AONB</li> <li>• Site should be advised by a Landscape character assessment</li> <li>• Parish council could not support this application. It would be a two – tier development and therefore not acceptable</li> </ul>   | Terrington Parish Council<br>Natural England |
|                         |              | •   |  |
| <b>THIXENDALE</b>       |              |   |  |
| 83                      |              | <ul style="list-style-type: none"> <li>• Site adjacent to Yorkshire Wolds Way and SSSI sites. Site should be informed by Landscape character assessment and ecological survey</li> <li>• Site should be carefully considered for access</li> </ul>  | Natural England<br>Thixendale Parish         |
| <b>THORNTON LE CLAY</b> |              |   |  |
| 84                      |              | <ul style="list-style-type: none"> <li>• Concerns over access</li> <li>• Well on the site</li> <li>• Could site set aside land for a village hall car park?</li> </ul>  | M Dandy                                      |

| Orig. Site no.        | New Site no. | Issue  | Respondent   |
|-----------------------|--------------|--|--|
| 353                   |              | <ul style="list-style-type: none"> <li>• 150mm sewer</li> </ul>  | Yorkshire Water  |
| <b>THORPE BASSETT</b> |              |  |  |
| 234                   |              | <ul style="list-style-type: none"> <li>• Agree, provided a main sewage system be installed</li> <li>• Buildings on this site contain milking parlours and cattle, therefore would have to be relocated to site 314</li> <li>• No shops/services – Rillington closest for these facilities</li> <li>• No bus service</li> <li>• Local school/hospital fully stretched at current time</li> <li>• Not an 'aged village'</li> <li>• Access to and from A64 is a major issue - further development will lead to increase in traffic</li> <li>• The village is served by a narrow lane with dangerous bends and carrying a regular flow of tractors, farm equipment, large transporters and lorries delivering and collecting from local farms and properties</li> <li>• Small scale development would not be detrimental to the village provided it is in keeping and which did not materially affect the character - no more than 10-20% in total</li> <li>• Reasonable site for development providing the tenant farmer in occupation was given reasonable notice and adequate compensation and offered another farm</li> <li>• Areas of land at edge of the wolds have been known to flood</li> <li>• Proposals here alone at a stroke would all but double the population and size of the village</li> <li>• Necessary to demonstrate that this site could be developed in a manner which preserved the special character and setting of the adjacent listed building</li> <li>• The Ryedale Local Plan said 'there is little scope for future development within Thorpe Bassett without adversely affecting the character of this small village. Any new development should occur within the development limits shown...'</li> <li>• Many owner/agents will see this consultation as an opportunity to sell land and obtain wealth whilst ignoring the fact that this could be to the detriment of our</li> </ul> | WA & MJ Thompson<br>Rev Booth<br>A King<br>P Richardson<br>PJ Spencer<br>G Malan<br>MK Wood<br>PH Clarkson<br>N Simpson<br>S Wood<br>G Revis<br>P Harrison<br>C Dale<br>Thorpe Bassett Parish Meeting<br>J Brierley<br>M Barry |

| Orig. Site no. | New Site no. | Issue  | Respondent  |
|----------------|--------------|--|---|
|                |              | <p>smaller tourist friendly village communities</p> <ul style="list-style-type: none"> <li>• Already many owner occupied or privately let properties</li> <li>• Suitable drainage, off street parking etc would have to be ensured</li> <li>• Site at present is a working farm – site could be developed provided it was in character with the rest of the village</li> <li>• Would not like to see a large block of low cost housing which would adversely affect the village</li> <li>• This proposal represents an opportunity to improve both the appearance and amenity of the village</li> <li>• Inferring that living in Thorpe Bassett there is better access to employment in Malton and surrounding area is inaccurate.</li> <li>• Village lies within in a designated AHLV – any proposed development must therefore be within the development envelope and should receive careful consideration</li> </ul>  |   |
| 235            |              | <ul style="list-style-type: none"> <li>• Only site on the map that would be of benefit to the village along with site 234</li> <li>• Main sewage system would need to be installed – septic tanks do not work well due to the high water table and sandy soil</li> <li>• Not an ‘aged village’</li> <li>• The village is served by a narrow lane with dangerous bends and carrying a regular flow of tractors, farm equipment, large transporters and lorries delivering and collecting from local farms and properties</li> <li>• Access to and from A64 is a major issue - road not suitable for high volume of traffic, further development will lead to increase in traffic</li> <li>• Inferring that living in Thorpe Bassett there is better access to employment in Malton and surrounding area is inaccurate.</li> <li>• No public transport in the village</li> <li>• No shops/services – Rillington closest for these facilities</li> <li>• No village hall – only community centre is All Saints Church</li> <li>• Cattle Farm is not inconsequential and that any development must be</li> </ul> | <p>WA &amp; J Thompson<br/> Rev Booth<br/> A King<br/> P Richardson<br/> PJ Spencer<br/> G Malan<br/> MK Wood<br/> PH Clarkson<br/> N Simpson<br/> S Wood<br/> G Revis<br/> P Harrison<br/> C Dale<br/> Thorpe Bassett Parish Meeting<br/> J Brierley</p> |

| Orig. Site no. | New Site no. | Issue  | Respondent   |
|----------------|--------------|--|--|
|                |              | <p>proportional to adjoining properties. Proposal of infill homes behind would not be in keeping with the southern hamlet of Thorpe Bassett</p> <ul style="list-style-type: none"> <li>• Proposals would also but double the population and size of the village</li> <li>• Reasonable site for development providing the tenant farmer in occupation was given reasonable notice and adequate compensation and offered another farm</li> <li>• Site lies within existing development envelope and ideal for a single development</li> <li>• Areas of land at edge of the wolds have been known to flood</li> <li>• Local school/hospital fully stretched at current time</li> <li>• Ideal site for development providing it reflects the rural character</li> <li>• The Ryedale Local Plan said ‘there is little scope for future development within Thorpe Bassett without adversely affecting the character of this small village. Any new development should occur within the development limits shown...’</li> <li>• Any development should be sympathetic to the village</li> <li>• Roads would struggle to cope with the extra volume of traffic</li> <li>• This site is unconstrained and safe access to the site can be gained from the highway to the front of the house</li> <li>• Represents an infill gap in the settlement’s built elevation and should be favoured through the SHLAA process</li> <li>• Many owner/agents will see this consultation as an opportunity to sell land and obtain wealth whilst ignoring the fact that this could be to the detriment of our smaller tourist friendly village communities</li> <li>• Already many owner occupied or privately let properties</li> <li>• Village lies within in a designated AHLV – any proposed development must therefore be within the development envelope and should receive careful consideration</li> </ul> | <p>English Heritage<br/>Carter Jonas obo Thorpe Bassett Estate</p> |
| 236            |              | <ul style="list-style-type: none"> <li>• The Ryedale Plan said of this village “There is little scope for future development within Thorpe Bassett without adversely affecting the character of this small village. Any new development should occur within the development limits shown..’ – This sentence is still true.</li> </ul>  | <p>Rev Booth<br/>A King<br/>P Richardson<br/>R North</p>           |

| Orig. Site no. | New Site no. | Issue   | Respondent   |
|----------------|--------------|---|--|
|                |              | <ul style="list-style-type: none"> <li>• Many owner/agents will see this consultation as an opportunity to sell land and obtain wealth whilst ignoring the fact that this could be to the detriment of our smaller tourist friendly village communities</li> <li>• Already many owner occupied or privately let properties</li> <li>• Inferring that living in Thorpe Bassett there is better access to employment in Malton and surrounding area is inaccurate.</li> <li>• Setting of the wolds, designated as of great landscape significance, would be damaged – Would also have a detrimental impact on the adjoining listed building and its curtilage</li> <li>• Not an 'aged village'</li> <li>• Access to A64 is an issue - further development would lead to increase of traffic</li> <li>• Site is outside development area therefore not supported</li> <li>• Development limits set out in the RLP seem perfectly adequate for small village with the possible exception that they could be extended to include site 236.</li> <li>• No mains drainage or gas</li> <li>• No public transport – nearest bus stop being 1 mile away from village centre</li> <li>• No shops/services – Rillington closest for these facilities</li> <li>• Anything above 4 or 5 houses would be disproportionate to the size of the village</li> <li>• No objection to this site being developed for a single dwelling similar to the adjacent bungalow</li> <li>• Development should be small scale and proportionate to the village</li> <li>• Provision would need to be made, in the absence of any public transport for parking</li> <li>• Site represents a logical infilling opportunity on a Brownfield site</li> <li>• The village is served by a narrow lane with dangerous bends and carrying a regular flow of tractors, farm equipment, large transporters and lorries delivering and collecting from local farms and properties</li> <li>• No development</li> <li>• Reasonable site provided good access is put in</li> <li>• Areas of land at edge of the wolds have been known to flood</li> </ul> | <p>PJ Spencer<br/> G Malan<br/> MK Wood<br/> PH Clarkson<br/> N Simpson<br/> S Wood<br/> G Revis<br/> P Harrison<br/> C Dale<br/> Thorpe Bassett<br/> J Brierley<br/> English Heritage<br/> Carter Jonas obo Thorpe Bassett Estate</p> |

| Orig. Site no. | New Site no. | Issue   | Respondent  |
|----------------|--------------|---|---|
|                |              | <ul style="list-style-type: none"> <li>Local school/hospital fully stretched at current time</li> <li>Necessary to demonstrate that this site could be developed in a manner which preserved the special character and setting of the adjacent listed building</li> </ul>   |   |
| 237            |              | <ul style="list-style-type: none"> <li>The Ryedale Plan said of this village “There is little scope for future development within Thorpe Bassett without adversely affecting the character of this small village. Any new development should occur within the development limits shown..’ – This sentence is still true.</li> <li>Many owner/agents will see this consultation as an opportunity to sell land and obtain wealth whilst ignoring the fact that this could be to the detriment of our smaller tourist friendly village communities</li> <li>Already many owner occupied or privately let properties</li> <li>Not an ‘aged village’</li> <li>Inferring that living in Thorpe Bassett there is better access to employment in Malton and surrounding area is inaccurate.</li> <li>Setting of the wolds, designated as of great landscape significance, would be damaged – Would also have a detrimental impact on the adjoining listed building and its curtilage</li> <li>Little scope for development without adversely affecting the character of this small village</li> <li>Access to A64 is an issue - further development would lead to increase of traffic</li> <li>Site is outside development area therefore not supported</li> <li>Development limits set out in the RLP seem perfectly adequate for small village</li> <li>No mains drainage or gas</li> <li>No bus service</li> <li>No shops/services – Rillington closest for these facilities</li> <li>The village is served by a narrow lane with dangerous bends and carrying a regular flow of tractors, farm equipment, large transporters and lorries delivering and collecting from local farms and properties</li> <li>Plot is outside village plan – so can not be considered</li> <li>No development</li> </ul> | <p>A King<br/> PJ Spencer<br/> G Malan<br/> MK Wood<br/> PH Clarkson<br/> N Simpson<br/> S Wood<br/> G Revis<br/> P Harrison<br/> C Dale<br/> Thorpe Bassett Parish Meeting<br/> J Brierley<br/> Carter Jonas obo Thorpe Bassett Estate</p> |

| Orig. Site no. | New Site no. | Issue   | Respondent   |
|----------------|--------------|---|--|
|                |              | <ul style="list-style-type: none"> <li>• Small scale development acceptable – 10+ houses on 3 different sites is not</li> <li>• Development would respect the character of the settlement and represent a logical infill and 'rounding off' opportunity</li> <li>• Reasonable site provided good access is put in</li> <li>• Areas of land at edge of the wolds have been known to flood</li> <li>• Local school/hospital fully stretched at current time</li> </ul>  |  |
| 314            |              | <ul style="list-style-type: none"> <li>• Not an 'aged village'</li> <li>• Setting of the wolds, designated as of great landscape significance, would be damaged – Would also have a detrimental impact on the adjoining listed building and its curtilage</li> <li>• Thorpe Bassett is not an ideal location</li> <li>• Many owner/agents will see this consultation as an opportunity to sell land and obtain wealth whilst ignoring the fact that this could be to the detriment of our smaller tourist friendly village communities</li> <li>• Already many owner occupied or privately let properties</li> <li>• Inferring that living in Thorpe Bassett there is better access to employment in Malton and surrounding area is inaccurate.</li> <li>• Little scope for development without adversely affecting the character of this small village</li> <li>• Not an 'aged village'</li> <li>• Access to A64 is an issue - further development would lead to increase of traffic</li> <li>• Site is outside development area therefore not supported</li> <li>• No mains drainage or gas</li> <li>• No bus service</li> <li>• No shops/services – Rillington closest for these facilities</li> <li>• The village is served by a narrow lane with dangerous bends and carrying a regular flow of tractors, farm equipment, large transporters and lorries delivering and collecting from local farms and properties</li> <li>• Plot is outside village plan – so can not be considered</li> <li>• Not a good site for development – popular bridleway and farm buildings in good</li> </ul> | <p>A King<br/> P Richardson<br/> PJ Spencer<br/> G Malan<br/> PH Clarkson<br/> N Simpson<br/> S Wood<br/> G Revis<br/> P Harrison<br/> C Dale<br/> Thorpe Bassett Parish Meeting<br/> Carter Jonas obo The Thorpe Bassett Estate<br/> J Brierley</p> |

| Orig. Site no. | New Site no. | Issue  | Respondent   |
|----------------|--------------|--|--|
|                |              | <p>repair. The site is best left as it is</p> <ul style="list-style-type: none"> <li>• Reasonable site provided good access is put in</li> <li>• Areas of land at edge of the wolds have been known to flood</li> <li>• Local school/hospital fully stretched at current time</li> <li>• Plot stands alone – development would adversely effect 'Right of Way' to the Wold Way</li> <li>• Proposed site is out of character with existing properties – very large and would suffocate the rest of the village</li> <li>• Development would completely alter the character of the existing village and would be detrimental to the structure and population of the village</li> <li>• Small scale development acceptable – 10+ houses on 3 different sites is not</li> <li>• The development of site represents a logical location for development, in a manner that respects the character and appearance of the settlement</li> </ul>   |  |
| 315            |              | <ul style="list-style-type: none"> <li>• The Ryedale Plan said of this village “There is little scope for future development within Thorpe Bassett without adversely affecting the character of this small village. Any new development should occur within the development limits shown..’ – This sentence is still true.</li> <li>• Many owner/agents will see this consultation as an opportunity to sell land and obtain wealth whilst ignoring the fact that this could be to the detriment of our smaller tourist friendly village communities</li> <li>• Already many owner occupied or privately let properties</li> <li>• Inferring that living in Thorpe Bassett there is better access to employment in Malton and surrounding area is inaccurate</li> <li>• Setting of the wolds, designated as of great landscape significance, would be damaged – Would also have a detrimental impact on the adjoining listed building and its curtilage</li> <li>• Little scope for development without adversely affecting the character of this small village</li> <li>• Not an ‘aged village’</li> <li>• Access to A64 is an issue - further development would lead to increase of traffic</li> </ul> | <p>A King<br/> P Richardson<br/> PJ Spencer<br/> G Malan<br/> MK Wood<br/> N Simpson<br/> S Wood<br/> G Revis<br/> P Harrison<br/> C Dale<br/> Thorpe Bassett Parish Meeting<br/> J Brierley<br/> Carter Jonas obo The Thorpe Bassett Estate</p> |

| Orig. Site no.        | New Site no. | Issue   | Respondent  |
|-----------------------|--------------|---|---|
|                       |              | <ul style="list-style-type: none"> <li>• Site is outside development area therefore not supported</li> <li>• Thorpe Bassett is not an ideal location</li> <li>• No mains drainage or gas</li> <li>• No bus service</li> <li>• No shops/services – Rillington closest for these facilities</li> <li>• The village is served by a narrow lane with dangerous bends and carrying a regular flow of tractors, farm equipment, large transporters and lorries delivering and collecting from local farms and properties</li> <li>• Plot is outside village plan – so can not be considered</li> <li>• Not a good site for development – popular bridleway and farm buildings in good repair. The site is best left as it is</li> <li>• Reasonable site provided good access is put in</li> <li>• Areas of land at edge of the wolds have been known to flood</li> <li>• Local school/hospital fully stretched at current time</li> <li>• Plot stands alone – development would adversely effect ‘Right of Way’ to the Wold Way</li> <li>• Proposed site is out of character with existing properties – very large and would suffocate the rest of the village</li> <li>• Small scale development acceptable – 10+ houses on 3 different sites is not</li> <li>• The development of site represents a logical location for development, in a manner that respects the character and appearance of the settlement</li> </ul> |   |
| <b>UPPER HELMSLEY</b> |              |   |   |
| 393                   |              | <ul style="list-style-type: none"> <li>• Necessary to demonstrate that this site could be developed in a manner which preserved the special character and setting of this building</li> </ul>   | English Heritage  |
| <b>WEAVERTHORPE</b>   |              |   |   |
| 180                   |              | <ul style="list-style-type: none"> <li>• Site is in an area designated as Area of Outstanding landscape value</li> <li>• Site is in an elevated position on outskirts of village – overlooks many properties to the south of the site</li> <li>• Access to site is on the corner of a hair pin bend and has limited visibility</li> </ul>   | S Milner<br>Mrs & Mrs Hildreth<br>English Heritage<br>S Robin |

| Orig. Site no. | New Site no. | Issue   | Respondent  |
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|                |              | <ul style="list-style-type: none"> <li>Necessary to demonstrate that the development of this area would safeguard the setting of this monument</li> <li>Border or include a SINC site</li> </ul>  |   |
| 508            |              | <ul style="list-style-type: none"> <li>Site has been noted</li> </ul>   | Weaverthorpe Parish Council   |
| <b>WELBURN</b> |              |   |   |
| 124            |              | <ul style="list-style-type: none"> <li>Previous local plan says the following ‘Welburn has little if no potential for further expansion without seriously affecting the character of the village. Only infill frontage development is likely to be acceptable’. It also recognises that Welburn is largely a linear village and development boundaries are drawn tightly around the existing settlement. – Believe that this statement remains as true for 2009-2026 as it did previously and so there should be little or no further expansion of Welburn on any site</li> <li>In total, the developments in the main village would increase its size by over 50%, completely changing its character</li> <li>The Ryedale District 2006 Housing Needs Assessment shows that Welburn is in what they describe as the ‘Golden Belt’ which is a strong York commuter market. Any development is likely to be highly visible and will destroy the views in and out of this important area</li> <li>Existing services are fragile and are not capable of supporting sustainable development over the next 15+ years</li> <li>Welburn is not only in the Howardian Hills AONB, it is also within the particularly important and carefully designed historical landscape setting of Castle Howard</li> <li>Key area of local distinctiveness</li> <li>As Welburn sits in a valley, any development between Bank Wood to the south, Castle Howard to the north, Castle Howard Avenue to the west and A64 to the east is likely to be highly visible from the surrounding countryside and will destroy the views in and out of this important area</li> <li>The site would breach the linear nature of the village and could lead to yet more such breaches in future</li> <li>Most of the site proposed in Welburn are within the conservation area – it is our</li> </ul> | E Gathercole<br>TJ Scott<br>A Johnson<br>M Fox<br>Welburn Parish Council<br>P&E Brown<br>K&J Warner<br>MV & D Roberts<br>A Hewitt<br>A Bell<br>M Bell<br>JR Scott<br>P Hill<br>S Hill<br>Welburn Petition<br>C Ward<br>GR & EJ Smith<br>A Cox<br>A Robinson<br>S&D Oldroyd<br>JM&CM Stuart<br>P Benham<br>P Ventress<br>S Symington<br>English Heritage |

| Orig. Site no. | New Site no. | Issue  | Respondent      |
|----------------|--------------|--|-----------------|
|                |              | <p>understanding that an appraisal needs to be undertaken before any development takes place in a village which has a defined conservation area</p> <ul style="list-style-type: none"> <li>• In total, the developments in the main village would increase its size by over 50%, completely changing its character.</li> <li>• The existing services in Welburn are fragile and not capable of supporting sustainable development over the next 15+ years</li> <li>• Highly unlikely that any larger scale retail offer will be sustainable in a village where only 126 households in the main village have access to it</li> <li>• Bus service through the village is heavily subsidised by North Yorkshire County Council and would not otherwise be commercially viable</li> <li>• Bus service does not meet criteria</li> <li>• The 2007 draft Core Strategy confirmed (sec 3.2, p10) that the significant amount of new housing in villages in the last few years did not lead to a significant increase in new services to these areas, nor did it prevent the decline of some services. We agree with this view and even a further 70 households would make very little difference to the long term sustainability of the services in Welburn</li> <li>• No way that Welburn should be considered as a possibility for an additional service village</li> <li>• Access to the site is difficult – Church Lane is narrow and the exit onto the main road is blind and very dangerous</li> <li>• Ask that Highways and Yorkshire Water are consulted about possible sites at the earliest opportunity as they may require major investment</li> <li>• Question marks over whether the infrastructure would cope – electricity supply can be vulnerable during adverse winter weather, while drains are incapable of handling surface water run off following heavy rain</li> <li>• Surface water running off the southern slope above the village already causes problems with water and silt entering houses and blocking drains and roads</li> <li>• Sewage pumping facility would need to be improved</li> <li>• Any new development in Welburn will not meet the local needs of Ryedale as purchasers are not likely to come from Ryedale and will be either retirees or</li> </ul> | Natural England |

| Orig. Site no. | New Site no. | Issue   | Respondent |
|----------------|--------------|---|------------|
|                |              | <p>people who work in York or Leeds. This will increase the amount of commuting by car and increase pressure on providing services for the elderly</p> <ul style="list-style-type: none"> <li>• Development on the proposed scale goes against the wishes of the residents as expressed in the recent Parish Plan Questionnaire. Thus a majority want no further development and there is very little appetite for more than an additional 10 houses by 2026</li> <li>• To put so much development in an AONB village will kill the goose that lays the golden egg of tourism</li> <li>• Strongly oppose large scale development in the village</li> <li>• To put so much development in an AONB village will have a negative effect on Castle Howard – which currently benefits from the public</li> <li>• Ryedales previous local plan was against expansion, quote:- 'Welburn had little if no potential for further expansion without affecting the character of the village. Only infill frontage development is likely to be acceptable' – we believe this still applies, even more so now</li> <li>• The Government is encouraging people to live nearer work to cut out emissions, there is virtually no work in Welburn so new residents would have to travel to Malton, York or Leeds</li> <li>• Site 124 appears to be accessed from a track adjacent to Garth Cottage via Church Lane. From a safety point of view it would be a bad idea to try to route anymore traffic down Church Lane. Emergency and service vehicles already have difficulty negotiating their way past parked vehicles</li> <li>• It is imperative that any new development should have a minimum of two off-street parking spaces per dwelling and about the ability of local services such as water, sewerage and the telephone system to cope with any significant increase in demand</li> <li>• This site is within the existing conservation area in the present structure plan. To permit development here would destroy the whole point of such an area</li> <li>• Again breaks the linear village with a disputed access over the village green</li> <li>• Petition signed by 143 individuals from 94 houses in Welburn</li> </ul> |            |

| Orig. Site no. | New Site no. | Issue  | Respondent   |
|----------------|--------------|--|--|
|                |              | <ul style="list-style-type: none"> <li>• Application for building and other uses of this site have previously been turned down in the past</li> <li>• Infill housing on sites 303 and 124 is sensitively done could enhance the village and extend the accommodation offer</li> <li>• Welburn should be regarded as a village that where only limited infill development should be allowed</li> <li>• This site lies within the Welburn Conservation Area. Before being allocated, it would have to be demonstrated that the loss of this currently, largely open area and the redevelopment of this site would lead to a form of development which preserved or enhanced the character of this part of the Conservation Area</li> <li>• Site in AONB, should be informed by a Landscape character assessment</li> <li>• A key aim mentioned in the earlier versions of the Core Strategy is ‘to protect and where appropriate enhance the distinctive character of the District’s settlements, landscapes and biodiversity, safeguarding those elements of the historic and natural environment that are recognised as being of local or national importance’</li> <li>• Welburn is not only within the Howardian Hills AONB, it is also within the particularly important and carefully designed landscape and setting of Castle Howard</li> <li>• Existing services are fragile and not capable of supporting sustainable development over the next decade – Local tearoom cannot be reasonably classified as a village shop selling very few items</li> <li>•</li> </ul> |  |
| 242            |              | <ul style="list-style-type: none"> <li>• Previous local plan says the following ‘Welburn has little if no potential for further expansion without seriously affecting the character of the village. Only infill frontage development is likely to be acceptable’. It also recognises that Welburn is largely a linear village and development boundaries are drawn tightly around the existing settlement. – Believe that this statement remains as true for 2009-2026 as it did previously and so there should be little or no further expansion of</li> </ul>  | <p>E Gathercole<br/> TJ Scott<br/> Welburn Parish Council<br/> P&amp;E Brown<br/> K&amp;J Warner<br/> A Hewitt</p> |

| Orig. Site no. | New Site no. | Issue   | Respondent   |
|----------------|--------------|---|--|
|                |              | <p>Welburn on any site</p> <ul style="list-style-type: none"> <li>• A key aim mentioned in the earlier versions of the Core Strategy is ‘to protect and where appropriate enhance the distinctive character of the District’s settlements, landscapes and biodiversity, safeguarding those elements of the historic and natural environment that are recognised as being of local or national importance’</li> <li>• Welburn is not only within the Howardian Hills AONB, it is also within the particularly important and carefully designed landscape and setting of Castle Howard</li> <li>• As Welburn sits in a valley, any development between Bank Wood to the south, Castle Howard to the north, Castle Howard Avenue to the west and A64 to the east is likely to be highly visible from the surrounding countryside and will destroy the views in and out of this important area</li> <li>• The site would breach the linear nature of the village and could lead to yet more such breaches in future</li> <li>• Most of the site proposed in Welburn are within the conservation area – it is our understanding that an appraisal needs to be undertaken before any development takes place in a village which has a defined conservation area</li> <li>• In total, the developments in the main village would increase its size by over 50%, completely changing its character</li> <li>• The existing services in Welburn are fragile and not capable of supporting sustainable development over the next 15+ years</li> <li>• Highly unlikely that any larger scale retail offer will be sustainable in a village where only 126 households in the main village have access to it</li> <li>• Bus service through the village is heavily subsidised by North Yorkshire County Council and would not otherwise be commercially viable</li> <li>• Bus service does not meet criteria</li> <li>• No way that Welburn should be considered as a possibility for an additional service village</li> <li>• The 2007 draft Core Strategy confirmed (sec 3.2, p10) that the significant amount of new housing in villages in the last few years did not lead to a significant</li> </ul> | <p>A Bell<br/> M Bell<br/> JR Scott<br/> P Hall<br/> S Hill<br/> J Scott<br/> T.J Scott<br/> Welburn Petition<br/> C Ward<br/> GR &amp; EJ Smith<br/> A Cox<br/> A Robinson<br/> P Benham<br/> Natural England</p> |

| Orig. Site no. | New Site no. | Issue   | Respondent |
|----------------|--------------|---|------------|
|                |              | <p>increase in new services to these areas, nor did it prevent the decline of some services. We agree with this view and even a further 70 households would make very little difference to the long term sustainability of the services in Welburn</p> <ul style="list-style-type: none"> <li>• No way that Welburn should be considered as a possibility for an additional service village</li> <li>• Access to the site is difficult – Church Lane is narrow and the exit onto the main road is blind and very dangerous</li> <li>• Ask that Highways and Yorkshire Water are consulted about possible sites at the earliest opportunity as they may require major investment</li> <li>• Question marks over whether the infrastructure would cope – electricity supply can be vulnerable during adverse winter weather, while drains are incapable of handling surface water run off following heavy rain</li> <li>• Surface water running off the southern slope above the village already causes problems with water and silt entering houses and blocking drains and roads</li> <li>• Sewage pumping facility would need to be improved</li> <li>• The Ryedale District 2006 Housing Needs Assessment shows that Welburn is in what they describe as the ‘Golden Belt’ which is a strong York commuter market. Any new development in Welburn will not meet the local needs of Ryedale as purchasers are not likely to come from Ryedale and will be either retirees or people who work in York or Leeds. This will increase the amount of commuting by car and increase pressure on providing services for the elderly</li> <li>• Development on the proposed scale goes against the wishes of the residents as expressed in the recent Parish Plan Questionnaire. Thus a majority want no further development and there is very little appetite for more than an additional 10 houses by 2026</li> <li>• In total, the developments in the main village would increase its size by over 50%, completely changing its character</li> <li>• Welburn is not only in the Howardian Hills AONB, it is also within the particularly important and carefully designed historical landscape setting of Castle Howard</li> <li>• As Welburn sits in a valley, any development is likely to be highly visible and will</li> </ul> |            |

| Orig. Site no. | New Site no. | Issue   | Respondent |
|----------------|--------------|---|------------|
|                |              | <p>destroy the views in and out of this important area</p> <ul style="list-style-type: none"> <li>• All but one of the specific sites would breach the linear nature of the village and could lead to yet more such breaches in future</li> <li>• Access to many of the sites in Welburn is difficult</li> <li>• Development on the proposed scale goes against the wishes of the residents as expressed in the recent Parish Plan Questionnaire. Thus a majority want no further development and there is very little appetite for more than an additional 10 houses by 2026</li> <li>• So much development in an AONB village will have a negative effect on Castle Howard, which currently benefits from the members of the public</li> <li>• The site is a mile away from the centre of the village and outside a Conservation Area, but whilst it is close to the A64 for transport links, it is remote from the village services.</li> <li>• It is imperative that any new development should have a minimum of two off-street parking spaces per dwelling and about the ability of local services such as water, sewerage and the telephone system to cope with any significant increase in demand</li> <li>• Limited development will tidy the site which is close to coastliner bus stops, but some distance from village amenities</li> <li>• The site is outside the main linear village and close to the A64 where there is a regular bus route. There is already affordable housing by this site. 100% affordable housing might be an option but the views of the residents need to be taken into account</li> <li>• Eminently suitable for social housing.</li> <li>• Welburn is already strung out and unbalanced. Large scale development will increase reliance on cars and spoil what is a happy and balanced village scene and social interaction</li> <li>• More car use to access work etc is environmentally unacceptable</li> <li>• Good site for development, close to A64 for both developments and a good bus service to York and Malton</li> </ul> |            |

| Orig. Site no. | New Site no. | Issue   | Respondent   |
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|                |              | <ul style="list-style-type: none"> <li>Existing services are fragile and not capable of supporting sustainable development over the next decade – Local tearoom cannot be reasonably classified as a village shop selling very few items</li> <li>Bus service is heavily subsidised and does not provide access to Malton for work or evening socialising</li> <li>Site is AONB. Site should be informed by Landscape character assessment</li> </ul>   |  |
| 296            |              | <ul style="list-style-type: none"> <li>Previous local plan says the following 'Welburn has little if no potential for further expansion without seriously affecting the character of the village. Only infill frontage development is likely to be acceptable'. It also recognises that Welburn is largely a linear village and development boundaries are drawn tightly around the existing settlement. – Believe that this statement remains as true for 2009-2026 as it did previously and so there should be little or no further expansion of Welburn on any site</li> <li>A key aim mentioned in the earlier versions of the Core Strategy is 'to protect and where appropriate enhance the distinctive character of the District's settlements, landscapes and biodiversity, safeguarding those elements of the historic and natural environment that are recognised as being of local or national importance'</li> <li>Welburn is not only within the Howardian Hills AONB, it is also within the particularly important and carefully designed landscape and setting of Castle Howard</li> <li>As Welburn sits in a valley, any development between Bank Wood to the south, Castle Howard to the north, Castle Howard Avenue to the west and A64 to the east is likely to be highly visible from the surrounding countryside and will destroy the views in and out of this important area</li> <li>The site would breach the linear nature of the village and could lead to yet more such breaches in future</li> <li>Most of the site proposed in Welburn are within the conservation area – it is our</li> </ul> | <p>E Gathercole<br/> TJ Scott<br/> M Fox<br/> Welburn Parish Council<br/> P&amp;E Brown<br/> K&amp;J Warner<br/> A Hewitt<br/> A Bell<br/> M Bell<br/> JR Scott<br/> P Hill<br/> S Hill<br/> J Scott<br/> TJ Scott<br/> Welburn Petition<br/> C Ward<br/> GR&amp;EJ Smith<br/> A Cox<br/> A Robinson<br/> JM&amp;CM Stuart<br/> P Benham<br/> P Ventress</p> |

| Orig. Site no. | New Site no. | Issue  | Respondent  |
|----------------|--------------|--|---|
|                |              | <p>understanding that an appraisal needs to be undertaken before any development takes place in a village which has a defined conservation area</p> <ul style="list-style-type: none"> <li>• In total, the developments in the main village would increase its size by over 50%, completely changing its character</li> <li>• The existing services in Welburn are fragile and not capable of supporting sustainable development over the next 15+ years</li> <li>• Bus service is heavily subsidised by North Yorkshire County Council and would not otherwise be commercially viable.</li> <li>• The 2007 draft Core Strategy confirmed (sec 3.2, p10) that the significant amount of new housing in villages in the last few years did not lead to a significant increase in new services to these areas, nor did it prevent the decline of some services. We agree with this view and even a further 70 households would make very little difference to the long term sustainability of the services in Welburn</li> <li>• No way that Welburn should be considered as a possibility for an additional service village</li> <li>• Access to the site is difficult – Church Lane is narrow and the exit onto the main road is blind and very dangerous</li> <li>• Ask that Highways and Yorkshire Water are consulted about possible sites at the earliest opportunity as they may require major investment</li> <li>• Question marks over whether the infrastructure would cope – electricity supply can be vulnerable during adverse winter weather, while drains are incapable of handling surface water run off following heavy rain</li> <li>• The Ryedale District 2006 Housing Needs Assessment shows that Welburn is in what they describe as the ‘Golden Belt’ which is a strong York commuter market. Any new development in Welburn will not meet the local needs of Ryedale as purchasers are not likely to come from Ryedale and will be either retirees or people who work in York or Leeds. This will increase the amount of commuting by car and increase pressure on providing services for the elderly</li> <li>• Development on the proposed scale goes against the wishes of the residents as expressed in the recent Parish Plan Questionnaire. Thus a majority want no</li> </ul> | <p>S Symington<br/>English Heritage<br/>Natural England</p> |

| Orig. Site no. | New Site no. | Issue  | Respondent   |
|----------------|--------------|--|--|
|                |              | <p>further development and there is very little appetite for more than an additional 10 houses by 2026</p> <ul style="list-style-type: none"> <li>• It is imperative that any new development should have a minimum of two off-street parking spaces per dwelling and about the ability of local services such as water, sewerage and the telephone system to cope with any significant increase in demand</li> <li>• Welburn is already strung out and unbalanced. Large scale development will increase reliance on cars and spoil what is a happy and balanced village scene and social interaction</li> <li>• More car use to access work etc is environmentally unacceptable</li> <li>• Existing services are fragile and not capable of supporting sustainable development over the next decade – Local tearoom cannot be reasonably classified as a village shop selling very few items</li> <li>• Bus service is heavily subsidised and does not provide access to Malton for work or evening socialising</li> <li>• Additional burden placed on an already congested Church Lane</li> <li>• Site lies within Welburn Conservation Area, Before being allocated, it would have to be demonstrated that the loss of this currently, largely open area and the redevelopment of this site would lead to a form of development which preserved or enhanced the character of this part of the Conservation Area</li> <li>• Site in AONB. Site should be informed by Landscape character assessment</li> <li>• It is unsuitable for designation as a Local Service Village – at least one of the criteria is not met</li> </ul> |  |
| 303            |              | <ul style="list-style-type: none"> <li>• An infill site, already covered by current planning policies</li> <li>• Local concerns about car parking - imperative that any new development should have a minimum of two off-street parking spaces per dwelling and about the ability of local services such as water, sewerage and the telephone system to cope with any significant increase in demand</li> <li>• Infill housing on site if sensitively done could enhance the village and extend the accommodation offer</li> </ul>   | <p>Welburn Parish Council<br/> J Scott<br/> S&amp;D Oldroyd<br/> P Benham<br/> English Heritage<br/> Natural England</p> |

| Orig. Site no. | New Site no. | Issue   | Respondent  |
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|                |              | <ul style="list-style-type: none"> <li>• As a general principle, Welburn should be regarded as a village where only limited infill development should be allowed - distinctive character and charm could easily be ruined if this principle is not observed</li> <li>• It is unsuitable for designation as a Local Service Village – at least one of the criteria is not met</li> <li>• Bus service hardly qualifies as a regular public transport service, nor one that could easily be used for most journeys to work</li> <li>• Any significant new development is highly likely to overwhelm local infrastructure - electricity supply can be vulnerable during adverse winter weather, while drains are incapable of handling surface water run off following heavy rain</li> <li>• Access to many of the proposed sites is also difficult</li> <li>• Any new development in Welburn will not meet the local needs of Ryedale as purchasers are not likely to come from Ryedale and will be either retirees or people who work in York or Leeds</li> <li>• Development on the proposed scale goes against the wishes of the residents as expressed in the recent Parish Plan Questionnaire</li> <li>• Conclusion must surely be that the policy in the previous local plan should remain 'no potential for further expansion without seriously affecting the character of the village. Only infill development is likely to be acceptable'</li> <li>• Site lies within the Welburn Conservation Area. Before being allocated, it would have to be demonstrated that the loss of this currently, largely open area and the redevelopment of this site would lead to a form of development which preserved or enhanced the character of this part of the Conservation Area</li> <li>• Site in AONB. Site should be informed by a Landscape character assessment</li> </ul> |   |
| 328            |              | <ul style="list-style-type: none"> <li>• Previous local plan says the following 'Welburn has little if no potential for further expansion without seriously affecting the character of the village. Only infill frontage development is likely to be acceptable'. It also recognises that Welburn is largely a linear village and development boundaries are drawn tightly around</li> </ul>  | E Gathercole<br>TJ Scott<br>Welburn Parish Council<br>P&E Brown |

| Orig. Site no. | New Site no. | Issue   | Respondent   |
|----------------|--------------|---|--|
|                |              | <p>the existing settlement. – Believe that this statement remains as true for 2009-2026 as it did previously and so there should be little or no further expansion of Welburn on any site</p> <ul style="list-style-type: none"> <li>• A key aim mentioned in the earlier versions of the Core Strategy is ‘to protect and where appropriate enhance the distinctive character of the District’s settlements, landscapes and biodiversity, safeguarding those elements of the historic and natural environment that are recognised as being of local or national importance’</li> <li>• Welburn is not only within the Howardian Hills AONB, it is also within the particularly important and carefully designed landscape and setting of Castle Howard</li> <li>• As Welburn sits in a valley, any development between Bank Wood to the south, Castle Howard to the north, Castle Howard Avenue to the west and A64 to the east is likely to be highly visible from the surrounding countryside and will destroy the views in and out of this important area</li> <li>• The site would breach the linear nature of the village and could lead to yet more such breaches in future</li> <li>• Most of the site proposed in Welburn are within the conservation area – it is our understanding that an appraisal needs to be undertaken before any development takes place in a village which has a defined conservation area</li> <li>• In total, the developments in the main village would increase its size by over 50%, completely changing its character</li> <li>• The existing services in Welburn are fragile and not capable of supporting sustainable development over the next 15+ years</li> <li>• Bus service is heavily subsidised by North Yorkshire County Council and would not otherwise be commercially viable.</li> <li>• The 2007 draft Core Strategy confirmed (sec 3.2, p10) that the significant amount of new housing in villages in the last few years did not lead to a significant increase in new services to these areas, nor did it prevent the decline of some services. We agree with this view and even a further 70 households would make very little difference to the long term sustainability of the services in Welburn</li> </ul> | <p>K&amp;J Warner<br/> A Hewitt<br/> A Bell<br/> M Bell<br/> JR Scott<br/> P Hill<br/> S Hill<br/> J Scott<br/> TJ Scott<br/> Welburn Petition<br/> C Ward<br/> GR&amp;EJ Smith<br/> A Cox<br/> A Robinson<br/> P Benham</p> |

| Orig. Site no. | New Site no. | Issue  | Respondent |
|----------------|--------------|--|------------|
|                |              | <ul style="list-style-type: none"> <li>• No way that Welburn should be considered as a possibility for an additional service village</li> <li>• Access to the site is difficult – Church Lane is narrow and the exit onto the main road is blind and very dangerous</li> <li>• Ask that Highways and Yorkshire Water are consulted about possible sites at the earliest opportunity as they may require major investment</li> <li>• Question marks over whether the infrastructure would cope – electricity supply can be vulnerable during adverse winter weather, while drains are incapable of handling surface water run off following heavy rain</li> <li>• The Ryedale District 2006 Housing Needs Assessment shows that Welburn is in what they describe as the ‘Golden Belt’ which is a strong York commuter market. Any new development in Welburn will not meet the local needs of Ryedale as purchasers are not likely to come from Ryedale and will be either retirees or people who work in York or Leeds. This will increase the amount of commuting by car and increase pressure on providing services for the elderly</li> <li>• Development on the proposed scale goes against the wishes of the residents as expressed in the recent Parish Plan Questionnaire. Thus a majority want no further development and there is very little appetite for more than an additional 10 houses by 2026</li> <li>• It is imperative that any new development should have a minimum of two off-street parking spaces per dwelling and about the ability of local services such as water, sewerage and the telephone system to cope with any significant increase in demand</li> <li>• Limited development will tidy the site which is close to coastliner bus stops, but some distance from village amenities</li> <li>• The issue with this site concerns local resident’s attitude to the proposed development and again the impact on traffic on and off the A64 at an already hazardous junction</li> <li>• This site is outside the main linear village and closer to the A64 where there is a regular bus route. Already affordable housing by this site – 100% affordable</li> </ul> |            |

| Orig. Site no. | New Site no. | Issue  | Respondent   |
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|                |              | <p>housing might be an option but the views of the residents need to be taken into account</p> <ul style="list-style-type: none"> <li>• Eminently suitable for social housing</li> <li>• Welburn is already strung out and unbalanced. Large scale development will increase reliance on cars and spoil what is a happy and balanced village scene and social interaction</li> <li>• Good site for development - close to A64</li> <li>• Although it is remote from the village itself – it would be part of the existing community at Holmes Crescent</li> <li>• It is unsuitable for designation as a Local Service Village – at least one of the criteria is not met</li> <li>• Bus service hardly qualifies as a regular public transport service, nor one that could easily be used for most journeys to work</li> <li>• Any significant new development is highly likely to overwhelm local infrastructure - electricity supply can be vulnerable during adverse winter weather, while drains are incapable of handling surface water run off following heavy rain</li> <li>• Development on the proposed scale goes against the wishes of the residents as expressed in the recent Parish Plan Questionnaire</li> </ul> |  |
| 425            |              | <ul style="list-style-type: none"> <li>• Previous local plan says the following 'Welburn has little if no potential for further expansion without seriously affecting the character of the village. Only infill frontage development is likely to be acceptable'. It also recognises that Welburn is largely a linear village and development boundaries are drawn tightly around the existing settlement. – Believe that this statement remains as true for 2009-2026 as it did previously and so there should be little or no further expansion of Welburn on any site</li> <li>• A key aim mentioned in the earlier versions of the Core Strategy is 'to protect and where appropriate enhance the distinctive character of the District's settlements, landscapes and biodiversity, safeguarding those elements of the historic and natural environment that are recognised as being of local or national importance'</li> </ul>   | <p>E Gathercole<br/> TJ Scott<br/> Welburn Parish Council<br/> P&amp;E Brown<br/> K&amp;J Warner<br/> A Hewitt<br/> A Bell<br/> M Bell<br/> JR Scott<br/> P Hill<br/> S Hill</p> |

| Orig. Site no. | New Site no. | Issue   | Respondent  |
|----------------|--------------|---|---|
|                |              | <ul style="list-style-type: none"> <li>• Welburn is not only within the Howardian Hills AONB, it is also within the particularly important and carefully designed landscape and setting of Castle Howard</li> <li>• As Welburn sits in a valley, any development between Bank Wood to the south, Castle Howard to the north, Castle Howard Avenue to the west and A64 to the east is likely to be highly visible from the surrounding countryside and will destroy the views in and out of this important area</li> <li>• The site would breach the linear nature of the village and could lead to yet more such breaches in future</li> <li>• Most of the site proposed in Welburn are within the conservation area – it is our understanding that an appraisal needs to be undertaken before any development takes place in a village which has a defined conservation area</li> <li>• In total, the developments in the main village would increase its size by over 50%, completely changing its character</li> <li>• The existing services in Welburn are fragile and not capable of supporting sustainable development over the next 15+ years</li> <li>• Bus service is heavily subsidised by North Yorkshire County Council and would not otherwise be commercially viable.</li> <li>• The 2007 draft Core Strategy confirmed (sec 3.2, p10) that the significant amount of new housing in villages in the last few years did not lead to a significant increase in new services to these areas, nor did it prevent the decline of some services. We agree with this view and even a further 70 households would make very little difference to the long term sustainability of the services in Welburn</li> <li>• No way that Welburn should be considered as a possibility for an additional service village</li> <li>• Access to the site is difficult – Church Lane is narrow and the exit onto the main road is blind and very dangerous</li> <li>• Ask that Highways and Yorkshire Water are consulted about possible sites at the earliest opportunity as they may require major investment</li> <li>• Question marks over whether the infrastructure would cope – electricity supply</li> </ul> | <p>J Scott<br/> TJ Scott<br/> Welburn Petition<br/> C Ward<br/> GR&amp;EJ Smith<br/> A Cox<br/> A Robinson<br/> P Benham<br/> P Ventress<br/> English Heritage<br/> Natural England<br/> JM&amp;AE Richardson</p> |

| Orig. Site no. | New Site no. | Issue   | Respondent |
|----------------|--------------|---|------------|
|                |              | <p>can be vulnerable during adverse winter weather, while drains are incapable of handling surface water run off following heavy rain</p> <ul style="list-style-type: none"> <li>• The Ryedale District 2006 Housing Needs Assessment shows that Welburn is in what they describe as the 'Golden Belt' which is a strong York commuter market. Any new development in Welburn will not meet the local needs of Ryedale as purchasers are not likely to come from Ryedale and will be either retirees or people who work in York or Leeds. This will increase the amount of commuting by car and increase pressure on providing services for the elderly</li> <li>• Development on the proposed scale goes against the wishes of the residents as expressed in the recent Parish Plan Questionnaire. Thus a majority want no further development and there is very little appetite for more than an additional 10 houses by 2026</li> <li>• It is imperative that any new development should have a minimum of two off-street parking spaces per dwelling and about the ability of local services such as water, sewerage and the telephone system to cope with any significant increase in demand</li> <li>• Necessary to demonstrate that this site can be developed in a manner which would safeguard the character and setting of these adjacent buildings</li> <li>• Housing will break up the linear village – originally proposed as a car park – but only 1 parking space allocated per house - proposed 'car park' will probably be used by residents and too far from Main Street to be used by walkers – currently a fundamental problem for residents</li> <li>• Overdevelopment of the village will lead to an imbalance of the present village scene</li> <li>• Welburn is already strung out and unbalanced. Large scale development will increase reliance on cars.</li> <li>• More car use to access work etc is environmentally unfriendly</li> <li>• It is unsuitable for designation as a Local Service Village – at least one of the criteria is not met</li> <li>• Bus service hardly qualifies as a regular public transport service, nor one that</li> </ul> |            |

| Orig. Site no. | New Site no. | Issue  | Respondent   |
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|                |              | <p>could easily be used for most journeys to work</p> <ul style="list-style-type: none"> <li>• Any significant new development is highly likely to overwhelm local infrastructure - electricity supply can be vulnerable during adverse winter weather, while drains are incapable of handling surface water run off following heavy rain</li> <li>• Development on the proposed scale goes against the wishes of the residents as expressed in the recent Parish Plan Questionnaire</li> <li>• This site lies within the Welburn Conservation Area. Before being allocated, it would have to be demonstrated that the loss of this currently open area and the redevelopment of this site would lead to a form of development which preserved or enhanced the character of this part of the Conservation Area</li> <li>• Site in AONB. Site should be informed by a Landscape character assessment</li> <li>• Scheme too large for the small rural village</li> <li>• Village already has a high proportion of let properties and more are not needed</li> <li>• Sketch proposals suggest terraces of small cottages reminiscent of a mining village not an agricultural community</li> <li>• Insufficient local amenities to support development of this size</li> </ul> |  |
| 426            |              | <ul style="list-style-type: none"> <li>• Previous local plan says the following 'Welburn has little if no potential for further expansion without seriously affecting the character of the village. Only infill frontage development is likely to be acceptable'. It also recognises that Welburn is largely a linear village and development boundaries are drawn tightly around the existing settlement. – Believe that this statement remains as true for 2009-2026 as it did previously and so there should be little or no further expansion of Welburn on any site</li> <li>• A key aim mentioned in the earlier versions of the Core Strategy is 'to protect and where appropriate enhance the distinctive character of the District's settlements, landscapes and biodiversity, safeguarding those elements of the historic and natural environment that are recognised as being of local or national importance'</li> <li>• Welburn is not only within the Howardian Hills AONB, it is also within the particularly important and carefully designed landscape and setting of Castle</li> </ul>   | <p>E Gthercole<br/> TJ Scott<br/> EW Smith<br/> M Fox<br/> Welburn Parish Council<br/> P&amp;E Brown<br/> K&amp;J Warner<br/> MV &amp; D Roberts<br/> A Hewitt<br/> A Bell<br/> M Bell<br/> JR Scott<br/> P Hill</p> |

| Orig. Site no. | New Site no. | Issue   | Respondent  |
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|                |              | <p>Howard</p> <ul style="list-style-type: none"> <li>• As Welburn sits in a valley, any development between Bank Wood to the south, Castle Howard to the north, Castle Howard Avenue to the west and A64 to the east is likely to be highly visible from the surrounding countryside and will destroy the views in and out of this important area</li> <li>• The site would breach the linear nature of the village and could lead to yet more such breaches in future</li> <li>• Most of the site proposed in Welburn are within the conservation area – it is our understanding that an appraisal needs to be undertaken before any development takes place in a village which has a defined conservation area</li> <li>• In total, the developments in the main village would increase its size by over 50%, completely changing its character</li> <li>• The existing services in Welburn are fragile and not capable of supporting sustainable development over the next 15+ years</li> <li>• Bus service is heavily subsidised by North Yorkshire County Council and would not otherwise be commercially viable.</li> <li>• The 2007 draft Core Strategy confirmed (sec 3.2, p10) that the significant amount of new housing in villages in the last few years did not lead to a significant increase in new services to these areas, nor did it prevent the decline of some services. We agree with this view and even a further 70 households would make very little difference to the long term sustainability of the services in Welburn</li> <li>• No way that Welburn should be considered as a possibility for an additional service village</li> <li>• Access to the site is difficult – Church Lane is narrow and the exit onto the main road is blind and very dangerous</li> <li>• Ask that Highways and Yorkshire Water are consulted about possible sites at the earliest opportunity as they may require major investment</li> <li>• Question marks over whether the infrastructure would cope – electricity supply can be vulnerable during adverse winter weather, while drains are incapable of handling surface water run off following heavy rain</li> </ul> | <p>S Hill<br/> A Johnson<br/> J Scott<br/> TJ Scott<br/> Welburn Petition<br/> C Ward<br/> GR&amp;EJ Smith<br/> A Cox<br/> A Robinson<br/> S&amp;D Oldroyd<br/> P Benham<br/> P Ventress<br/> S Haines<br/> Natural England</p> |

| Orig. Site no. | New Site no. | Issue  | Respondent |
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|                |              | <ul style="list-style-type: none"> <li>• The Ryedale District 2006 Housing Needs Assessment shows that Welburn is in what they describe as the 'Golden Belt' which is a strong York commuter market. Any new development in Welburn will not meet the local needs of Ryedale as purchasers are not likely to come from Ryedale and will be either retirees or people who work in York or Leeds. This will increase the amount of commuting by car and increase pressure on providing services for the elderly</li> <li>• Development on the proposed scale goes against the wishes of the residents as expressed in the recent Parish Plan Questionnaire. Thus a majority want no further development and there is very little appetite for more than an additional 10 houses by 2026</li> <li>• It is imperative that any new development should have a minimum of two off-street parking spaces per dwelling and about the ability of local services such as water, sewerage and the telephone system to cope with any significant increase in demand</li> <li>• Necessary to demonstrate that this site can be developed in a manner which would safeguard the character and setting of these adjacent buildings</li> <li>• Housing will break up the linear village – originally proposed as a car park – but only 1 parking space allocated per house - proposed 'car park' will probably be used by residents and too far from Main Street to be used by walkers – currently a fundamental problem for residents</li> <li>• Overdevelopment of the village will lead to an imbalance of the present village scene</li> <li>• Welburn is already strung out and unbalanced. Large scale development will increase reliance on cars.</li> <li>• More car use to access work etc is environmentally unfriendly</li> <li>• It is unsuitable for designation as a Local Service Village – at least one of the criteria is not met</li> <li>• Bus service hardly qualifies as a regular public transport service, nor one that could easily be used for most journeys to work</li> <li>• Any significant new development is highly likely to overwhelm local infrastructure</li> </ul> |            |

| Orig. Site no. | New Site no. | Issue  | Respondent   |
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|                |              | <ul style="list-style-type: none"> <li>- electricity supply can be vulnerable during adverse winter weather, while drains are incapable of handling surface water run off following heavy rain</li> <li>• Development on the proposed scale goes against the wishes of the residents as expressed in the recent Parish Plan Questionnaire</li> <li>• This site lies within the Welburn Conservation Area. Before being allocated, it would have to be demonstrated that the loss of this currently open area and the redevelopment of this site would lead to a form of development which preserved or enhanced the character of this part of the Conservation Area</li> <li>• Site in AONB. Site should be informed by a Landscape character assessment</li> <li>• Scheme too large for the small rural village</li> <li>• Village already has a high proportion of let properties and more are not needed</li> <li>• Sketch proposals suggest terraces of small cottages reminiscent of a mining village not an agricultural community</li> <li>• Insufficient local amenities to support development of this size</li> <li>• Development on this hillside site would dominate the landscape at the eastern end of the village, completely out of character with the existing bungalows</li> <li>• No expansion on 426. Access is not suitable</li> <li>• Limited development, not necessarily on the line of the road, should be allowed where the character of the village will not be altered and the population not enlarged to a great extent</li> <li>• Major development should take place in towns alongside expansion of industrial/commercial development ie the provision of more jobs</li> <li>• Site in AONB, should be informed by a Landscape character assessment</li> </ul> |  |
| 466            |              | <ul style="list-style-type: none"> <li>• Object to:<br/>Narrow and tight turn onto the sites off Church Lane</li> <li>• Increased traffic</li> <li>• The nature of the development as 'blackland development' within the Welburn Conservation Area</li> <li>• The proximity of the development for existing properties</li> <li>• Adverse effects on the historic landscape of Welburn</li> </ul>  | <p>K&amp;J Warner<br/>GA Cox<br/>AL Robinson<br/>JM&amp;CM Stuart<br/>P Benham<br/>S Symington<br/>Natural England</p> |

| Orig. Site no. | New Site no. | Issue   | Respondent             |
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|                |              | <ul style="list-style-type: none"> <li>• It is further example of the unfortunate piecemeal development of back gardens in a Conservation Area which should not be allowed in a linear village</li> <li>• All access will have to be confirmed for emergency vehicles should any unforeseen accidents happen</li> <li>• No development should be permitted which would destroy the traditional nature of the village</li> <li>• Only limited infill development should be allowed</li> <li>• Distinctive character and charm could easily be ruined</li> <li>• Low frequency bus service does hardly qualifies as a regular public transport service</li> <li>• Further development is highly likely to overwhelm local infrastructure – electricity supply can be vulnerable during adverse winter weather, while drains are incapable of handling surface water run off following heavy rain</li> <li>• Such developments would not meet the needs of local people, and would in all probability simply be taken up by people moving into the area to commute to/from York or Leeds or to retire</li> <li>• Recent survey shows there is clearly no significant local demand for more homes</li> <li>• The conclusion must surely be that the policy in the previous local plan should remain 'no potential for further expansion without seriously affecting the character of the village. Only infill frontage development is likely to be acceptable'</li> <li>• Site in AONB, should be informed by a Landscape character assessment</li> <li>• Site is outside existing development limits</li> <li>• Scale of 520 is too large</li> <li>• Access for both sites would be problematic</li> <li>• Development of these sites is contrary to the Welburn &amp; Crambeck Parish Plan, adopted at the recent Parish Council meeting</li> </ul> | Welburn Parish Council |
| 519            |              | <ul style="list-style-type: none"> <li>• Outside existing development limits</li> <li>• Within existing conservation area</li> <li>• Access would be problematic</li> <li>• Development of the site is contrary to the recent adopted Welburn &amp; Crambeck</li> </ul>   | Welburn Parish Council |

| Orig. Site no.        | New Site no. | Issue   | Respondent  |
|-----------------------|--------------|---|---|
|                       |              | Parish Plan   |   |
| 520                   |              | <ul style="list-style-type: none"> <li>• Outside existing development limits</li> <li>• Access for both sites would be problematic</li> <li>• Development of the site is contrary to the recent adopted Welburn &amp; Crambeck Parish Plan</li> <li>• Scale of 520 is too large</li> </ul>  | Welburn Parish Council  |
| <b>WEST HESLERTON</b> |              |   |   |
| 295                   |              | <ul style="list-style-type: none"> <li>• No demand for these properties other than those who have a background of village life</li> <li>• No community facilities other than a sports field which is almost fully utilised and a village hall</li> <li>• Requirement for affordable housing in the immediate area is almost covered by existing letting arrangements</li> <li>• No employment requirements in the immediate area - Malton 10 miles away</li> <li>• Areas of land within the village (currently large gardens) which may in the future become available for housing projects more suited to the current village structure</li> <li>• Only vehicular access to the site is on what is currently a no through road – serious limitations for people without own transport</li> <li>• Additional traffic generated by the site would have implications for the village in the form of noise, safety and additional air pollution</li> <li>• Current sewage system inadequate for further development</li> <li>• RSPB surveys show presence of species of high and medium conservation concern to the estate – The addition of a development what is a current Greenfield site will undoubtedly impact on the wildlife</li> <li>• Village still operated as a traditional estate village – many residents are estate or former estate workers</li> <li>• Proposed site would dramatically change the character and fabric of this rural community and could effectively double in size</li> <li>• Unsuitable, impractical and would have a negative effect on the community</li> </ul> | S Morrell<br>Cundalls obo West Heslerton Estate<br>B Hillas<br>English Heritage |

| Orig. Site no.     | New Site no. | Issue   | Respondent   |
|--------------------|--------------|---|--|
|                    |              | <ul style="list-style-type: none"> <li>• Site is not a 'key settlement' and does not meet local or national planning policies or the core strategy of the LDF</li> <li>• Unsustainable rural location, poor services and facilities, certainly not adequate to accommodate a new large residential settlement</li> <li>• It is believed that the proposed development site has a number of interesting archaeological features – development could destroy and damage the archaeological details at the site</li> <li>• Does not meet local or national planning policies of focussing developments on Brownfield land to achieve the objectives of sustainable development – feel site fails to meet criteria of the core strategy</li> <li>• It has always been undeveloped agricultural land</li> <li>• Traffic problems on staggered cross road heavy vehicles using Heselton Hill – roundabout or dual carriageway</li> <li>• Impact on listed buildings and landscape</li> <li>• Developing Greenfield land</li> <li>• Not located within walking distance of the majority of the village</li> <li>• Site has a number of natural springs on the land</li> <li>• Too large and out of character</li> <li>• West Heselton village is one of the few unspoilt traditional estate villages remaining in Ryedale</li> <li>• Site is not located within walking distance of the majority of the village</li> <li>• Site fails to deliver the aims of regional and</li> </ul> |  |
| 490                |              | <ul style="list-style-type: none"> <li>• Footpath runs through site – Development should avoid any negative impact on the use of the footpath</li> </ul>  | Natural England                                    |
| <b>WEST LUTTON</b> |              |   |  |
| 179                |              | <ul style="list-style-type: none"> <li>• Site does not suffer many problems although site 179 is a gateway site that would need careful planning and design</li> <li>• Village already deprived shops, post office and regular bus service</li> <li>• Personal transport is essential</li> </ul>  | A MacDonald<br>A Corbett<br>Luttons Parish Council |

| Orig. Site no. | New Site no. | Issue   | Respondent  |
|----------------|--------------|---|---|
|                |              | <ul style="list-style-type: none"> <li>• Main Street already sufficiently hazardous due to increasing number of parked vehicles</li> <li>• Proposed site at the eastern end of Main Street lies alongside a sharp curve which already poses problems for existing residents, agricultural vehicles and pedestrians</li> <li>• Foul drainage and surface water problems and lack of facilities</li> </ul>  |   |
| 220            |              | <ul style="list-style-type: none"> <li>• Inappropriate both in scale and location</li> <li>• Site lies beyond present built up area of the village boundary</li> <li>• Size of development would place further demand on limited utilities and social infrastructure of the village</li> <li>• No shop, play area or sportfield (other than school) and no community hall</li> <li>• Although served by a post bus it is not scheduled for commuters</li> <li>• New development would add to traffic in the village and surrounding unclassified roads</li> <li>• Development would endanger a mature shelter belt of trees to the detriment of the village</li> <li>• Site cannot be regarded as integral to a considered plan for the village</li> <li>• Proposed site lies beyond the existing boundary for building purposes</li> <li>• Yorkshire Wolds is a relatively unique area of Ryedale and supports a wide range of wildlife including watervoles – if Ryedale is to take pride in being rural Ryedale then such matters are worthy of serious consideration</li> <li>• beyond Development Limits</li> <li>• Impact on character of the village</li> <li>• Foul drainage and surface water problems and lack of facilities</li> </ul> | A MacDonald<br>A Corbett<br>West Lutton           |
| 221            |              | <ul style="list-style-type: none"> <li>• This site does not suffer many problems</li> <li>• Deprived of shops, post office and regular bus service</li> <li>• Personal transport is essential</li> <li>• Main Street already sufficiently hazardous due to increasing number of vehicles</li> <li>• Site is currently green field used for agricultural purposes with limited access from</li> </ul>  | A MacDonald<br>A Corbett<br>Lutton Parish Council |

| <b>Orig. Site no.</b>    | <b>New Site no.</b> | <b>Issue</b>   | <b>Respondent</b>                              |
|--------------------------|---------------------|--|--|
|                          |                     | <ul style="list-style-type: none"> <li>a sharp corner on Back Lane</li> <li>Foul drainage and surface water problems and lack of facilities</li> </ul>   |  |
| 597                      |                     | <ul style="list-style-type: none"> <li>Church Farm is Grade II and forms the Visually Undeveloped Area at the heart of the village</li> <li>Outside Development Limits</li> <li>Context for the setting of Grade II* St. Mary's Church</li> <li>Foul drainage and surface water problems and lack of facilities</li> </ul>   | Lutton Parish Council                          |
| 625/626                  |                     | <ul style="list-style-type: none"> <li>Both outside Development Limits- agricultural land- adverse impact on setting</li> <li>Foul drainage and surface water problems and lack of facilities</li> </ul>   | Lutton Parish Council                          |
| <b>WHARRAM-LE-STREET</b> |                     |  |  |
| 406                      |                     | <ul style="list-style-type: none"> <li>Happy to see new building in the village but not squashed together</li> <li>Keep individuality – protect character of village</li> <li>Decent sized plot per house</li> <li>Support</li> <li>insensitive proposal - adjacent Norman Church grade I Listed</li> <li>Several empty rentals- no demand for affordable housing</li> <li>Land ownership needs clarification, land within other ownership included without landowner's consent</li> <li>Not a sustainable location -access and limited facilities</li> </ul>                      | M Willoughby<br>T R Allnutt                    |
| 409                      |                     | <ul style="list-style-type: none"> <li>Happy to see new building in the village but not squashed together</li> <li>Keep individuality – protect character of village</li> <li>Decent sized plot per house</li> <li>Support</li> <li>Site is next to large deciduous woodland. Ecological survey required in this area</li> <li>Several empty rentals- no demand for affordable housing</li> <li>Land ownership needs clarification, land within other ownership included without landowner's consent</li> <li>Not a sustainable location- access and limited facilities</li> </ul> | M Willoughby<br>Natural England<br>T R Allnutt |
| <b>WILTON</b>            |                     |  |  |

| <b>Orig. Site no.</b> | <b>New Site no.</b> | <b>Issue</b>   | <b>Respondent</b>   |
|-----------------------|---------------------|--|---|
| 299                   |                     | <ul style="list-style-type: none"> <li>• 150mm sewer</li> <li>• Southern half of site lies some 50 metres from Wilton Hall Moated Site a scheduled monument</li> <li>• PPG16 makes it clear that there is a presumption in favour of the preservation of nationally important archaeological remains and their settings</li> <li>• It will be necessary to demonstrate that the development of this area could be achieved in a manner which would safeguard the setting of this monument</li> </ul>   | Yorkshire Water<br>English Heritage   |
| 300                   |                     | <ul style="list-style-type: none"> <li>• 150mm sewer</li> <li>• PPG16 makes it clear that there is a presumption in favour of the preservation of nationally important archaeological remains and their settings</li> <li>• It will be necessary to demonstrate that the development of this area could be achieved in a manner which would safeguard the setting of this monument</li> </ul>  | Yorkshire Water<br>English Heritage   |
| 301                   |                     | <ul style="list-style-type: none"> <li>• PPG16 makes it clear that there is a presumption in favour of the preservation of nationally important archaeological remains and their settings</li> <li>• It will be necessary to demonstrate that the development of this area could be achieved in a manner which would safeguard the setting of this monument</li> </ul>   | English Heritage  |
| <b>WINTRINGHAM</b>    |                     |  |   |
| 238                   |                     | <ul style="list-style-type: none"> <li>• Currently in use as domestic garden land and therefore constitutes Brownfield land</li> <li>• Propose this site could be allocated to accommodate residential development which reflects the character of the development in the village – having main elevation fronting onto the adjacent highway</li> <li>• No constraints currently affecting this site and it is considered that safe access could be gained from the highway</li> <li>• Site already well shielded by trees and if it was developed for housing it would appear as a logical rounding off to the existing settlement structure and its appearance could be further enhanced by a scheme of strategic planting</li> <li>• 150mm sewer</li> <li>• Site considered to be possible although it backs on to an SSI on the rear of the</li> </ul> | Carter Jonas (Chomley Estate)<br>Yorkshire Water<br>Wintringham Parish Council<br>Natural England |

| Orig. Site no. | New Site no. | Issue  | Respondent  |
|----------------|--------------|--|---|
|                |              | <ul style="list-style-type: none"> <li>• plot</li> <li>• Site adjacent to Wintringham Marsh SSSI – Ecological survey required in this area</li> </ul>  |   |
| 239            |              | <ul style="list-style-type: none"> <li>• Site presently in use as a domestic garden as such it is considered to constitute Brownfield land</li> <li>• Site is unconstrained and safe access to the site can be gained from Main Street</li> <li>• Residential development here represents a logical rounding off opportunity for the settlement – screening of the site could be enhanced further by a schedule of strategic planting</li> <li>• Site contains a mix of modern and traditional agricultural buildings at Wintringham</li> <li>• Should be considered to be a part Brownfield site</li> <li>• Anticipated that the site could accommodate in the region of 10 houses – size of houses would be reflective of the requirements identified within the housing market assessment and would include an appropriate mix of tenures</li> <li>• Replacement of the modern buildings with houses will improve the character of the settlement and improve views into and out of the Wintringham conservation area</li> <li>• Site in Howardian Hill AONB – near Ness Great Wood ancient replanted woodland</li> <li>• Site should be informed by a Landscape Assessment and an ecological survey</li> </ul> | Carter Jonas (Chomley Estate)<br>Natural England  |
| 240            |              | <ul style="list-style-type: none"> <li>• Site presently forms part of a domestic curtilage and therefore is a brown field site</li> <li>• Site unconstrained and safe access to be gained from the highway, as such it is considered that there are no constraints to its development over the shorter term</li> <li>• In view of broad locations for new housing, sites 117, 142, 360 and 200 are considered to be fairly prominent within the landscape, though they are considered to have some potential for housing as does 90, 151, 204 and 229</li> <li>• The site did not meet parish council approval as it was felt it would spoil a very attractive area of the village, some of which is in a conservation area and includes a listed building</li> <li>• May be potential for the reuse of many of the buildings on the site</li> </ul>   | Carter Jonas (Chomley Estate)<br>Barrett Homes<br>Wintringham Parish Council<br>English Heritage<br>Nathaniel Lichfield & Partners obo<br>Barratt Homes |

| Orig. Site no. | New Site no. | Issue  | Respondent   |
|----------------|--------------|--|--|
|                |              | <ul style="list-style-type: none"> <li>• Necessary to demonstrate that intensification of development can be achieved in a manner which preserves the character of this part of the conservation area and the special character and setting of the listed buildings</li> <li>• Buildings which make a positive contribution to the character of this part of the conservation area should be preserved in line with the advice in PPG15</li> <li>• Houses on this site would be reflective of the requirements identified within the housing market assessment</li> <li>• Replacement of existing buildings with housing will improve the character of the settlement with a positive impact on views</li> <li>• As the site abuts the built extent of the settlement its development would present a logical infilling rounding off opportunity which should be supported</li> </ul>  |  |
| 304            |              | <ul style="list-style-type: none"> <li>• Site located close to the village – currently used as agricultural land</li> <li>• Proposed residential development – up to possibly 10 houses</li> <li>• Site unconstrained – therefore immediately ready for development</li> <li>• Envisaged that the mix and tenure of housing at the site would reflect the housing needs of the district and settlement</li> <li>• Development would reflect the character of development in the settlement and would appear as a logical rounding off opportunity to the built extent of the settlement while the site boundary could be further enhanced by a schedule of planting</li> <li>• Site represents a large extension to the west of the village, all of it outside the previous Ryedale Development Plan boundary and were considered to be a detrimental addition to the village</li> </ul> <p>304 adjacent to Wintringham Marsh SSSI Ecological survey required in this area</p> | Carter Jonas (Chomley Estate)<br>Wintringham Parish Council<br>Natural England |
| 305            |              | <ul style="list-style-type: none"> <li>• Brownfield land currently used to accommodate a village hall</li> <li>• Envisaged that the site could be developed to accommodate up to 4 houses</li> <li>• Currently unconstrained and as part of any development a suitable alternative location would need to be found for improved village hall facilities</li> <li>• Site represents a large extension to the west of the village, all of it outside the previous Ryedale Development Plan boundary and were considered to be a</li> </ul>   | Carter Jonas (Chomley Estate)<br>Wintringham Parish Council<br>Natural England |

| <b>Orig. Site no.</b> | <b>New Site no.</b> | <b>Issue</b>  | <b>Respondent</b>   |
|-----------------------|---------------------|---|---|
|                       |                     | <p>detrimental addition to the village</p> <ul style="list-style-type: none"> <li>• 305 adjacent to Wintringham Marsh SSSI – Ecological survey required in this area</li> </ul>   |   |
| 306                   |                     | <ul style="list-style-type: none"> <li>• Currently in use as domestic garden land and therefore constitutes Brownfield land</li> <li>• Propose this site be allocated to accommodate residential development</li> <li>• There are no constraints currently affecting this site and it is considered that safe access could be gained from the highway</li> <li>• Site already well shielded by trees and if it was developed for housing it would appear as a logical rounding off to the existing settlement structure and its appearance could be further enhanced by a scheme of strategic planting</li> <li>• 150mm sewer</li> <li>• Site considered to be possible although it backs on to an SSI on the rear of the plot</li> <li>• 306 adjacent to Wintringham Marsh SSSI – Ecological survey required in this area</li> </ul> | <p>Carter Jonas (Chomley Estate)<br/>Yorkshire Water<br/>Wintringham Parish Council<br/>Natural England</p> |
| 307                   |                     | <ul style="list-style-type: none"> <li>• Site presently in use as a domestic garden, considered to constitute Brownfield land</li> <li>• Site covers 0.7ha of land and can accommodate up to 4 houses</li> <li>• Site unconstrained and safe access to the site can be gained from Main Street</li> <li>• Residential development here represents a logical rounding off opportunity for the settlement as the site is situated between built elements of the settlement and yet is well screened by adjacent trees – the screening of this site could be enhanced further by a schedule of strategic planting</li> <li>• 150mm sewer</li> <li>• Site adjudged to be impractical and councillors would prefer it to remain as wooded area</li> <li>• 307 contains woodland – Ecological survey required in this area</li> </ul>       | <p>Carter Jonas (Chomley Estate)<br/>Yorkshire Water<br/>Wintringham Parish Council<br/>Natural England</p> |
| 308                   |                     | <ul style="list-style-type: none"> <li>• Site now disused as an agricultural site and the traditional buildings are used for</li> </ul>   | <p>Carter Jonas (Chomley Estate)</p>  |

| Orig. Site no. | New Site no. | Issue  | Respondent  |
|----------------|--------------|--|---|
|                |              | <p>domestic storage – consequently this should be considered to be part Brownfield</p> <ul style="list-style-type: none"> <li>• Partly within existing development limits of the settlement</li> <li>• Anticipated that the site would accommodate in the region of 10 houses – size of houses would be reflective of the requirements identified within the housing market assessment and would include an appropriate mix of tenures</li> <li>• Replacement of modern buildings with houses will improve the character of the settlement and improve views into and out of the Wintringham Conservation Area</li> <li>• Safe access to the site can be gained through the existing site entrance and there are no other constraints affecting the site</li> <li>• Parish council agree this site would make an ideal development site, if they were to use existing redundant farm buildings</li> </ul>  | Wintringham Parish Council  |
| 309            |              | <ul style="list-style-type: none"> <li>• The site covers 0.6ha – presently in use as agricultural land</li> <li>• Site could accommodate up to 8 houses – anticipated that these would face the highway in a manner reflective of the character of development established in the settlement already</li> <li>• Development of these sites represents a logical infilling rounding off opportunity in the village</li> <li>• Although just outside the development limits of the settlement this site appears firmly within its built extent and is surrounded by development on 3 sides</li> <li>• Anticipated as part of any development proposal a scheme of strategic planting could be put to the rear of the site enhancing the site’s relationship with the remainder of the settlement</li> <li>• Site would accommodate a mix of housing reflecting of the type and tenure of housing needed to ensure the needs of Wintringham as a settlement are fulfilled over the RSS period</li> <li>• Site did not meet Parish council approval - felt it would spoil a very attractive area of the village, some of which is in a conservation area and includes a listed building</li> <li>• Site lies adjacent to the boundary of Wintringham Conservation Area, before being allocated, it would have to be demonstrated that loss of this currently open</li> </ul> | Carter Jonas (Chomley Estate)<br>Wintringham Parish Council<br>English Heritage |

| Orig. Site no. | New Site no. | Issue   | Respondent   |
|----------------|--------------|---|--|
|                |              | area and its subsequent redevelopment could be achieved in a manner which preserved the character and setting of the Conservation Area, and any important views into or out of it   |  |
| 310            |              | <ul style="list-style-type: none"> <li>• Anticipated that the site could accommodate up to 3 dwellings – either as new build or through mix including the conversion and extension of the existing building on the site</li> <li>• Site is unconstrained and safe access to be gained from the highway, as such it is considered that there are no constraints to its development over the shorter term</li> <li>• Site does not meet parish council approval as it was felt this would spoil a very attractive area of the village, some of which is in a conservation area and includes a listed building</li> </ul>  | Carter Jonas (Chomley Estate)<br>Wintringham Parish Council  |
| 311            |              | <ul style="list-style-type: none"> <li>• Site covers 0.4ha and is presently used for domestic storage therefore constitutes a Brownfield site</li> <li>• Anticipated that residential conversion of these buildings could result in the delivery of 3-4 homes</li> <li>• The site is unconstrained and as such represents a site that is capable of making an immediate contribution to the housing requirement of the settlement</li> <li>• The Parish Council agree the site would make an ideal development site – if existing redundant farm buildings were used</li> <li>• When considering to whether or not to allocate this site, consideration should be taken of the impact which the loss of this open area might have upon the special character and setting of the adjacent listed building</li> </ul> | Carter Jonas (Chomley Estate)<br>Wintringham Parish Council<br>English Heritage                    |
| 312            |              | <ul style="list-style-type: none"> <li>• Site forms part of a farm site – anticipated that the site could accommodate up to 6 dwellings centred on the conversion of the traditional buildings at the site and some new build development fronting the highway</li> <li>• Size of houses would be reflective of the requirements identified within the housing market assessment</li> <li>• Replacement of these buildings with housing will improve character of settlement with a positive impact on views into and out of Wintringham conservation area</li> </ul>   | Carter Jonas (Chomley Estate)<br>Wintringham Parish Council<br>English Heritage<br>Natural England |

| Orig. Site no. | New Site no. | Issue   | Respondent   |
|----------------|--------------|---|--|
|                |              | <ul style="list-style-type: none"> <li>• Safe access to the site can be gained through the existing site entrance and no other constraints affect the site</li> <li>• Development would present a logical infilling rounding off opportunity which should be supported</li> <li>• Site did not meet Parish Council approval as it was felt this would spoil a very attractive area part of which is a conservation area and includes a listed building</li> <li>• Site lies within conservation area and includes a number of listed buildings</li> <li>• Necessary to demonstrate that intensification of development on the site though, for example, infilling the spaces between the buildings, can be achieved in a manner which preserves the character of this part of conservation area and special character and setting of the listed buildings</li> <li>• Buildings on site which make a positive contribution to the character of this part of the conservation area should be preserved in line with the advice in PPG15</li> <li>• Site contains woodland – Ecological survey required in this area</li> </ul>  |  |
| 313            |              | <ul style="list-style-type: none"> <li>• Site covers 0.15ha and is presently in use as garden land to the adjacent dwelling and as such constitutes a Brownfield site</li> <li>• Anticipated the site could accommodate up to 5 homes</li> <li>• Development of this site represents a logical infilling opportunity for the settlement as it is bracketed by existing built development</li> <li>• Site presently unconstrained and is available for development now</li> <li>• Considered to have significant impact on the Strategic Road Network – it is requested that any further consideration of this site considers the following statement:<br/>'A development of this size and in this location would have a significant impact on the Strategic Road Network, which would require mitigation. Improvements to the SRN are considered only as a last resort. Instead a range of sustainable transport options for people using the development needs to be developed through the use of travel plans'</li> </ul> <p>Site did not meet Parish Council approval as it was felt this would spoil a very attractive area of the village, part of which is in the conservation area and</p> | Carter Jonas (Chomley Estate)<br>Highways Agency<br>Wintringham Parish Council<br>English Heritage |

| Orig. Site no.   | New Site no. | Issue  | Respondent  |
|------------------|--------------|--|---|
|                  |              | <ul style="list-style-type: none"> <li>includes a listed building</li> <li>Site lies adjacent to the boundary of conservation area. Before being allocated, it would have to be demonstrated that loss of this currently open area and its subsequent redevelopment could be achieved in a manner which preserved the character and setting of the conservation area, and any important views into or out of it</li> </ul>   |   |
| <b>WOMBLETON</b> |              |  |   |
| 129              |              | <ul style="list-style-type: none"> <li>Possibility of traffic congestion/problems if more vehicles regularly use the narrow twisty roads through and around Wombleton/Welburn</li> <li>No shop or Post Office and has little infrastructure to support more residents</li> <li>2 small sewers in site</li> <li>Site falls within the conservation area and outside defined limits</li> <li>Wombleton Conservation Area Appraisal describes site as ‘a crucial component of the rural character of the village’</li> <li>Development of this site would completely change the nature of the village</li> <li>CAA notes that in terms of future development, regard should be had to maintaining the historic relationship of the village to its landscape setting</li> <li>New development should enhance the village</li> <li>The nature of the village and the features noted in the CAA would be lost forever – given the size of the site and the number of potential houses that could be built</li> <li>Few services – no school, post office and shop</li> <li>Additional building (other than infill) would bring significant increase in extra traffic – adding to the further detriment of the village and its setting within the landscape</li> <li>Designating this site as potential for residential building land would go completely against the existing CAA and would be contrary to Ryedale’s policy of developing in village and market towns where there is easy access to a wide range of services</li> <li>Site lies within conservation area, it would have to be demonstrated that loss of currently open area and its subsequent redevelopment could be achieved in a manner which preserved the character and setting of this part of the conservation</li> </ul> | <p>J Oates<br/>D Oates<br/>Yorkshire Water<br/>I Nicholls<br/>English Heritage<br/>Wombleton Parish Council</p> |

| <b>Orig. Site no.</b> | <b>New Site no.</b> | <b>Issue</b>  | <b>Respondent</b>  |
|-----------------------|---------------------|---|--|
|                       |                     | <p>area</p> <ul style="list-style-type: none"> <li>• No objections</li> </ul>   |  |
| 368                   |                     | <ul style="list-style-type: none"> <li>• Possibility of traffic congestion/problems if more vehicles regularly use the narrow twisty roads through and around Wombledon/Welburn</li> <li>• No shop or Post Office and has little infrastructure to support more residents</li> <li>• Remote from public sewers and water mains</li> <li>• Objections raised as the site is situated in open countryside</li> <li>• Trees, grassland and stream and building on site. Ecological survey required prior to planning permission being granted</li> <li>• Removal/demolition of farm buildings should be informed by protected species survey</li> <li>• Border or include a SINC site</li> </ul> | <p>J Oates<br/>D Oates<br/>Yorkshire Water<br/>Wombledon Parish Council<br/>Natural England<br/>Yorkshire Wildlife Trust</p> |
| 460                   |                     | <ul style="list-style-type: none"> <li>• 'Unspecified use' Need more information on what the site might be used for</li> <li>• Any development must take into account the narrow roads and possibility of traffic congestion</li> <li>• No comments</li> </ul>  | <p>J Oates<br/>D Oates<br/>Wombledon Parish Council</p>  |
| <b>WRELTON</b>        |                     |   |  |
| 274                   |                     | <ul style="list-style-type: none"> <li>• Parish Council would not support any building outside the existing building line.</li> <li>• Recognise the need for some low cost housing for the next generation</li> <li>• Although outside the building line, this area is infill and developing this area would enhance the village</li> <li>• Parish council in favour of the site being developed but would like to see some low cost housing on the site</li> <li>• SPZ1. May object due to risk to groundwater</li> <li>• Necessary to ensure that this site can be developed in a manner which would safeguard the special character and setting of these buildings</li> </ul>              | <p>Aislaby, Middleton &amp; Wrelton Parish Council<br/>Yorkshire Water<br/>English Heritage</p>                              |
| 276                   |                     | <ul style="list-style-type: none"> <li>• Parish Council would not support any building outside the existing building line.</li> <li>• Recognise the need for some low cost housing for the next generation</li> <li>• Necessary to ensure that this site can be developed in a manner which would</li> </ul>  | <p>Aislaby, Middleton &amp; Wrelton Parish Council<br/>English Heritage</p>  |

| Orig. Site no. | New Site no. | Issue   | Respondent   |
|----------------|--------------|---|--|
|                |              | <p>safeguard the special character and setting of these building</p> <ul style="list-style-type: none"> <li>• Although outside the building line, this area is infill and developing this area would enhance the village</li> <li>• Parish council are in favour of this site being developed but would like to see some low cost housing</li> </ul>  |  |
| 277            |              | <ul style="list-style-type: none"> <li>• Parish Council would not support any building outside the existing building line.</li> <li>• Recognise the need for some low cost housing for the next generation</li> <li>• No development – Site outside building line</li> <li>• Development of this site would cause imbalance to the village</li> <li>• Parish council feel the area between the village and the A170 should remain as a feature of the village</li> <li>• SPZ1. May object due to risk to groundwater</li> </ul>                             | Aislaby, Middleton & Wrelton Parish Council<br>Yorkshire Water   |
| 358            |              | <ul style="list-style-type: none"> <li>• Wrelton parish council would not support any building outside the existing development line but do recognise the need for low cost housing</li> <li>• Parish council feel that if this area is within the building line then they would have no problem with it being developed</li> <li>• Would like to see low cost housing on site</li> <li>• The corner of Cawthorne Lane would need to be improved before development went ahead</li> <li>• SPZ/1</li> <li>• May object due to risk to groundwater</li> </ul> | Aislaby, Middleton and Wrelton Parish Council<br>Yorkshire Water |
| 359            |              | <ul style="list-style-type: none"> <li>• Parish council would not support any building outside the existing building line</li> <li>• Recognise the need for some low cost housing for the next generation</li> <li>• Building here would not enhance the village</li> <li>• Very adverse effect to the village caused by increased traffic and strain on services</li> <li>• Development here would be ‘carbuncle’ tagged onto the village</li> <li>• SPZ1/2/3</li> <li>• Caution needed during construction due to SPZ</li> </ul>                          | Aislaby, Middleton & Wrelton Parish Council<br>Yorkshire Water   |

| Orig. Site no.   | New Site no. | Issue   | Respondent                             |
|------------------|--------------|---|--|
| <b>YEDINGHAM</b> |              |   |  |
| 133              |              | <ul style="list-style-type: none"> <li>• Not a service village although we have a bus service, there are no shops or employment opportunities</li> <li>• Local schools are full</li> <li>• Villagers who live next to proposed sites cannot get insurance due to flood risk</li> <li>• No residential provision for the elderly if the houses were released</li> <li>• Should be a restriction to 2 bed development in all approved schemes</li> <li>• All new building should fit a local criteria</li> <li>• All new building should be apart of a shared equity scheme</li> <li>• No concerns about access to this site</li> </ul> | Ebberston and Yedingham Parish Council |

**Consultees at 2015 Sites Consultation**  
**Alongside 752 General Public**  
**Landowners 135 (agents listed separately)**

**Appendix 11**

|                      |   |  |  |
|----------------------|---|--|--|
| Adjacent Authorities |   |  | Hambleton District Council               |
| Adjacent Authorities |   |  | North Yorkshire County Council           |
| Adjacent Authorities | Director of Planning                                |  | North York Moors National Park Authority |
| Adjacent Authorities |   |  | North Yorkshire Strategic Partnership    |
| Adjacent Authorities |   | Corporate Property Management                  | North Yorkshire County Council           |
| Adjacent Authorities |   |  | Policy and Partnership Unit              |
| Adjacent Authorities | Head of Scrutiny & Performance                      |  | North Yorkshire County Council           |
| Adjacent Authorities |   | Children & Young Peoples Service               | North Yorkshire County Council           |
| Adjacent Authorities | Strategic Commissioning Manager                     | Directorate of Health and Adult Services       | North Yorkshire County Council           |
| Adjacent Authorities | Head of Countryside Service                         | Business & Environmental Services              | North Yorkshire County Council           |
| Adjacent Authorities | Corporate Asset Manager                             |  | North Yorkshire County Council           |
| Adjacent Authorities | Children and Young Peoples Service                  |  | North Yorkshire County Council           |
| Adjacent Authorities |   |  | Howardian Hills AONB                     |
| Adjacent Authorities | Head of Economic Development                        | Economic Development                           | North Yorkshire County Council           |
| Adjacent Authorities |   | Education, Policy and Development Unit         | North Yorkshire County Council           |
| Adjacent Authorities |   | Highways, Forward Planning Unit                | North Yorkshire County Council           |
| Adjacent Authorities | Forward Planning Manager                            |  | Scarborough Borough Council              |
| Adjacent Authorities |   |  | City of York Council                     |
| Adjacent Authorities | Head of Strategic Policy                            |  | North York Moors National Park Authority |
| Adjacent Authorities | Interim Head of Planning and Development Management |  | East Riding of Yorkshire Council         |
| Adjacent Authorities |   | Planning and Environmental Services Department | Hambleton District Council               |
| Agents/Developers    |   |  | Castlevale                               |
| Agents/Developers    |   |  | Boulton and Cooper Stephenson            |
| Agents/Developers    | Planning Consultant                                 |  | Rollinson Planning Consultancy           |

|                   |  |                   |                                       |
|-------------------|--|-------------------|---------------------------------------|
| Agents/Developers |  |                   | Rapleys LLP                           |
| Agents/Developers |  |                   | SLR Consulting Ltd                    |
| Agents/Developers |  |                   | Indigo Planning                       |
| Agents/Developers | Director`                              |                   | H L Halder Ltd                        |
| Agents/Developers |  |                   | O'Neill Associates                    |
| Agents/Developers |  |                   | Bell Snoxell Building Consultants Ltd |
| Agents/Developers | Architect/Director                     |                   | Stone & Associates                    |
| Agents/Developers |  |                   | Barton Willmore                       |
| Agents/Developers |  |                   | Barton Willmore                       |
| Agents/Developers |  |                   | Barton Willmore                       |
| Agents/Developers | Planning and<br>Development Consultant |                   | Savills                               |
| Agents/Developers | Partner                                |                   | George F White                        |
| Agents/Developers | Managing Director                      |                   | Palladian York                        |
| Agents/Developers |  | Planning Division | Arcus Consultancy Services Ltd        |
| Agents/Developers | Planner                                |                   | Pegasus Group                         |
| Agents/Developers | Secretary                              |                   | Tetlow King Planning                  |
| Agents/Developers | Graduate Planner                       |                   | Stratus Environmental Limited         |
| Agents/Developers | Planning Consultant                    |                   | rg+p Ltd                              |
| Agents/Developers |  |                   | Deloitte Real Estate                  |
| Agents/Developers |  |                   | Barton Willmore                       |
| Agents/Developers |  |                   | Edwardson Associates                  |
| Agents/Developers |  |                   | Edwardson Associates                  |
| Agents/Developers |  |                   | Edwardson Associates                  |
| Agents/Developers |  |                   | Dee Atkinson & Harrison               |
| Agents/Developers |  |                   | Fairhurst and Partners                |
| Agents/Developers |  |                   | Fairhurst and Partners                |
| Agents/Developers | Assistant Planner                      |                   | GVA                                   |
| Agents/Developers |  |                   | Husband and Brown Limited             |
| Agents/Developers |  |                   | Cundalls                              |
| Agents/Developers | Partner                                |                   | Smiths Gore                           |
| Agents/Developers | Manager                                |                   |                                       |
| Agents/Developers | Director                               |                   | PB Planning Ltd                       |
| Agents/Developers | Senior Planner                         |                   | Barton Willmore                       |
| Agents/Developers |  |                   | BNP Paribas Real Estate UK            |

|                   |  |   |
|-------------------|--|---|
| Agents/Developers | Senior Planning and Development Surveyor | BNP Paribas Real Estate UK  |
| Agents/Developers | Assistant Planner                        | Turley Associates Ltd   |
| Agents/Developers | Planner                                  | SSA Planning Limited  |
| Agents/Developers |  | Dev Plan  |
| Agents/Developers | Group Planner                            | Persimmon PLC   |
| Agents/Developers | Planner                                  | CBRE Ltd  |
| Agents/Developers |  | Turley Associates   |
| Agents/Developers |  | Planware Ltd  |
| Agents/Developers |  | Barton Willmore LLP   |
| Agents/Developers | Planning Manager                         | Home Builders Federation Ltd                                      |
| Agents/Developers | Partner                                  | Barton Willmore   |
| Agents/Developers | Senior Planner                           | White Young Green   |
| Agents/Developers |  | Nathaniel Lichfield & Partners Ltd                                |
| Agents/Developers | Assistant Planner                        | Turley Associates   |
| Agents/Developers |  | Arcus Consulting Services Ltd                                     |
| Agents/Developers |  | DPP Consulting Ltd  |
| Agents/Developers |  | Gladman Developments  |
| Agents/Developers |  | Savills   |
| Agents/Developers | Planning Consultant                      | George F White  |
| Agents/Developers | Planning Consultant                      | George F White  |
| Agents/Developers |  | Planning & Design Associates                                      |
| Agents/Developers |  | Edwardson Associates  |
| Agents/Developers |  | O'Neill Associates  |
| Agents/Developers | Partner                                  | Barton Willmore   |
| Agents/Developers |  | HOW Planning  |
| Agents/Developers |  | Edwardson Associates  |
| Agents/Developers |  | Barton Willmore   |
| Agents/Developers | Director                                 | Hourigan Connolly   |
| Agents/Developers | Planner                                  | O'Neill Associates  |
| Agents/Developers |  | Directions Planning Consultancy                                   |
| Agents/Developers |  | Directions Planning Consultancy                                   |
| Agents/Developers | Senior Planner                           | Carter Jonas  |
| Agents/Developers |  | The Planning Bureau Ltd   |
| Agents/Developers | Director                                 | Yew Tree Associates   |
| Agents/Developers |  | Persimmon Homes - Yorkshire Region                                |
| Agents/Developers | Director                                 | Kirkwells - Town Planning and Sustainable Development Consultants |
| Agents/Developers |  | Linden Homes  |
| Agents/Developers |  | Iain Simpson & Company  |
| Agents/Developers |  | Colliers International  |
| Agents/Developers |  | Evolution Town Planning   |
| Agents/Developers |  | Directions Planning Consultancy                                   |
| Agents/Developers |  | Fusion Online Ltd   |

|                   |                             |  |
|-------------------|-----------------------------|--|
| Agents/Developers |                             | Edwardson Associates                       |
| Agents/Developers |                             | Edwardson Associates                       |
| Agents/Developers |                             | Edwardson Associates                       |
| Agents/Developers |                             | FLP  |
| Agents/Developers | Associate Director          | Savills                                    |
| Agents/Developers |                             | How Planning LLP                           |
| Agents/Developers |                             | Smiths Gore                                |
| Agents/Developers |                             |  |
| Agents/Developers | Rural Surveyor              | Crown Properties                           |
| Agents/Developers |                             | Dee Atkinson & Harrison                    |
| Agents/Developers |                             | Quants Environmental Ltd                   |
| Agents/Developers | Senior Planner              | Carter Jonas                               |
| Agents/Developers | Senior Planner              | Carter Jonas                               |
| Agents/Developers | Senior Planner              | Carter Jonas                               |
| Agents/Developers | Senior Planner              | Carter Jonas                               |
| Agents/Developers |                             | England Lyle Good                          |
| Agents/Developers | Senior Planner              | Peacock & Smith                            |
| Agents/Developers | Town Planning<br>Consultant |  |
| Agents/Developers |                             | Smiths Gore                                |
| Agents/Developers | Assistant Rural Surveyor    | Smiths Gore                                |
| Agents/Developers |                             |  |
| Agents/Developers |                             | Jacobs-Leeds                               |
| Agents/Developers |                             | George Wimpey North Yorkshire              |
| Agents/Developers |                             | Hickling Gray Associates                   |
| Agents/Developers |                             | Signet Planning                            |
| Agents/Developers | Senior Planner              | Carter Jonas                               |
| Agents/Developers |                             | Lister Haigh                               |
| Agents/Developers |                             | J M Butler Builders Ltd                    |
| Agents/Developers |                             | Pegasus Planning Group                     |
| Agents/Developers |                             | Boulton & Cooper Stephenson -<br>Pickering |
| Agents/Developers |                             | Scotts                                     |
| Agents/Developers |                             | Bidwells                                   |
| Agents/Developers |                             | The Planning & Design Partnership          |
| Agents/Developers |                             | Denton Denton                              |
| Agents/Developers |                             | Ashley House Plc                           |
| Agents/Developers | Assistant Planner           | GL Hearn                                   |
| Agents/Developers |                             | Indigo Planning                            |
| Agents/Developers |                             | Barton Willmore                            |
| Agents/Developers |                             | JWPC Limited                               |
| Agents/Developers | Senior Planner              | Nathaniel Litchfield and Partners          |
| Agents/Developers |                             | Smiths Gore                                |
| Agents/Developers |                             | Savills                                    |
| Agents/Developers |                             | Bramhall Blenkharn                         |
| Agents/Developers |                             | Briggs Burley Chartered Surveyors          |
| Agents/Developers | Partner                     | Barton Willmore                            |
| Agents/Developers |                             | GL Hearn                                   |
| Agents/Developers |                             | Woolf Bond Planning                        |

|                   |                                   |                                    |
|-------------------|-----------------------------------|------------------------------------|
| Agents/Developers |                                   | MoMo Architecture                  |
| Agents/Developers | Planning Manager                  | Bellway Homes (Yorkshire Division) |
| Agents/Developers |                                   | Andrew McCafferty Associates       |
| Agents/Developers |                                   | Mark Stephenson                    |
| Agents/Developers |                                   | Terry Horton MCIAT ACIOB           |
| Agents/Developers |                                   | McNeil Beechey O'Neill             |
| Agents/Developers |                                   | The Bee & Poultry Farm             |
| Agents/Developers |                                   | Gladman Developments Ltd           |
| Agents/Developers |                                   | Rounthwaite & Woodhead             |
| Agents/Developers | Manager                           | Malton Foods Ltd                   |
| Agents/Developers |                                   | Persimmon Homes - Yorkshire Region |
| Agents/Developers |                                   | Planning and Design Associates     |
| Agents/Developers |                                   | Moorland Trout Farms               |
| Agents/Developers |                                   | Strutt & Parker - Northallerton    |
| Agents/Developers | Strategic Land & Planning Manager | Taylor Wimpey UK Ltd               |
| Agents/Developers |                                   | Scott Wilson Ltd                   |
| Agents/Developers |                                   | Delloite Real Estate               |
| Agents/Developers |                                   | YWRPP                              |
| Agents/Developers |                                   | HOW Planning                       |
| Agents/Developers | Director                          | Nathaniel Lichfield and Partners   |
| Agents/Developers |                                   | Constructive Individuals           |
| Agents/Developers |                                   | Martineau (Birmingham)             |
| Agents/Developers |                                   | How Planning LLP                   |
| Agents/Developers |                                   | Ryedale Commercial Property Ltd    |
| Agents/Developers |                                   | Caddick Living                     |
| Agents/Developers | Associate                         | Carter Jonas                       |
| Agents/Developers | Director-Development Consultancy  | Lambert Smith Hampton              |
| Agents/Developers | Head of Planning                  | Ward Hadaway Solicitors            |
| Agents/Developers |                                   | Colliers CRE                       |
| Agents/Developers | Consultant                        | Barton Willmore (Manchester)       |
| Agents/Developers |                                   | Nathaniel Litchfield and Partners  |
| Agents/Developers | Strategic Planner                 | Home Builders Federation           |
| Agents/Developers | Consultant                        | Peacock & Smith - North Yorkshire  |
| Agents/Developers | Associate                         | Barton Willmore (Cambridge)        |
| Agents/Developers |                                   | Hartley Planning Consultants       |
| Agents/Developers |                                   | Building Plans Drawing Service     |
| Agents/Developers |                                   | BNP Paribas Real Estate            |
| Agents/Developers |                                   | Peacock and Smith                  |
| Agents/Developers |                                   | Walton and Co                      |
| Agents/Developers |                                   | England Lyle Good                  |
| Agents/Developers |                                   | Hickling-Gray Associates           |
| Agents/Developers |                                   | ID Planning                        |

|                   |                            |  |
|-------------------|----------------------------|--|
| Agents/Developers | Associate Director         | Sanderson Wetherall                                    |
| Agents/Developers | Director                   | Wharfedale Homes                                       |
| Agents/Developers | Planner                    | The Planning Bureau Limited                            |
| Agents/Developers | Managing Director          | McBeath Property Consultancy Limited                   |
| Agents/Developers |                            | Planning Consultant                                    |
| Agents/Developers |                            | Planning & Design Partnership                          |
| Agents/Developers |                            | Stovell & Millwater                                    |
| Agents/Developers | Director                   | Planning Prospects Ltd                                 |
| Agents/Developers |                            | R V Roger Ltd  |
| Agents/Developers | Strategic Land Manager     | George Wimpey  |
| Agents/Developers |                            | Colliers CRE   |
| Agents/Developers |                            | Northminster Properties Ltd                            |
| Agents/Developers | Planning & Development     | Colliers CRE   |
| Agents/Developers |                            | Doug Jennings Chartered Town Planner                   |
| Agents/Developers |                            | Gleeson Homes  |
| Agents/Developers |                            | John Paul House Design                                 |
| Agents/Developers | Development Surveyor       | Henry Boot Developments                                |
| Agents/Developers |                            | Savills  |
| Agents/Developers | Land Manager               | Taylor Wimpey North Yorkshire Ltd                      |
| Agents/Developers | Regional Manager           | Hallam Land Management                                 |
| Agents/Developers |                            | Spawforth Associates                                   |
| Agents/Developers |                            | DPDS Consulting Group                                  |
| Agents/Developers | Regional Planner           | Countryside Properties                                 |
| Agents/Developers | Senior Planning Consultant | Sanderson Weatherall                                   |
| Agents/Developers | Strategic Land Manager     | North Country Homes Group Ltd                          |
| Agents/Developers |                            | Fairhurst and Partners                                 |
| Agents/Developers |                            | DTZ  |
| Agents/Developers |                            | Smiths Gore  |
| Agents/Developers |                            | Care and Lifestyle Villages Ltd                        |
| Agents/Developers |                            | Terence O'Rouke  |
| Agents/Developers |                            | Architectural Design                                   |
| Agents/Developers | Chartered Town Planner     |  |
| Agents/Developers |                            | The Planning Bureau Ltd                                |
| Agents/Developers |                            | Nathanial Lichfield and Partners,<br>Manchester Office |
| Agents/Developers |                            | W A Fairhurst & Partners                               |
| Agents/Developers |                            | The Mount Consultancy                                  |
| Agents/Developers |                            | Edwardson Associates                                   |
| Agents/Developers |                            | Ward Hadaway   |
| Agents/Developers |                            | Direct Farming and Rural Solutions Ltd                 |
| Agents/Developers |                            | 147 Design   |

|                   |                                      |   |
|-------------------|--------------------------------------|---|
| Agents/Developers |                                      | Cundalls  |
| Agents/Developers |                                      | Stephensons Estate Agents                           |
| Agents/Developers |                                      | Cundalls (Pickering Office)                         |
| Agents/Developers | Town Planning<br>Consultant          |   |
| Agents/Developers |                                      | Brimble, Lea & Partners                             |
| Agents/Developers |                                      | Peter Illingworth                                   |
| Agents/Developers |                                      | Edward Inman - General Engineering &<br>Fabrication |
| Agents/Developers | Senior Planner                       | Walker Morris Solicitors                            |
| Agents/Developers | Director                             | Downes Illingsworth Partnership Ltd                 |
| Agents/Developers | Associate                            | Smiths Gore   |
| Agents/Developers | Assistant Land Manager               | Southdale Homes Ltd                                 |
| Agents/Developers |                                      | Peter Rayment Design Ltd                            |
| Agents/Developers |                                      | Garner Consulting Services                          |
| Agents/Developers |                                      | Harrowell Shaftoe Solicitors                        |
| Agents/Developers |                                      | Ian Pick Associates                                 |
| Agents/Developers | Consultant Chartered<br>Town Planner |   |
| Agents/Developers |                                      | Weatherall Green & Smith Ltd                        |
| Agents/Developers |                                      | Strutt & Parker                                     |
| Agents/Developers |                                      | Peacock & Smith                                     |
| Agents/Developers |                                      | McNeil Beechey O'Neill                              |
| Agents/Developers |                                      | Dee Atkinson & Harrison                             |
| Agents/Developers |                                      | David Walker Chartered Surveyors                    |
| Agents/Developers |                                      | George Wimpey UK Ltd                                |
| Agents/Developers | The Land Manager                     | Shepherd Homes Ltd                                  |
| Agents/Developers |                                      | ELG   |
| Agents/Developers | The Development<br>Manager           | Anchor Trust  |
| Agents/Developers |                                      | Bellway Homes Ltd (Yorkshire Ltd)                   |
| Agents/Developers |                                      | Mr D Ward   |
| Agents/Developers |                                      | Waites & Moorey                                     |
| Agents/Developers |                                      | Mr M Stancliffe                                     |
| Agents/Developers |                                      | Brian Scott Designs                                 |
| Agents/Developers |                                      | Francis Johnson & Partners                          |
| Agents/Developers |                                      | Deventio Designs                                    |
| Agents/Developers |                                      | Crease Strickland & Parkin                          |
| Agents/Developers |                                      | Stuart Copeland Associates                          |
| Agents/Developers |                                      | Ulllyott & Butler                                   |
| Agents/Developers |                                      | PPIY Ltd  |
| Agents/Developers |                                      | Brierly Groom & Associates                          |
| Agents/Developers |                                      | Mrs M Mackinder Architects                          |
| Agents/Developers |                                      | Mr MJ Punchard                                      |
| Agents/Developers |                                      | Kevin Grinham Design                                |
| Agents/Developers | Director                             | O'Neill Associates                                  |
| Agents/Developers |                                      | Fulford Builders                                    |

|                    |   |                                      |   |
|--------------------|---|--------------------------------------|---|
| Agents/Developers  |   |                                      | Barratt Homes and David Wilson Homes<br>(NE Yorkshire) UK Ltd |
| Agents/Developers  | Rural Adviser                           |                                      | Country Land Association North<br>Savills                     |
| Agents/Developers  |   |                                      | Rounthwaite & Woodhead  |
| Agents/Developers  | Senior Planner                          |                                      | Redrow Homes (Yorkshire) Limited                              |
| Agents/Developers  | Managing Director                       |                                      | Persimmon Homes (Yorkshire) Ltd                               |
| Agents/Developers  |   |                                      | Hogg the Builder  |
| Agents/Developers  |   |                                      | S Harrison Development Ltd                                    |
| Agents/Developers  |   |                                      | Carter Jonas  |
| Agents/Developers  |   |                                      | Bramhall Blenkarn   |
| Agents/Developers  |   |                                      | Boulton & Cooper Stevensons                                   |
| General consultees |   |                                      | National Trust  |
| General consultees |   |                                      | BritishHoliday and Home Park Association                      |
| General consultees |   |                                      | North Yorkshire Partnerships                                  |
| General consultees | MEP                                     |                                      | Constituency Office   |
| General consultees | MEP                                     |                                      | Constituency Office   |
| General consultees | MEP                                     |                                      | Constituency Office   |
| General consultees |   |                                      | Historic England  |
| General consultees |   |                                      | Welcome to Yorkshire  |
| General consultees | Head of Policy &<br>Partnerships        |                                      | North Yorkshire County Council                                |
| General consultees | Crime Prevention Design<br>Advisor      | Scarborough and<br>Ryedale Districts | Scarborough Police Station                                    |
| General consultees | Police Architectural<br>Liaison Officer |                                      | Harrogate Police Station                                      |
| General consultees | Interventions Manager                   |                                      | York & North Yorkshire Probation Trust                        |
| General consultees | Service Manager (East)                  |                                      | Scarborough YJS   |
| General consultees |   |                                      | The Office Of Police & Crime<br>Commissioner                  |
| General consultees |   |                                      | Ryedale & Whitby Safer Neighbourhood<br>Area                  |
| General consultees | Temp Group Manager<br>Hambleton/Ryedale |                                      | North Yorkshire Fire & Rescue Service                         |
| General consultees |   |                                      | North Yorkshire Fire & Rescue Authority                       |
| General consultees |   |                                      | Malton & Norton Area Partnership                              |
| General consultees |   |                                      | Campaign to Protect Rural England                             |
| General consultees |   |                                      | Andrew Cooper Partnership                                     |
| General consultees | Regional Policy Officer                 |                                      | The Woodland Trust  |
| General consultees |   | Centre for Local<br>Sustainability   | Local Government Information Unit                             |
| General consultees |   | Climate Change                       | Government Office for Yorkshire and the<br>Humber             |
| General consultees | Administrator                           |                                      | Future Energy Yorkshire                                       |

|                    |                                    |                         |  |
|--------------------|------------------------------------|-------------------------|--|
| General consultees |                                    | Carbon Action Yorkshire | Yorkshire Forward  |
| General consultees | MEP                                |                         | Constituency Office  |
| General consultees | MEP                                |                         | Constituency Office  |
| General consultees | MEP                                |                         | The Office of Godfrey Bloom                                      |
| General Consultees |                                    |                         | Royal Society for the Protection of Birds                        |
| General Consultees | Planning Assistant                 |                         | The Theatres Trust   |
| General Consultees |                                    | Planning Department     | Lambert Smith Hampton  |
| General Consultees | Development Officer                |                         | Yorkshire & Humber Association (THACS)                           |
| General Consultees | Pub Preservation Officer           |                         | CAMRA  |
| General Consultees | Head of Localism & Planning        |                         | Design Council   |
| General Consultees |                                    |                         | North East Yorkshire Geology Trust                               |
| General Consultees | Chairman                           |                         |  |
| General Consultees |                                    |                         | Yorkshire Country Womens Association                             |
| General Consultees |                                    |                         | Forestry Commission  |
| General consultees | Ryedale Area Manager               |                         | North Yorkshire Fire and Rescue                                  |
| General consultees |                                    |                         | The Office Of Police & Crime<br>Commissioner for North Yorkshire |
| General Consultees |                                    |                         | Community Education  |
| General Consultees | Chief Executive                    |                         | Rural Action Yorkshire   |
| General consultees |                                    |                         | North Yorkshire Business & Education<br>Partnership Ltd          |
| General Consultees |                                    |                         | Circuit Planning Jehovah Witness                                 |
| General Consultees | Trust Secretary                    |                         | North Yorkshire Moors Railway                                    |
| General Consultees | Secretary                          |                         | The Georgian Group   |
| General Consultees | Golf Services Secretary            |                         | English Golf Union   |
| General Consultees | Motor Sport and Planning Officer   |                         | Land Access and Recreation Association                           |
| General Consultees |                                    |                         | National Car Parks Ltd   |
| General Consultees |                                    |                         | The Caravan Club   |
| General Consultees |                                    |                         | The Camping and Caravanning Club                                 |
| General Consultees |                                    |                         | British Hotels, Restaurants and Caterers<br>Association          |
| General Consultees | County and Regional Access Officer |                         | British Horse Society  |
| General Consultees |                                    | Yorkshire Coast Branch  | British Holiday and Home Park<br>Association                     |
| General Consultees |                                    |                         | North York Moors Association                                     |
| General Consultees |                                    | North East Office       | National Farmers Union   |
| General consultees |                                    |                         | Forest Enterprise  |
| General Consultees |                                    |                         | Federation of Yorkshire Sport<br>Fields In Trust                 |
| General Consultees | Planning Manager                   |                         | Yorkshire Coastliner Ltd.  |
| General Consultees |                                    |                         |  |

|                    |                                    |                                     |  |
|--------------------|------------------------------------|-------------------------------------|--|
| General Consultees |                                    | Yorkshire and the North East Region | The National Trust   |
| General Consultees |                                    |                                     | The Woodland Trust   |
| General Consultees |                                    |                                     | The Wilf Ward Family Trust                                     |
| General Consultees |                                    |                                     | Ryedale Citizens Advice  |
| General Consultees |                                    |                                     | British Trust for Conservation Volunteers                      |
| General consultees |                                    |                                     | Equality and Human Rights Commission                           |
| General Consultees |                                    |                                     | Commission for Architecture and the Built Environment          |
| General Consultees | Diocesan Secretary                 |                                     | Diocesan Board of Finance                                      |
| General Consultees | Regional Director                  |                                     | Institute of Directors- Yorkshire                              |
| General Consultees | Regional Director                  |                                     | Confederation of British Industry for Yorkshire and the Humber |
| General consultees |                                    |                                     | NFU  |
| Local Businesses   |                                    |                                     |  |
| Local Businesses   |                                    |                                     | Boulton & Cooper Stephensons - Malton                          |
| Local Businesses   |                                    |                                     | Slingsby Aviation  |
| Local Businesses   |                                    |                                     | Neaco Ltd  |
| Local Businesses   |                                    |                                     | Harrison Hire & Sales  |
| Local Businesses   |                                    |                                     | T M Barker & Son   |
| Local Businesses   |                                    |                                     | Barnes Nurseries   |
| Local Businesses   | Research Manager                   |                                     | The Co-operative Estates                                       |
| Local Businesses   |                                    |                                     | The Mount Veterinary Group                                     |
| Local Businesses   |                                    |                                     | JVT Homes  |
| Local Businesses   | Director                           |                                     | J M Butlers Builders Ltd                                       |
| Local Businesses   |                                    |                                     | Zetechtics   |
| Local Businesses   | Divisional Managing Director       |                                     | Kingspan Metal Cons Ltd  |
| Local Businesses   | Chief Executive                    |                                     | B.A.T.A  |
| Local Businesses   |                                    |                                     | Ryedale Builders   |
| Local Businesses   |                                    |                                     | Flamingoland   |
| Local Businesses   |                                    |                                     | Springs Lane Caravan Park                                      |
| Local Group        |                                    |                                     | Friends of the Earth   |
| Local Group        |                                    |                                     | Malton Community Primary School                                |
| Local Groups       |                                    |                                     | On behalf of Malton Residents                                  |
| Local Groups       | Chair                              |                                     | Welham Park Residents Association                              |
| Local Groups       | Policy & Research Officer          |                                     | Campaign for Real Ale  |
| Local Groups       |                                    |                                     |  |
| Local Groups       | Government Affairs Officer (Local) |                                     | Woodland Trust   |
| Local Groups       |                                    |                                     | Chair Of Pickering Participation Group                         |
| Local Groups       |                                    |                                     | North Yorkshire Local Access Forum                             |
| Local Groups       |                                    |                                     | York and Ryedale Friends Of The Earth                          |
| Local Groups       |                                    |                                     | Age UK Scarborough and District                                |

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| Local Groups |                       | DLG   |
| Local Groups |                       | York and District Amalgamation of Anglers York City Arms Sports and Social Club |
| Local Groups |                       | Town Team Contact   |
| Local Groups |                       | Yorkshire Wolds Railway Restoration Project                                     |
| Local Groups | Chairman              | Staxton Playing Fields and Sports Association                                   |
| Local Groups |                       | Local Access Forum  |
| Local Groups | Secretary             | Malton Revitalisation Group   |
| Local Groups |                       | Thorpe Bassett Parochial Church Council   |
| Local Groups |                       | Westgate and Westfold Neighbourhood Watch                                       |
| Local Groups | Chairman              | Malton and Norton Business in Action  |
| Local Groups | Executive Committee   | Malton Tennis, Bowls and Squah Club   |
| Local Groups | Secretary             |   |
| Local Groups |                       | Local Access Forum  |
| Local Groups |                       | Kirkbymoorside Business Partnership   |
| Local Groups |                       | Kirkbymoorside Environment Group  |
| Local Groups |                       | Ryedale Friends of the Earth  |
| Local Groups |                       | Link Group - Ryedale  |
| Local Groups |                       | North Yorkshire Cyclists Touring Club   |
| Local Groups | Chairman              | Malton Squash Club Committee  |
| Local Groups |                       | NE Yorkshire Geology Trust  |
| Local Groups | Chairman              | Hatcase Lane Allotment Association  |
| Local Groups |                       | Pickering 2020  |
| Local Groups |                       | Malton Congregation of Jehovah Witnesses  |
| Local Groups |                       | Cycling Touring Club  |
| Local Groups |                       | Ryedale Tourism Advisory Group  |
| Local Groups |                       | Kirkbymoorside - Our Future   |
| Local Groups |                       | Future of Helmsley Group  |
| Local Groups |                       | Pickering 2020  |
| Local Groups |                       | Derwent Training Association  |
| Local Groups |                       | Ryedale Special Families  |
| Local Groups |                       | Ryedale Forum for Older People  |
| Local Groups | District Youth Worker | Atmosphere  |
| Local Groups | Chairman              | Pickering & District Civic Society  |
| Local Groups | Secretary             | Ramblers Association - Ryedale Group  |
| Local Groups |                       | Chair of Ryedale and North East Yorkshire Rural Transport Partnership           |
| Local Groups | Moors Bus             |   |
| Local Groups |                       | Ryedale Community Safety Partnership  |

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| Local Groups                   |                                       |                                      | Dyslexia Network Plus                        |
| Local Groups                   |                                       |                                      | Ryedale Carers Support                       |
| Local Groups                   |                                       |                                      | Malton Norton & District Lions               |
| Local Groups                   | President                             |                                      | Malton and Norton Rotary Club                |
| Local Groups                   | Chairman                              |                                      | Ryedale Festival                             |
| Local Groups                   | Chief Executive                       |                                      | York and North Yorkshire Chamber of Commerce |
| NYCC Councillors               | Thornton le Dale and The Wolds        |                                      |  |
| NYCC Councillors               | Norton                                |                                      |  |
| NYCC Councillors               | Hovingham and Sheriff Hutton division |                                      |  |
| NYCC Councillors               | Pickering                             |                                      |  |
| NYCC Councillors               | Kirkbymoorside                        |                                      |  |
| NYCC Councillors               | MP Thirsk & Malton                    |                                      |  |
| NYCC Councillors               | Malton                                |                                      |  |
| Other Authorities              | Principal Planning Policy Manager     |                                      | Harrogate Borough Council                    |
| Other Authorities              | Planning Policy Manager               |                                      | Yorkshire Dales National Park Authority      |
| Other Authorities              | Senior Planning Policy Officer        |                                      | Richmondshire District Council               |
| Other Authorities              | Spatial Planning Manager              |                                      | Craven District Council                      |
| Other Authorities              |                                       |                                      | Harrogate Borough Council                    |
| Other Authorities              | Interim Planning Policy Manager       |                                      | Selby District Council                       |
| Other Government Organisations |                                       |                                      | Forestry Commission                          |
| Other Government Organisations | Hazardous Installations Directorate   |                                      | Health and Safety Executive                  |
| Other Government Organisations | Senior Estate Surveyor                | DIO Land Management Services         | Defence Infrastructure Organisation          |
| Other Government Organisations |                                       | Strategic Programme Development Team | Ministry of Justice                          |
| Other Government Organisations |                                       |                                      | Department of Culture Media & Sport          |
| Other Government Organisations | Executive Director                    | Yorkshire and Humberside Region      | Learning and Skills Council                  |
| Other Government Organisations |                                       |                                      | Home Office                                  |
| RSLs                           |                                       |                                      | Broadacres Housing Association               |
| RSLs                           |                                       |                                      | York Housing Association                     |
| RSLs                           | The Development Manager               |                                      | Yorkshire Housing                            |
| RSLs                           | The Development Manager               |                                      | Railway Housing Trust                        |

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| RSLs                    | The Development Manager |                       | Chevin Housing Group   |
| RSLs                    |                         |                       | Harewood Housing Society Ltd                                       |
| RSLs                    |                         | Leeds Regional Centre | Housing Federation- North  |
| RSLs                    | The Development Manager |                       | Home Housing   |
| RSLs                    | Area Programme Manager  | North Regional Office | The Rural Housing Trust (National Agricultural Centre Rural Trust) |
| RSLs                    | Director                |                       | Yorkshire Community Housing  |
| RSLs                    | The Development Manager |                       | Sanctuary Housing Association                                      |
| RSLs                    | The Development Manager |                       | Ryedale Housing Association  |
| RSLs                    |                         |                       | Joseph Rowntree Housing Trust                                      |
| RSLs                    | The Development Manager |                       | Bradford & Northern Housing Association                            |
| Ryedale Councillors     | District Councillor     |                       | Ryedale South West   |
| Ryedale Councillors     | District Councillor     |                       | Malton Ward  |
| Ryedale Councillors     | District Councillor     |                       | Pickering East Ward  |
| Ryedale Councillors     | District Councillor     |                       | Norton West Ward   |
| Ryedale Councillors     | District Councillor     |                       | Derwent Ward   |
| Ryedale Councillors     | District Councillor     |                       | Norton West Ward   |
| Ryedale Councillors     | District Councillor     |                       | Sheriff Hutton   |
| Ryedale Councillors     | District Councillor     |                       | Pickering East Ward  |
| Ryedale Councillors     | District Councillor     |                       | Norton East Ward   |
| Ryedale Councillors     | District Councillor     |                       | Derwent Ward   |
| Ryedale Councillors     | District Councillor     |                       | Dales Ward   |
| Ryedale Councillors     | District Councillor     |                       | Thornton Dale  |
| Ryedale Councillors     | District Councillor     |                       | Pickering West Ward  |
| Ryedale Councillors     | District Councillor     |                       | Thornton Dale  |
| Ryedale Councillors     | District Councillor     |                       | Hovingham Ward   |
| Ryedale Councillors     | District Councillor     |                       | Malton Ward  |
| Ryedale Councillors     | District Councillor     |                       | Amotherby  |
| Ryedale Councillors     | District Councillor     |                       | Sherburn Ward  |
| Ryedale Councillors     | District Councillor     |                       | Helmsley Ward  |
| Ryedale Councillors     | District Councillor     |                       | Helmsley Ward  |
| Ryedale Councillors     | District Councillor     |                       | Rillington Ward  |
| Ryedale Councillors     | District Councillor     |                       | Wolds Ward   |
| Ryedale Councillors     | District Councillor     |                       | Norton East Ward   |
| Ryedale Councillors     | District Councillor     |                       | Sinnington Ward  |
| Ryedale Councillors     | District Councillor     |                       | Kirkbymoorside Ward  |
| Ryedale Councillors     | District Councillor     |                       | Pickering West Ward  |
| Ryedale Councillors     | District Councillor     |                       | Cropton Ward   |
| Ryedale Councillors     | District Councillor     |                       | Malton Ward  |
| Ryedale Councillors     | District Councillor     |                       | Ampleforth Ward  |
| Ryedale Councillors     | District Councillor     |                       | Kirkbymoorside Ward  |
| Ryedale Parish Councils | Clerk                   |                       | Edstone Parish Meeting   |

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| Ryedale Parish Councils | Clerk                                     | Fadmoor Parish Meeting                        |
| Ryedale Parish Councils | Parish Clerk                              | Brawby Parish Council                         |
| Ryedale Parish Councils | Parish Clerk                              | Harton Parish Meeting                         |
| Ryedale Parish Councils | Parish Clerk                              | Habton Parish Council                         |
| Ryedale Parish Councils | Parish Clerk                              | Burythorpe Parish Council                     |
| Ryedale Parish Councils | Clerk to Wharram le Street Parish Council | Wharram le Street Parish Council              |
| Ryedale Parish Councils | Parish Clerk                              | Newton upon Rawcliffe Parish                  |
| Ryedale Parish Councils | Chairman                                  | Huttons Ambo Parish Council                   |
| Ryedale Parish Councils | Parish Clerk                              | Welburn Parish Council                        |
| Ryedale Parish Councils | Parish Clerk                              | Pockley Parish Council                        |
| Ryedale Parish Councils | Clerk to Parish Council                   | Crambe Parish Council                         |
| Ryedale Parish Councils | Clerk to Parish Council                   | Cawton, Grimstone and Coulton Parish Councils |
| Ryedale Parish Councils | Parish Clerk                              | Wombledon Parish Council                      |
| Ryedale Parish Councils | Parish Clerk                              | Cropton Parish Council                        |
| Ryedale Parish Councils | Parish Clerk                              | Leavening Parish Council                      |
| Ryedale Parish Councils | Parish Clerk                              | Hovingham & Scackleton Parish Council         |
| Ryedale Parish Councils | Parish Clerk                              | Bulmer Parish Council                         |
| Ryedale Parish Councils | Parish Clerk                              | Buttercrambe with Bossall Parish Meeting      |
| Ryedale Parish Councils | Parish Clerk                              | Birdsall Parish Council                       |
| Ryedale Parish Councils | Parish Clerk                              | Beadlam Parish Council                        |
| Ryedale Parish Councils | Parish Clerk                              | Whitwell-on-the-Hill Parish Council           |
| Ryedale Parish Councils | Parish Clerk                              | Claxton & Sand Hutton Parish Council          |
| Ryedale Parish Councils | Parish Clerk                              | Sheriff Hutton Parish Council                 |
| Ryedale Parish Councils | Parish Clerk                              | Flaxton Parish Council                        |
| Ryedale Parish Councils | Clerk to Parish Meeting                   | Oswaldkirk Parish Meeting                     |

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| Ryedale Parish Councils | Clerk to Parish Meeting | Gillamoor Parish Council                    |
| Ryedale Parish Councils | Clerk to Parish Meeting | Welburn (Kirkbymoorside) Parish Meeting     |
| Ryedale Parish Councils | Parish Clerk            | Byland with Wass Parish Council             |
| Ryedale Parish Councils | Parish Clerk            | Barton-le-Willows Parish Council            |
| Ryedale Parish Councils | Parish Clerk            | Thorpe Bassett Parish Meeting               |
| Ryedale Parish Councils | Parish Clerk            | Coneysthorpe Parish Council Meeting         |
| Ryedale Parish Councils | Clerk to Parish Meeting | Henderskelfe Parish Council                 |
| Ryedale Parish Councils | Parish Clerk            | Gate and UpperHelmsley Parish Councils      |
| Ryedale Parish Councils | Parish Clerk            | Sproxton Parish Meeting                     |
| Ryedale Parish Councils | Chairman                | Salton Parish Meeting                       |
| Ryedale Parish Councils | Parish Clerk            | Sherburn Parish Council                     |
| Ryedale Parish Councils | Parish Clerk            | Ebberston & Yedingham Parish Council        |
| Ryedale Parish Councils | Parish Clerk            | Foxholes Parish Council                     |
| Ryedale Parish Councils | Parish Clerk            | Heslerton Parish Council                    |
| Ryedale Parish Councils | Parish Clerk            | Kirby Misperton Parish Council              |
| Ryedale Parish Councils | Parish Clerk            | Warthill Parish Council                     |
| Ryedale Parish Councils | Parish Clerk            | Scrayingham Parish Council                  |
| Ryedale Parish Councils | Parish Clerk            | Kirby Grindalythe Parish Council            |
| Ryedale Parish Councils | Parish Clerk            | Langton Parish Council                      |
| Ryedale Parish Councils | Parish Clerk            | Swinton Parish Clerk                        |
| Ryedale Parish Councils | Chairman                | Wharram Parish Council                      |
| Ryedale Parish Councils | Parish Clerk            | Foston and Thornton-le-Clay Parish Councils |
| Ryedale Parish Councils | Parish Clerk            | Nawton Parish Council                       |
| Ryedale Parish Councils | Parish Clerk            | Terrington Parish Council                   |
| Ryedale Parish Councils | Parish Clerk            | Nunnington Parish Council                   |

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| Ryedale Parish Councils | Parish Clerk            | Gilling East Parish Council                         |
| Ryedale Parish Councils | Parish Clerk            | Barton-le-Street Parish Council                     |
| Ryedale Parish Councils | chairman                | Aislaby( inc Middleton and Wrelton) Parish Councils |
| Ryedale Parish Councils | Parish Clerk            | Allerston and Wilton Parish Councils                |
| Ryedale Parish Councils | Parish Clerk            | Rillington Parish Council                           |
| Ryedale Parish Councils | Parish Clerk            | Westow Parish Council                               |
| Ryedale Parish Councils | Parish Clerk            | Stonegrave Parish Meeting                           |
| Ryedale Parish Councils | Parish Clerk            | Ampleforth Parish Council                           |
| Ryedale Parish Councils | Parish Clerk            | Acklam Parish Council                               |
| Ryedale Parish Councils | Parish Clerk            | Scagglethorpe Parish Council                        |
| Ryedale Parish Councils | Clerk to Parish Meeting | Normanby Parish Meeting                             |
| Ryedale Parish Councils | Parish Clerk            | Marton Parish Meeting                               |
| Ryedale Parish Councils | Parish Clerk            | Wintringham Parish Council                          |
| Ryedale Parish Councils | Parish Clerk            | Settrington Parish Council                          |
| Ryedale Parish Councils | Parish Clerk            | Luttons Parish Council                              |
| Ryedale Parish Councils | Parish Clerk            | Great Edstone Parish Council                        |
| Ryedale Parish Councils | Parish Clerk            | Willerby Parish Council                             |
| Ryedale Parish Councils | Parish Clerk            | Sinnington Parish Council                           |
| Ryedale Parish Councils | Parish Clerk            | Weaverthorpe Parish Council                         |
| Ryedale Parish Councils | Parish Clerk            | Ganton Parish Council                               |
| Ryedale Parish Councils | Parish Clerk            | Lillings Ambo Parish Council                        |
| Ryedale Parish Councils | Parish Clerk            | Harome Parish Council                               |
| Ryedale Parish Councils | Parish Clerk            | Barugh( Great & Little) Parish Council              |
| Ryedale Parish Councils | Clerk to Parish Meeting | Broughton Parish Meeting                            |
| Ryedale Parish Councils | Clerk to Parish Meeting | Howsham Parish Meeting                              |

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| Ryedale Parish Councils | Parish Clerk                  |                              | Scampston Parish Council                                 |
| Ryedale Parish Councils | Chairman                      |                              | Thixendale Parish Council                                |
| Ryedale Parish Councils | Parish Clerk                  |                              | Amotherby Parish Council                                 |
| Ryedale Parish Councils | Parish Clerk                  |                              | Thornton-le-Dale Parish Council                          |
| Ryedale Parish Councils | Parish Clerk                  |                              | Marishes Parish Meeting                                  |
| Ryedale Parish Councils | Parish Clerk                  |                              | Slingsby, Fryton and South Holme Parish Councils         |
| Statutory Consultees    |                               |                              | Mono Consultants obo Mobile Operators Association        |
| Statutory Consultees    | Police and Crime Commissioner |                              | Association of Police and Crime Commissioners            |
| Statutory Consultees    |                               |                              |  |
| Statutory Consultees    |                               |                              | Mobile Broadband Network Limited                         |
| Statutory Consultees    |                               |                              | Yorkshire Water Services                                 |
| Statutory Consultees    |                               |                              |  |
| Statutory Consultees    |                               | Scarborough Office           | Marine Management Organisation                           |
| Statutory Consultees    |                               | Planning Administration Team | Sport England  |
| Statutory Consultees    | Primary Care Transition Lead  |                              | NHS Scarborough and Ryedale CCG                          |
| Statutory Consultees    | Senior Policy Officer         |                              | North Yorkshire County Council                           |
| Statutory Consultees    |                               |                              | Office of Rail Regulation                                |
| Statutory Consultees    |                               |                              | Local Nature Partnership                                 |
| Statutory Consultees    |                               |                              | Local Nature Partnership                                 |
| Statutory Consultees    |                               |                              | JMP  |
| Statutory Consultees    |                               |                              | The Marine Management Organisation (MMO)                 |
| Statutory Consultees    |                               |                              | York, North Yorkshire & East Riding LEP                  |
| Statutory Consultees    |                               |                              | NHS Scarborough and Ryedale Clinical Commissioning Group |
| Statutory Consultees    |                               |                              | NHS England North Yorkshire & Humber Office              |
| Statutory Consultees    | Chief Operating Officer       |                              | York, North Yorks & East Riding LEP                      |

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| Statutory Consultees   |                                     |                             | Natural England                               |
| Statutory Consultees   |                                     |                             | Amec obo National Grid                        |
| Statutory Consultees   |                                     | Homes & Communities Agency  | 2nd Floor                                     |
| Statutory Consultees   |                                     |                             | JMP Consultants Ltd                           |
| Statutory Consultees   |                                     |                             | Homes and Communities Agency                  |
| Statutory Consultees   |                                     | Local Plans Team            | The Planning Inspectorate                     |
| Statutory Consultees   | Town Planner - Property             |                             | Network Rail                                  |
| Statutory Consultees   | Deputy Chief Executive              |                             | NHS Vale of York Clinical Commissioning Group |
| Statutory Consultees   | Planning Liaison Manager            |                             | The Coal Authority                            |
| Statutory Consultees   |                                     |                             | Highways England                              |
| Statutory Consultees   | Planning Manager - Yorkshire Region |                             | Sport England                                 |
| Statutory Consultees   | Senior Engineer                     | Highways and Transportation | North Yorkshire County Council                |
| Statutory Consultees   |                                     |                             | Sport England                                 |
| Statutory Consultees   |                                     |                             | Civil Aviation Authority                      |
| Statutory Consultees   | Land Use Planning Manager           |                             | Yorkshire Water Services Ltd.                 |
| Statutory Consultees   | Conservation Officer                |                             | Yorkshire Wildlife Trust                      |
| Statutory Consultees   | Network Planning Manager            |                             | North Gas Networks                            |
| Statutory Consultees   | Strategic Planner                   | Yorkshire Regional Office   | Historic England                              |
| Statutory Consultees   |                                     |                             | Environment Agency                            |
| Town & Country Estates |                                     |                             | c/o Smiths Gore                               |
| Town & Country Estates |                                     |                             | Smiths Gore                                   |
| Town & Country Estates |                                     |                             | The Strickland Estate                         |
| Town & Country Estates |                                     |                             | Peter Greenwood and Co                        |

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| Town & Country Estates           |                    | Langton Estate Office                                       |
| Town & Country Estates           |                    | Trustees Nawton Tower Estate                                |
| Town & Country Estates           |                    | Aldby Park Estate Office                                    |
| Town & Country Estates           |                    | The Crown Estate  |
| Town & Country Estates           | The Estate Manager | Strickland Estate   |
| Town & Country Estates           |                    | Smiths Gore   |
| Town & Country Estates           | The Estate Manager | Scampston Estate Office                                     |
| Town & Country Estates           |                    | Carter Jonas  |
| Town & Country Estates           |                    | Huttons Ambo Estate   |
| Town & Country Estates           | The Estate Manager | Hovingham Estate  |
| Town & Country Estates           |                    | Ganton Estate   |
| Town & Country Estates           |                    | Fitzwilliam (Malton) Estates                                |
| Town & Country Estates           |                    | Duncombe Park (Helmsley Estate)                             |
| Town & Country Estates           | The Estate Manager | Castle Howard Estate  |
| Town & Country Estates           |                    | Birdsall Estates Co Ltd                                     |
| Town and Country Estates         |                    | Halifax Estates   |
| Town Councils                    | Town Clerk         | Helmsley Town Council                                       |
| Town Councils                    | Town Clerk         | Norton Town Council   |
| Town Councils                    | Town Clerk         | Pickering Town Council                                      |
| Town Councils                    | Town Clerk         | Malton Town Council   |
| Town Councils                    | Town Clerk         | Kirkbymoorside Town Council                                 |
| Utility/infrastructure providers |                    | Three   |
| Utility/infrastructure providers |                    | Corporate and Financial EE Affairs Department               |
| Utility/infrastructure providers |                    | Vodafone and O2   |
| Utility/infrastructure providers |                    | Yorkshire Water   |
| Utility/infrastructure providers |                    | NHS Property Services Ltd                                   |
| Utility/infrastructure providers | Group Manager      | Scarborough & Ryedale North Yorkshire Fire & Rescue Service |

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| Utility/infrastructure providers |                                      |                     |  |
| Utility/infrastructure providers | Consultant Town Planner              |                     | AMEC Environmnet & Infrastructure UK Limited               |
| Utility/infrastructure providers | Town Liaison Planner                 |                     | BT Correspondence Centre                                   |
| Utility/infrastructure providers | Works Programme Design Manager       | Northern Power Grid | Manor House  |
| Utility/infrastructure providers | Network Support Manager              |                     | United Utilities Operation Ltd                             |
| Utility/infrastructure providers | Asset Management                     |                     | Northern Powergrid   |
| Utility/infrastructure providers | Clerk to the Board                   |                     | York Consortium of Drainage Boards                         |
| Utility/infrastructure providers | Clerk to Board                       |                     | Foss (2008) IDB  |
| Utility/infrastructure providers |                                      |                     | Northern Gas Networks                                      |
| Utility/infrastructure providers |                                      |                     | Open Reach Operations North                                |
| Utility/infrastructure providers | Head of Consents                     |                     | RWE Npower Renewables Ltd                                  |
| Utility/infrastructure providers | Development Planner                  |                     | Keyland Developments                                       |
| Utility/infrastructure providers |                                      |                     | Northern Gas Networks                                      |
| Utility/Infrastructure providers |                                      |                     | Arqiva   |
| Utility/Infrastructure providers |                                      |                     | Deloitte Real Estate                                       |
| Utility/infrastructure providers |                                      |                     | c/o Lady Lumley School                                     |
| Utility/infrastructure providers |                                      |                     | North Yorkshire Police                                     |
| Utility/infrastructure providers |                                      |                     | The Road Haulage Association, Northern Regional Office     |
| Utility/infrastructure providers |                                      |                     | Freight Transport Association, Northern Region             |
| Utility/infrastructure providers | Director of Planning and Development |                     | Scarborough and North East Yorkshire Health Care NHS Trust |
| Utility/infrastructure providers | Branch Secretary                     |                     | Transport 2000 North Yorkshire                             |
| Utility/infrastructure providers |                                      |                     | Royal Mail Legal Services (Property Law)                   |
| Utility/infrastructure providers |                                      |                     | Tees, East and North Yorkshire Ambulance Service NHS Trust |
| Utility/Infrastructure providers |                                      |                     | Yorwaste   |
| Utility/Infrastructure providers |                                      |                     | Transco PLC  |

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| Utility/Infrastructure providers |                                  | Muston, Yeddingham and Thornton     | The Vale of Pickering Internal Drainage Boards |
| Utility/Infrastructure providers |                                  |                                     | North Yorkshire Fire and Rescue Service        |
| Utility/Infrastructure providers |                                  |                                     | Northern Electric Distribution Ltd.            |
| Utility/Infrastructure providers |                                  | Network Agreements and Acquisitions | Cable and Wireless Global                      |
| Utility/Infrastructure providers | UK Co-ordinator                  |                                     | Ofcom  |
| Utility/Infrastructure providers |                                  | O2 Estates Management               | Telecom Securicor Cellular Radio (O2)          |
| Utility/Infrastructure providers | BT Regional Partnership Director | Planning Department                 | British Telecommunications plc.                |
| Utility/Infrastructure providers |                                  | Estates Group                       | National Transcommunications Ltd.              |
| Utility/Infrastructure providers |                                  |                                     | Rye & Thornton Internal Drainage Board         |
| Adjacent Parishes                |                                  |                                     | Appleton-le-Moors Parish Council               |
| Adjacent Parishes                |                                  |                                     | Arden with Ardenside Parish Council            |
| Adjacent Parishes                |                                  |                                     | Brandsby cum Stearsby Parish Council           |
| Adjacent Parishes                |                                  |                                     | Bransdale Parish Meeting                       |
| Adjacent Parishes                |                                  |                                     | Brompton Parish Council                        |
| Adjacent Parishes                |                                  |                                     | Brompton by Sawdon Parish Council              |
| Adjacent Parishes                |                                  |                                     | Bugthorpe & Kirby Underdale Parish Council     |
| Adjacent Parishes                |                                  |                                     | Old Byland and Scawton Parish Meeting          |
| Adjacent Parishes                |                                  |                                     | Cottam Parish Meeting                          |
| Adjacent Parishes                |                                  |                                     | Coxwold Parish Council                         |
| Adjacent Parishes                |                                  |                                     | Danby Group (Westerdale, Danby) Parish Council |
| Adjacent Parishes                |                                  |                                     | East Ayton Parish Council                      |
| Adjacent Parishes                |                                  |                                     | Egton Parish Council                           |
| Adjacent Parishes                |                                  |                                     | Farlington Parish Meeting                      |
| Adjacent Parishes                |                                  |                                     | Farndale East Parish Council                   |
| Adjacent Parishes                |                                  |                                     | Farndale West Parish Council meeting           |
| Adjacent Parishes                |                                  |                                     | Fimber Parish Council                          |
| Adjacent Parishes                |                                  |                                     | Folkton Parish Council                         |
| Adjacent Parishes                |                                  |                                     | Fridaythorpe Parish Council                    |
| Adjacent Parishes                |                                  |                                     | Full Sutton & Skirpenbeck Parish Council       |
| Adjacent Parishes                |                                  |                                     | Fylingdales Parish Council                     |

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Glaisdale Parish Council  
Goathland Parish Council  
Hartoft Parish Meeting  
Hawnby Parish Council  
Holtby Parish Council  
Huggate Parish Council  
Hutton Buscel Parish Council  
Hutton-Le-Hole Parish Council  
Ingleby Greenhow Parish Council  
Irton Parish Council  
Kilburn Parish Council  
Langtoft Parish Council  
Lastingham Parish Council Meeting

Levisham Parish Council  
Lockton Parish Council  
Osmotherley Parish Council  
Rievaulx Parish Meeting  
Fadmoor Parish Meeting  
Rosedale East and West Side Parish Councils  
Seamer Parish Council  
Siltons & Kepwick (Cepwick, Never Silton) Parish Council  
Sledmere Parish Council  
Snainton Parish Council  
Spaunton Parish Council  
Stamford Bridge Parish Council  
Stockton on the Forest Parish Council

Strensall & Towthorpe Parish Council

Sutton under Whitestonecliffe Parish Council

Thirkleby (with Osgodby) Parish Council

Thwing and Octon Parish Council

Thwing and Octon Parish Council

Whenby Parish Council

Wold Newton Parish Council

Wykeham Parish Council

Yearsley Parish Council



Planning Services

Rachael Balmer

Ext: 357

Email: rachael.balmer@ryedale.gov.uk

30 October 2015

Dear Sir/Madam,

**Sites Consultation- Local Plan Sites Document**

Ryedale District Council is now consulting on the site assessment work, undertaken to date, to progress the Local Plan Sites Document. This is the second part of Ryedale District's Development Plan and will contain site allocations and other site-specific policies.

This letter is sent to you to invite you to make representations for the following reasons:

- You have submitted land for consideration through this process either as landowner or agent for land owner;
- You are a representative of a Town or Parish Council within the District (outside of the National Park), or a parish adjacent to the District;
- You have asked to be updated on planning policy matters;
- You are a representative of an organisation who have an interest in the District;

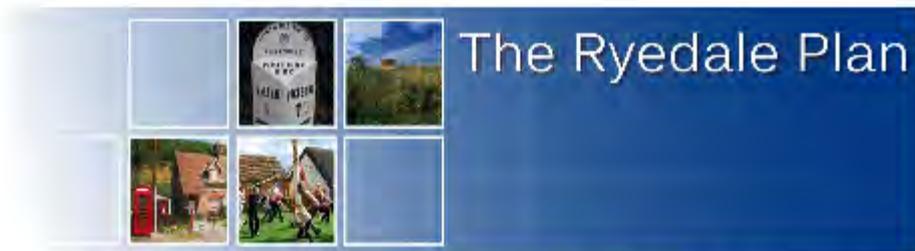
This consultation is seeking your views on the work undertaken to date on site assessment, and the assumptions and judgments used to inform how sites have been assessed. Our findings have led to identifying:

- Preferred sites for the Service Villages; and
- Potential options for sites at the Market Towns.

It should be noted that the level and amount of development to be distributed to the Market Towns and Service Villages is already established in the adopted Local Plan Strategy, so we are not seeking views on this. This consultation is about the sites which will be needed to meet these established development requirements. In addition, the Council is not considering further sites which are not within, at or around the Market Towns, or the ten Service Villages. These villages are Amotherby and Swinton, Ampleforth, Hovingham, Newton and Beadlam, Rillington, Slingsby, Sherburn, Sheriff Hutton, Staxton and Willerby and Thornton le Dale.

If you are a landowner, or an agent, you may wish to provide further information to help us understand whether the site you have submitted is both deliverable and developable, or whether to help understand whether any impacts associated with the development of your site can be mitigated.

If you are a resident or business in Ryedale you may wish to provide comments on some of the preferred sites or potential site options that have been suggested in this document, in the place where you live or operate your business from.



## **SITES CONSULTATION 2015**

**2 NOVEMBER TO 14 DECEMBER 2015**

### **THE COUNCIL IS CONSULTING ON POTENTIAL SITES FOR DEVELOPMENT**

**VIEW THE CONSULTATION DOCUMENTS HERE:  
RYEDALE DISTRICT COUNCIL OFFICES, RYEDALE HOUSE,  
MALTON**

**<http://www.ryedaleplan.org.uk/local-plan-sites>**

**THE CONSULTATION DOCUMENT AND MAPS ARE AVAILABLE  
TO VIEW AT THE LIBRARIES IN HELMSLEY, KIRKBYMOORSIDE  
MALTON, NORTON AND PICKERING DURING THEIR OPENING  
HOURS.**

RYEDALE  
DISTRICT  
COUNCIL



Planning Services

Rachael Balmer

Ext: 357

Email: rachael.balmer@ryedale.gov.uk

30 October 2015

Dear \*\*\*\*\*,

**Ryedale Plan: Local Plan Sites Document  
Consideration of Potential Residential Site Options - request for further information**

This letter is sent to you in your capacity as either a landowner or agent who have submitted land to the Local Planning Authority for consideration through the Local Plan process. As part of the assessment, Officers have appraised over 600 sites through a Site Selection Methodology (SSM) which it has prepared for this purpose. Using this framework the Local Planning Authority consider that site \*\*\*\*\* has some potential. Notwithstanding this, the Local Planning Authority need clarification on a number of matters which would allow further consideration of your site before we can progress this site any further.

The Local Planning Authority has just commenced a consultation event on the sites. The consultation is being undertaken with the caveat that it represents a point in time. The consultation will, importantly, give the Authority a sense of the community's views on the sites, and this will be supplemented by the observations of statutory consultees, and from landowners, their agents and developers. It is anticipated that through the representations received, there will be a refinement of the current potential site choices which are proposed, particularly in the towns. For Kirkbymoorside, where two scenarios are being consulted upon, it is anticipated that one of those scenarios will be chosen and taken forward.

For Malton, Norton and Pickering, the Local Planning Authority is of the view that larger sites provide the opportunity to deliver important community benefits; in a way that a collection of smaller sites simply cannot do. For example, this could include providing space for a primary school; new primary school provision is required to support the planned growth of the towns. It could be the provision of strategic road infrastructure which improves the movement of traffic through the towns and between them. Larger sites can also provide meaningful provision of open space for sport and general recreation. Your (client's) site is such a site that has the potential to deliver against a range of objectives and plan requirements. However, if such features cannot be delivered by these larger sites, then their ability to mitigate their own impact clearly becomes much harder to achieve, these benefits will not be secured, and correspondingly their ability to progress through the allocations process becomes significantly challenged.

There are other sites at the towns which have also performed, to date, as well as your (client's) site. The cumulative total of the land identified as option choices at this stage significantly exceeds the residual housing requirements. For the towns, the Local Planning Authority will finalise the selection of sites and identify 'Preferred Sites' based on those sites which are considered to best meet local objectives and requirements. As you will appreciate it is of critical importance that the Council are confident that any site proposed as an allocation in the Local

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working with you to make a difference

## Appendix 15: Example of letter to Preferred Site Submitter (1st side):

RYEDALE  
DISTRICT  
COUNCIL



Planning Services

Rachael Balmer

Ext: 357

Email: rachael.balmer@ryedale.gov.uk

30 October 2015

Dear \*\*\*\*\*,

### Ryedale Plan: Local Plan Sites Document - preferred site

This letter is sent to you in your capacity as either a landowner or agent who has submitted land to the Local Planning Authority for consideration through the Local Plan process. As part of the assessment, Officers have appraised over 600 sites through a Site Selection Methodology (SSM) which it has prepared for this purpose. Using this framework the Local Planning Authority consider that site 8 51 430(464) 638 has performed at a level which has meant that it is being considered as a preferred site for residential development.

The Local Planning Authority has just commenced a consultation event on the sites. The consultation is being undertaken with the caveat that it represents a point in time. The consultation will, importantly, give the Authority a sense of the community's views on the sites, and this will be supplemented by the observations of statutory consultees, and from landowners, their agents and developers.

The site has performed relatively well through the Site Selection Methodology. It has also been considered more widely, in terms of the level of development to be attributed to each Service Village, bearing in mind recent permissions and completions. However, the SSM is an assessment tool to objectively appraise sites. As you will appreciate, it is of critical importance that the Council is confident that the sites proposed as allocations in the Local Plan Sites Document are indeed deliverable and developable; and are capable of ensuring the objectives of the Local Plan Strategy are met.

On that basis, we are seeking confirmation about the deliverability capability of your (client's) site, and will affect the land value, taking into account meeting the:

- Requirements of the Local Plan Strategy which are likely to affect land value, this includes (not exclusively) the provision of affordable housing, any mitigation measures concerning surface water drainage and protection of ground water; any parts of the site which are identified as being necessary to be excluded from the development site, the provision of access;
- Application of the Community Infrastructure Levy (CIL) which is a fixed charge applied per square metre to new residential development.

This would ideally be accompanied with some form of developer interest, which will be a strong indication that the site is capable of being delivered. Being simply an allocation is, ultimately, not enough for the Local Planning Authority. The perpetual undeveloped status of sites will, over time, undermine the delivery of the Local Plan Strategy, and create a situation where the Council would be vulnerable to speculative applications.

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## Appendix 16: Consultation Responses to the Sites Consultation of 2015

| <b>SITES CONSULTATION 2015 (INCLUDING LATER SUBMISSIONS)</b>   |   |   |
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| <b>Representor</b>   | <b>Comment</b>  | <b>Ryedale District Council Summarised Response</b>   |
| <b>S Branch Pickering Medical Practice Participation Group</b> | (response made before consultation started) The increase in population, will need to be reflected in the five year business plan. Need to be considered by the CCGs   | Discussions regarding capacity of settlements to accommodate the quantum of development was discussed with the then PCT, and consultation of the surgeries. The sites consultation sought to identify if a particular configuration of sites. The draft plan will enable CCG's to reflect given of settlements in their business plans.   |
| <b>E. Cooper</b>   | (response made before consultation started) Site 480 is an area of archaeological interest, but based on archaeological digs no evidence has been found. Residents are favouring this site because of the access opportunity to the A64, and without going through the village. | After the meeting with the Parish Local Planning Authority wrote to the owner of site 480. The contents of that letter made reference to the Parish Council's preference for site 480. It also stated that two key issues had been identified with the site, and that further material would need to be provided, in order to assess whether the site was capable of being considered further. This was in respect of: Highways and Archaeology:                                |
|  | Consider that the access is suitable.   | The first matter relates to the provision of an access which is satisfactory to both the Highways Authority, but also Highways England, who are responsible for the A64 Trunk Road. Both these organisations raised serious concerns to a planning application at this site back in 2007.   |
|  | Pleased to hear that site 177 is a low priority.  | Site 177 has archaeological sensitivities. The second matter relates to the known presence of important archaeological assets in the immediate locality. Because of this sensitivity, Officers asked for trial trenching (which would be discussed with the archaeological consultants and informed by geophysical survey). Material has been submitted to consider these issues further, and it identified a level of archaeology which precluded the development of the site. |

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| <b>N. and M. Ward</b>   | (response made before consultation started) Sites 481, 267 and 147. Concerned about traffic generation, particularly in the summer, and the infrastructure capacity of the settlement. People would also have to commute for employment.   | Nawton and Beadlam are identified in the Local Plan Strategy as a Service Village, and therefore capable in principle of being attributed a proportion of the housing requirement. None of the sites in Beadlam performed well in the Site Selection Methodology. Given recent developments in Nawton, and the Service Village Tier in general, it is not considered necessary to make allocations at this settlement as part of the Local Plan Sites Document. |
| <b>Huttons Ambo Parish Council</b>  | (response made before consultation started) Council wishes to record that it considers the current development boundary (the western edge of submitted sites 113 and 21) to be the limit of the extension into the Parish of Huttons Ambo. | This site now has planning permission for an extension to the York Road Industrial Estate.  |
| <b>Kirkbymoorside Town Council(response made before consultation started)</b> | · Site 10- retain for sports field extension   | Site 10 has performed poorly through the SSM for a range of reasons. There is no capability for the land to be taken forward as an extension to the sports field, but the land is adjacent.   |
|   | · 622- consider flooding issues could be addressed by adequate drainage and elevation measures   | Site 622, being substantially in Flood Zone 3 fails the sequential test, as land is proximal to that which is within flood zone 1.  |
|   | · 102 will satisfy the need for affordable housing   | Affordable housing will also be sought on other allocations, subject to the policy in the Local Plan Strategy   |
|   | · Encourage development sites which would not jeopardise the character of the town and are in scale  | Acknowledged, the Local Planning Authority has used the SSM to articulate the impact of sites on the form and character of settlements.   |
|   | · Sites to south of the A170 would encourage driving into town due to the poor crossing points   | improved connectivity with the town to the north of the A170 would be a requirement of development to the south of the road   |
|   | · Northern sites 201,345,431 would also see an increase in movement.   | Sites 201 and 345 were not consulted upon in isolation. They are not as accessible as other sites, such as 156.   |

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|   | · 156, 56/467·   | note that 156 is supported; sites 56 and 467 are adjacent to Keldholme, a separate settlement in its own right, and not physically related to Kirkbymoorside.  |
|   | In considering sites: public rights of way should be enhanced; green space and access to it, architectural merit; environmental sustainability (Transition Town)   | Acknowledge need for enhancement of green infrastructure/PRoW and environmental sustainability. Local Plan strategy provides the framework for this. Key principles of sites will be established in the Local Plan Sites Document.   |
|   | · Want to see additional employment to support the housing growth. Ensure more employment land is made available.  | Policy SP6 provides the policy framework for considering further employment land, and does not preclude its release even when (in the case of Kirkbymoorside) permissions have met the residual plan figure for employment land.   |
| <b>M McCandless, Head Teacher of Ryedale School</b> | (response made before consultation started) . Seek to split the requirement between Swinton and Amotherby. Maximum 15 houses. Houses to meet Local Need. Development will not add to problems with traffic.  | The site (481) is considered to be of a substantial size, no details have been provided to demonstrate the means of access. Nawton Beadlam, as a Service Village has already had a recent housing scheme which is considered to have fulfilled the Local Plan Strategy requirements for housing to be distributed equitably across the Service Villages  |
| <b>Amotherby Parish Council</b>                     | (response made before consultation started) . Seek to split the requirement between Swinton and Amotherby. Maximum 15 houses. Houses to meet Local Need. Development will not add to problems with traffic.  | The Development Plan (Local Plan Strategy) does not place a quantum on the site yield at each Service Village. Development in Swinton has occurred prior to this Plan Period. It is considered that Swinton Sites have more constraints associated with them. Houses which are affordable would be subjected to the occupancy cascade. Sites will need to satisfy the highway authority in terms of satisfactory access. It is considered that the development requirements can be met through and appropriate combination of sites. |
|   | <u>Site 8:</u> would not want to lose Station House Farm- contributes to the street scene; BATA amenity issues; too large and extends too far east; sand and drainage issues; narrow access to main street; archaeological issues; eastward expansion- harm to setting of the Listed Church to the south; total opposition to this site. | <u>Site 8:</u> The Site Selection Methodology identified these sensitivities with this site, but that there was potential in principle for them to be appropriately addressed. However, since the consultation the landowner has not demonstrated that the constraints of the site have been capable of being satisfactorily resolved.   |
|   | <u>Site 61:</u> old quarry, contamination; noise from factory; would not add congestion to main street.  | Noted, these are matters which are identified in the SSM.  |

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|                               | <u>Site 148</u> : large site, but could provide parking for the school; roman road runs along the south of the site; mechanisms would need to be applied to restrict parking on Meadowfield and associated streets; public expressed some support.  | <u>Site148</u> : performed reasonably well through SSM, but was subject to land ownership complexities. This has now been resolved. The site has less sensitivities than site 8, and , but land owners are accepting of an access off the B1457; and providing land for a school kiss and drop facility. Parking restrictions would be considered by the Highway Authority.                                  |
|                               | <u>Site 181</u> : Safety concerns due to proximity to BATA; noise problems; no support for this site.   | Site 181: Acknowledged.  |
|                               | <u>Site 371</u> : Working factory, public expressed opposition  | Site 371: Acknowledged   |
|                               | <u>Sites 381/612</u> : could accommodate development of 1 dwelling  | <u>Sites 381/612</u> : not altering development limits, incremental coalescence; not contributing any wider plan- requirements   |
|                               | <u>Site 635</u> Roman to the south of the site, access onto B1257 achievable but would need speed reduction, close to Westlers (Malton Foods), would not add congestion to Main Street.   | <u>Site 635</u> : Ground source protection zone sensitivity, acknowledge other matters, but traffic would still be capable of going through the Main Street.   |
|                               | <u>Site 636</u> Join Swinton and Amotherby, within AONB   | <u>Site 363</u> : Acknowledged, and site is identified as VIUA.  |
| <b>M Tanner</b>               | (response made before consultation started) I have gathered that the village has already had its quota, but in viewing the website the sites are site there. Is site 173/252 which would present significant access problems still being considered | Documentary evidence has been received which identifies an access that can be achieved. The site has performed well through the assessment process. However, given the amount of recent development undertaken in the settlement, no further sites are being considered for development at this settlement. The consultation must still allow the ability to comments to be made on all the sites submitted. |
| <b>Pickering Town Council</b> | <u>Site 347</u> site on rising ground but would not be prominent; Assumed access would be from A169. Large site and could accommodate a large number of dwellings.  | Site 347 Acknowledged. The Site Assessment Process has identified that this would be an appropriate allocation when considered against development options.  |

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|                         | <p><u>Site 387</u> natural choice for development, but there are some constraints: proximity to industrial estate and waste water treatment works, dealing with surface run off, and access/egress along minor roads.</p>                    | <p>Site 387 Acknowledged. This site has sensitivities which can be addressed, except would result in the loss of the Strip Field Systems. The site is not needed based on the numbers to plan for, and because land for a school at Pickering is no longer needed.</p>  |
|                         | <p><u>Site 200</u> complement the scheme on the other side of the road, site would have access to the main road.</p>   | <p>Site 200 Acknowledged. The Site Assessment Process has identified that this should be an allocation.</p>   |
|                         | <p><u>Site 116</u> Concerns: rising ground, attractive feature of the parish, would reduce the gap between Pickering and Middleton, should not be allocated.</p>   | <p>Site 116 - acknowledge that there are some identified landscape sensitivities with this site.</p>  |
|                         | <p><u>Site 504</u> key advantage of site is that it adjoins the A170.</p>  | <p>Site 504 - consider that coalescence issues outweigh the potentially easier access onto the site.</p>  |
|                         | <p><u>Site 110/146</u> site behind Ruffa Lane, access to the main roads would be along minor roads, with on street parking.</p>  | <p>Site 110/146 - site does not have a identifiable, available access.</p>  |
|                         | <p>Concerns that there is not enough land to be allocated for employment land</p>  | <p>At the point this submission was made, limited sites had been submitted for employment land. The Local Planning Authority has now received site submission 650, which is considered (with modifications) to be an acceptable site, which would be capable of meeting the employment land requirements in the Local Plan Strategy</p>   |
| <p><b>H Webster</b></p> | <p>(response made before consultation started) Concerned about scale of potential allocations: traffic issues, pressure on the over-subscribed school, limited facilities and services. Need to focus on established villages and towns.</p> | <p>Nawton and Beadlam are identified in the Local Plan Strategy as a Service Village, and therefore capable in principle of being attributed a proportion of the housing requirement. None of the sites in Beadlam performed well in the Site Selection Methodology. Given recent developments in Nawton, it is not considered appropriate to make allocations at this settlement as part of the Local Plan Sites Document.</p> |
| <p><b>R Jones</b></p>   | <p>(response made before consultation started) Object. Concerns about the existing infrastructure: roads, schools, utilities; there are no community facilities. How would access be achieved onto the A170?</p>                             | <p>Nawton and Beadlam are identified in the Local Plan Strategy as a Service Village, and therefore capable in principle of being attributed a proportion of the housing requirement. None of the sites in Beadlam performed well in the Site Selection Methodology. Given recent developments in Nawton, it is not considered appropriate to make allocations at this settlement as part of the Local Plan Sites Document.</p> |

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| <b>Beadlam Parish Council</b>   | (response made before consultation started) site 639, access onto Gale Lane- traffic issues. Sites 147/267 Too large; access issues; 481: to large and access concerns, Concerned that sites represent a level a development which the facilities of the village cannot cope with, with the schools using temporary class rooms.        | Nawton and Beadlam are identified in the Local Plan Strategy as a Service Village, and therefore capable in principle of being attributed a proportion of the housing requirement. None of the sites in Beadlam performed well in the Site Selection Methodology. Given recent developments in Nawton, it is not considered appropriate to make allocations at this settlement as part of the Local Plan Sites Document.   |
| <b>A. and M. Scott</b>  | (response made before consultation started) Concerns about impact on residential amenity, loss of view, property devaluing, cannot sustain large scale development: roads, utilities, drainage. Loss of good agricultural land. Limited existing facilities. Existing traffic concerns present with the road into Beadlam.              | Nawton and Beadlam are identified in the Local Plan Strategy as a Service Village, and therefore capable in principle of being attributed a proportion of the housing requirement. None of the sites in Beadlam performed well in the Site Selection Methodology. Given recent developments in Nawton, it is not considered appropriate to make allocations at this settlement as part of the Local Plan Sites Document.   |
| <b>A. Welland, C. Bellwood, J. G. Bellwood, L. Paton, D. Paton, K. Paton and M. Paton</b> | (response made before consultation started) No amenities, and poor bus service . 230 houses being built at Kirkbymoorside, with more too at Helmsley. Rising land, and no precedent of backland development. Loss of important views for residents. Already parking issues identified. Open spaces within the village should remain so. | Nawton and Beadlam are identified in the Local Plan Strategy as a Service Village, and therefore capable in principle of being attributed a proportion of the housing requirement. None of the sites in Beadlam performed well in the Site Selection Methodology. Given recent developments in Nawton, it is not considered appropriate to make allocations at this settlement as part of the Local Plan Sites Document.   |
| <b>C . Legard, Scampston Estate</b>   | Disappointed that no sites in Scampston being taken forward. Slow limited development would breath life into the village. Scampston is within walk/cycling distance of Rillington. Could small schemes be still considered despite not being included in this plan?   | Scampston is still considered within the Ryedale Plan, but not in terms of making allocations of land for development purposes. As an identified 'Other Village', in the Local Plan Strategy, there are specific circumstances where new residential development may be possible (Policy SP2). Any such development would also be subject to a Local Needs Occupancy Condition. As a Estate Village of considerable character, much will depend on the siting, design and other matters of detail. |

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| <b>J. Cook</b>  | Two letters in 2015 and 2016 various matters re, affordable housing, unhappy with referring to only allocating sites in the Market Towns and Service Villages, what policies would apply for those settlements outside these two areas. Site 132 is available and can be brought forward in a policy compliant manner. Keldholme should be considered as part of Kirkbymoorside. | Keldholme is in the Parish of Kirkbymoorside, but a settlement in its own right. Keldholme also has its own Development Limits which, identify in policy terms where residential development in principle could be achieved. The confusion of the presence of Keldholme on the 2002 Proposals Map has now been made clearer by the settlement having its own map. Both the 2002 Local Plan, and the recent Local Plan Strategy have consistently identified that the separation of the two settlements is an important feature of the setting of both settlements and for other settlements of a similar situation. Policies SP1 and SP2 of Local Plan strategy have already established the approach for the distribution of residential development, and employment land. |
| <b>T. Dykes</b> | The range of land uses the Local Plan Sites Document appears to be relatively restrictive, in particular uses which do not relate to the settlement hierarchy, including energy/infrastructure uses.   | The policies of the Local Plan Strategy will be relevant in their entirety, as the plan should be read as a whole, but for the Spatial Strategy, and therefore the general locations for Development providing a framework of most land use purposes. The Local Planning Authority is committed to establishing a wind energy area of search for that specific use.   |

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| <b>D. Hendley</b> | <p>The Planning Inspector's Report on the Examination into the Ryedale Plan - Local Plan Strategy (para, 122) in part found Policy SP18 sound because "more detailed aspects of the latest Planning practice guidance can be addressed in the LPSD" (the Local Plan). Since the adoption of the Local Plan Strategy, the Written Ministerial Statement on Local planning (June 2015), in part states that wind energy development should be located in areas of search, which are to be shown in the Development Plan - this has added more impetus for the Local Plan Sites Document to deal with planning guidance for renewable energy infrastructure. Potentially land could also be shown for other types of energy/infrastructure uses. My question therefore is, if representations are made in respect of 'areas of search' for wind in the Local Plan Sites Document will the Council therefore consider them, and as fully as representations for housing, etc. ?</p> | <p>The scope and content of Development Plan Documents is set out in the Local Development Scheme (LDS), and those documents, if they are to meet one of the legal tests of soundness, must be made in accordance with the LDS. This consultation is to provide information and observations on the sites we have had submitted for the Local Plan Strategy's (LPS's) key development requirements which are for housing and employment land, and this is a key element of the Local Plan Sites Document as set out in the LDS. Given the LPS was adopted 4 years ago, the Local Planning Authority is keen to progress allocation of housing and employment sites. As you note, the written ministerial statement was written in June 2015, in light of this, the Local Planning Authority has decided to revise the LDS and produce a further DPD on Renewable Energy, Local Carbon Technologies and Building Sustainability – given the rescinding of the Code for Sustainable Homes as well. This is to ensure timely production of the Local Plan Sites Document continues, whilst meeting the requirements of the guidance. Indeed, none of the sites submitted as part of the various call for sites undertaken for the Local Plan Sites Document have explicitly been available for consideration as a site for Renewable Energy. Accordingly, the Local Development Scheme has been revised , to indicate a timetable for the production of this document, and we will be undertaking a call for sites for renewable/low carbon energy technologies when the Local Plan Sites Document is advanced.</p> |
| <b>L. Dyson</b>   | <p>Concerned about the various sites submitted in Gilling East- will any of them come forward- there is poor drainage, not good access and no local infrastructure.</p>   | <p>The Local Plan Strategy sets out the Spatial Strategy, which does not identify Gilling East as a Service Village. The village is considered under SP2 as an Other Village, and not subject to allocations.</p>  |
| <b>C. Wilson</b>  | <p>Supportive of site 206 (Pickering) performs well through the accessibility criteria, relatively well screened area of western approach, schools are nearby with no main roads to cross.</p>  | <p>Site 206 did not perform as well as the option sites due to the identified harm to the setting of Keld Head Conservation Area. The site is also an existing VIUA which the Local Planning Authority has sought to retain. Also, the Local Planning Authority has chosen to propose the option sites from larger sites, where the sites have the capacity to demonstrate wider community benefits.</p>   |

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| <b>P W Fisher Cundalls<br/>(obo various<br/>landowners in<br/>Wrelton, Middleton,<br/>Wilton, Newton upon<br/>Rawcliffe , Marton,<br/>Broughton and<br/>Fadmoor.</b> | I wonder if it is possible for you to let me know whether future housing proposals in the above villages are no longer being considered - and that these villages are being left to die!  | The settlements referred to (Wrelton, Middleton, Wilton, Newton upon Rawcliffe, Marton, Broughton and Fadmoor) are not in the Service Village tier but in the 'Other Villages' tier. The Local Plan Strategy also sets out, in Policy SP2, how residential development will be treated in principle in the 'Other Villages'. This policy provides scope for small scale, limited development meeting local needs, subject to a Local Needs Occupancy Condition. Exception sites may also be another scenario where residential development may come forward. |
| <b>Office of Rail and<br/>Road(Rail<br/>Regulation)</b>  | No comment to make on this particular document. ORR only requires to be consulted where there is impacts on main line railway, tramway or London Underground.   | Noted.   |
| <b>Rillington Parish<br/>Council</b>   | Concerns about the potential scale of development, although aware that not all sites are necessary. The school is at capacity, and increases to traffic will impact proportionately. It would be helpful if RDC can confirm which areas have been discounted, and those which are considered for possible development- then we will be better placed to provide a more constructive response. | The Consultation Document identifies that of the four preferred sites, there is one preferred site 638 at Rillington, a potential additional 17 units. Since the 2015 Consultation planning permission has been obtained on this site. It is now identified as a commitment.   |
| <b>J. Richardson of<br/>Pickering<br/>Participation Group</b>  | The practice is a key public service, despite being a private partnership. Need more effort being put into delivering infrastructure to support any of the proposals outlined in this consultation. There needs to be more consultation and engagement concerning the implications of such development. A presence needs to be established.   | Discussions regarding capacity of settlements to accommodate the quantum of development was discussed with the then PCT, and consultation with the surgeries. The sites consultation sought to identify if a particular configuration of sites.  |
| <b>S E R Millward</b>  | Concerns about development on Knoll Hill at Ampleforth. Site had various sensitivities concerning landscape (AONB and National Park), settlement character, impact on Listed Buildings and Conservation Area, traffic issues, refused by a previous Inspector. Already has seen recent development.   | No sites have been consulted upon as preferred sites in Ampleforth. This is primarily due to the recently granted scheme at the village. Sites 616 and 111 have also performed poorly through the Site Selection Methodology, This is primarily due to the adverse impact on settlement character/impact on the Conservation Area/ Impact on AONB/NYMNP.   |

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| <b>N. Taylor</b>               | Concerns about development on Knoll Hill at Ampleforth. Site had various sensitivities concerning landscape (AONB and National Park), settlement character, impact on Listed Buildings and Conservation Area, traffic issues, refused by a previous Inspector. There is not the need. Already a number of properties are for sale for a long time.                              | No sites have been consulted upon as preferred sites in Ampleforth. This is primarily due to the recently granted scheme at the village. Sites 616 and 111 have also performed poorly through the Site Selection Methodology, This is primarily due to the adverse impact on settlement character/impact on the Conservation Area/ Impact on AONB/NYMNP.   |
| <b>S. Harrison</b>             | Concerns about development at Knoll Hill, steep gradient, speeding traffic. Is the site within the Conservation Area? and Where are the boundaries with the AONB? It is close to the boundary with the National Park. The houses off Station Road do not enhance the village, and have come before any increase in Service Provision. The existing bus service is under threat. | No sites have been consulted upon as preferred sites in Ampleforth. This is primarily due to the recently granted scheme at the village. Sites 616 and 111 have also performed poorly through the Site Selection Methodology, This is primarily due to the adverse impact on settlement character/impact on the Conservation Area/ Impact on AONB/NYMNP. The sites are within the AONB, and part of 111 is within the Conservation Area. |
| <b>Willerby Parish Council</b> | Concerned that original sites remain as potential sites. Only site residents have no objections to site 480 being developed, otherwise firmly object to the other sites.  | The sites consultation includes all the sites that have been submitted to the Local Planning Authority for consideration. It is an important element of the production of Development Plan Documents to allow representations to be made by all parties who have an interest in development matters in the District.   |
|                                | Can you confirm that all the sites (except 480) have been discounted.   | We have sought further clarification on site 480, but the significant issues regarding road access and archaeology remain unresolved And it is considered that none of the other sites can be taken forward as an allocation for deliverability/suitability concerns.  |
|                                |   | The Consultation Document identifies that Sites 177, and 217 offer some potential, but not in their current extent. The Agent was informed of the Local Planning Authority's concerns, and after the sites consultation correspondence was received. However, archaeological evaluation was undertaken, and showed a significant amount of archaeology, and so they are also viewed in a similar vein to that of 480.                    |

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|                   |  | The Parish Council would be made aware if there is changes to the circumstances regarding the sites, then the Local Planning Authority would consider whether a site can be considered acceptable, to ensure that all Service Villages are considered as equitably as possible in terms of taking a proportion of the housing requirement as set out in the Local Plan Strategy. Based on the position at Publication the housing requirement at the Service Villages has now been met by commitments and completions. |
| <b>S. Wormald</b> | Concerned about the development of sites 218/249 due to road safety and congestion, and this scheme will exacerbate existing issues.                                       | These sites are option choices- further information is required about the deliverability and developability of these, and other option sites. Superimposed upon this will be traffic impact modelling work with Air Quality Impact Assessment. The results of the traffic modelling shows that a Norton-focus meant that junction capacity at Malton and Norton was capable of accommodating planned levels of growth.   |
| <b>S. Frank</b>   | Sites to the north of River Derwent are preferred, the problem with developments in Norton is the already congested rail/river crossing.                                   | The rail/river crossing is acknowledged as a 'pinch point'. The option site in Norton is so on the basis that the link road between Scarborough and Beverley Roads would be delivered. Sites in Malton would also increase traffic movements through Malton. The transport modelling work has identified that a Norton-focus provides the best means of ensuring junction capacity is capable of accommodating planned levels of growth.   |
|                   | At least one new school is required, so a large site would help to deliver this.   | Acknowledged. This was one element of the option choices including larger sites.   |
|                   | Northern Arc- need to attract large high street retailers to stop leakage  | Noted. The Local Planning Authority is providing the policy framework to inform retailer's decisions around relocation.  |
|                   | Use WSCP and land around for 6-7 large units and a budget hotel. How about a B&Q with petrol filling station on York Road  | The WSCP site is not currently available for retail development, but the land is within the Northern Arc area.   |
|                   | Hope to see redevelopment of the livestock market, but don't consider that site can meet all needs on that site. Hope the old factory site on Welham Road progresses soon. | Noted. The Town Centre Commercial Limits have been extended to include the Livestock Market redevelopment site. The former Dewhirst's site is also identified as a commitment.   |

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|                              | A science and technology park close to the A64 will be a big boost- hope the Food Enterprise Zone will become a reality soon. Better paid jobs are essential, and will stop young people moving away.  | Acknowledged. The Food Enterprise Zone is now in place.   |
|                              | I wish to see much better transport and infrastructure. A new road/rail crossing might help, with footbridge and path between Scarborough Road and Old Malton. Town bus is woefully inadequate and does not encourage usage of public transport.   | Strategic infrastructure - including the provision of a road-rail crossing is identified as being needed to meet longer-term plans, but is c.30 million pounds. However, proposals are being investigated to improve connectivity to the railway in other means.  |
|                              | Would like to see the Town Council's merging, Malton and Norton are one community and should be recognised as such.  | This is not a matter for the Local Planning Authority. Malton and Norton are preparing a Neighbourhood Plan together  |
|                              | Need better mobile reception.  | Noted. The Local Planning Authority has engaged with mobile reception providers to improve reception, and the Council has invested in Broadband   |
| <b>S. Miller</b>             | Concerned about sites 249/218. These were rejected by the planning committee. Need to impose the weight restriction on HGVs<br>Traffic problems must be resolved before more applications can be considered<br>Dualling of the A64 commence, with a roundabout at the west end of the bypass.<br>Such a road could link into the Castle Howard Road<br>Must improve the flow of traffic through Butcher Corner- to reduce both congestion and pollution. | The planning application considered the planning merits of the specific scheme proposed on the site. The consideration of the site through the Development Plan process considers (at this stage) the site on more general principles. The sites have not been taken forward as allocations on the basis that technical evidence supported the allocation of alternative site choices at Malton and Norton.   |
| <b>Nawton Parish Council</b> | 522 Has been sold  | The Local Planning Authority has recognised that through recent completions Nawton/Beadlam have achieved a level of development which would be in general conformity with the spatial strategy in the Local Plan Sites Document. Whilst some of the sites have performed better than others, the sites consultation has not actively pursued a further site at these settlements. In the SSM , none of the sites in Beadlam have performed as well as some of the sites in Nawton. The Local Plan Sites Document is not proposing allocations at Nawton or Beadlam. |
|                              | 55 has been built out  |   |
|                              | 105 is too large and its development would harm the character of the settlement.   |   |
|                              | Site 173/252 is subject to a ransom strip, and the other sites would bring traffic problems  |   |

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|                         | <p>Beadlam, having had no recent development, and if development is to take place, it should be there; perhaps through the improvements to access situation at Beadlam School.</p>                  |   |
|                         | <p>Permanently discount sites in Nawton for the above reasons.</p>  |   |
| <b>Historic England</b> | <p>Outlines the importance of the extensive archaeological landscape of the Vale of Pickering - and should be considered in policy terms as being of equivalent status as a Scheduled Monument.</p> | <p>As part of the undertaking of the Site Selection Methodology information about the existing Heritage Environmental Record (HER) was provided by the archaeological unit of the County Local Planning Authority, to bring an initial awareness of archaeology. The site assessment process has identified sites with archaeological sensitivity. Application of the NPPF, Local Plan Strategy and Local Plan Sites Document will in the course of planning applications identify a framework for management of archaeological remains, identify a management approach to ensuring appropriate evaluation and preservation. The Selection Methodology does consider, albeit in concise terms, the key impacts on the significance of both designated, and non-designated heritage assets. It is there to 'flag up' any areas which will need further consideration. The Local Plan Sites Document will be accompanied by material which supports the production of the document, which will expand in greater detail how allocations will not harm to such assets.</p> |

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| <p>Before allocating any of the following sites (184e, 578,579 ) the plan needs to have an approach to the consideration and treatment of archaeology in these sites. 184e, 578 and 579 Identified as being in an extensive archaeological landscape, the Vale of Pickering. Before identifying as an allocation, a programme of management of the site is required, to ensure management of potentially nationally-significant remains.</p>  | <p>As part of the undertaking of the Site Selection Methodology information about the existing Heritage Environmental Record (HER) was provided by the archaeological unit of the County Local Planning Authority, to bring an initial awareness of archaeology. As sites progress through the various stages of consideration, increasing detail will be required to be submitted to establish any likely archaeological significance beyond that establish in the HER. It should be noted that the Local Planning Authority have identified through the site assessment process that site 184e makes a significant contribution to the setting of Norton, by providing a parkland/equestrian style setting for Norton Grove Stud, which although not a designated heritage asset, nevertheless provides a distinct, atypical and attractive entrance to Norton, and helps to screen the adjacent Industrial Estate. Sites 578 and 579 are identified as a broad location, since the majority of the employment land supply is delivered by commitments and completions. As such as part of the development principles-archaeological evaluation will be needed to consider the sites when their extent is identified.</p> |
| <p>For each of the sites below the following needs to be done before the Site is allocated: Before allocating this site for development:-(1) An assessment needs to be undertaken of the contribution which this site makes to those elements which contribute towards the significance of the Conservation Area and the Listed Buildings in its vicinity and what impact the loss of this site and its subsequent development might have upon their significance. (2) If it is considered that the development of this site would harm elements which contribute to the significance of the Conservation Area or Listed Buildings, then the Plan needs to set out the measures by which that harm might be removed or reduced. (3) If, at the end of the process, it is concluded that the development would still be likely to harm elements which contribute to the significance of these designated heritage assets, then this site should not be allocated unless there are clear public benefits that outweigh the harm (as is required by NPPF, Paragraph 133 or 134):</p> | <p>The Local Planning Authority is aware of the obligations regarding the special regard to be had concerning impact on those elements which contribute to the significance of Listed buildings.</p>  |
| <p>Site 62 (impact on the setting of Old Malton Conservation Area, and the Listed Buildings which are along the frontage)</p>   | <p>Noted. This site is not being proposed as a potential allocation.</p>  |

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| <p>Site 324 (impact on the setting of Old Malton Conservation Area, development of the site would close the gap to 160metres between Old Malton and Malton.</p>  | <p>Acknowledged. As a result of further site visits, this site has been identified as a Visually Important Undeveloped Area due to the contribution to the significance of the St. Mary's and because it ensures that Old Malton as a settlement remains distinct, and contributes to the setting of Old Malton Conservation Area.</p>   |
| <p>Site 452. Malton Cemetery Chapel and Behren's Mausoleum are Grade II Listed Buildings, within 60m of the site. There is a requirement in the 1990 Act that "special regard" should be had to the desirability of preserving Listed Buildings or their setting or any features of special architectural or historic interest which they architectural or historic interest which they possess. If allocated, the Plan should make it clear that development proposals for this area would need to ensure that those elements which contribute to the significance of this building are not harmed.</p> | <p>Noted. This site is not being proposed as a potential option for allocation.</p>  |
| <p>Endorse the Plan's approach to the network of historic field boundaries, and the intention to direct development away from the areas where the strip field system is relatively intact and legible.</p>   | <p>Noted.</p>  |
| <p>116 The allocation of this site would narrow the gap between the main built-up area of Pickering and Middleton Conservation Area to 380 metres.</p>   | <p>Noted. This site is not being proposed for allocation. The site selection methodology, identified that there were sensitivities with this site, in terms of the Keld Head Conservation Area, which is proximal and the presence of Strip Fields. The potential for coalescence with Middleton was also identified as being harmful, and that if the site was to progress, it would be not to its currently proposed extent.</p> |
| <p>650 That part of the site which extends beyond the eastern edge of the existing built-up area of the town extends into a historic strip field system whose boundaries are still clearly legible. Given the significant contribution which this landscape makes to the setting of the town, the eastern part of the site should not be allocated.</p>  | <p>Officers acknowledged as part of the Sites Consultation that the eastern limb of this site submission would be visually prominent, and would be extending beyond the built-up form of the town into very prominent strip field systems. Site 650 has been now reduced in extent- with the deletion of the eastern limb.</p>   |

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| <p>198 With the exception of the loss of one boundary, the historic field pattern is still legible on this site and forms part of an extensive network of medieval strip fields between Outgang Lane and Malton Road. The loss of this area would result in harm to the historic field system to the south of the town and thereby harm its landscape setting.</p>                      | <p>Noted. This site is not identified for allocation.</p>   |
| <p>205/387 With the exception of the loss of one boundary, the historic field pattern is still legible on this site and forms part of an extensive network of medieval strip fields that lies to the south of Firthland Road. The loss of this area would result in harm to the historic field system to the south of the town and thereby harm its landscape setting.</p>              | <p>This site was proposed as a potential option for allocation in 2015. In examining the strip field systems in this area, the nature of the field patterns, the topography is such that whilst this area has historic field patterns, they are not as distinct as other sites. In considering development sites, much of the land around Pickering has strip field systems, and according, the Local Planning Authority has applied the approach of examining the intactness and prominence of those strip field systems. However, the site, due to the current residual requirement, lack of need for a school, is therefore not being identified. The site is not being taken forward as alternative sites are considered to be more appropriate site choices.</p> |
| <p>58 - Site is adjacent to the Kirkbymoorside Conservation Area.</p>   | <p>This site is subject to an extant planning permission.</p>   |
| <p>Site 8 - The Church of St. Helen, 40 m south of the site is a Grade II Listed Building. There needs to be an assessment of what contribution to the significance of this Listed Building, and what effect the loss of this site, and its subsequent development might have upon those significances.</p>   | <p>Noted. The SSM identified that material would need to be submitted which examines the significance of the site in terms of its contribution to setting of the church, and appropriate mitigation. There are other site constraints- in particular noise, which have not been satisfactorily resolved, so that the site is not being progressed as an allocation.</p>   |
| <p>643-This site adjoins the boundary of the Hovingham Conservation Area and, in addition, there are a number of Grade II Listed Buildings to the east of this area. There needs to be an assessment of what contribution to the significance of these Listed Buildings, and what effect the loss of this site, and its subsequent development might have upon those significances.</p> | <p>The sites consultation identified that no site would allocated at Hovingham, on the basis of the development at Pasture Lane. Of the sites submitted, 643 performed better than other submissions at the village, but the Local Planning Authority was aware that there are significant heritage sensitivities with the site, and that in order for the site to be progressed as an allocation, information would need to be submitted which defines the significance, sets out whether there would be harm, and if so, how that is mitigated. Such information has not been forthcoming.</p>  |

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| <p>175-This site lies 215 metres from the boundary of the Grade II* Historic Park and Garden at Scampston Hall. National policy guidance makes it clear that Grade I and II* Historic Parks and Gardens are regarded as being in the category of designated heritage assets of the highest significance where substantial harm to their significance should be wholly exceptional.</p>                                     | <p>The site selection methodology identified that proximity to the Scampston Hall Historic Park and Garden would need to be considered further. Another site (638) has been chosen as a preferred site for delivering housing in Rillington, and this has now obtained permission.</p>  |
| <p>71- Pasture House Farmhouse (to the east of this site), Corner Farmhouse and the range of outbuildings to its rear to the north of this area) are Grade II Listed Buildings. If allocated, the Plan should make it clear that development proposals for this area would need to ensure that those elements which contribute to the significance of this building are not harmed</p>                                     | <p>Site 71 has been the subject of a planning permission, the planning permission considered the impact on the significance of the Listed Buildings proximal to the site.</p>   |
| <p>51- This site adjoins the boundary of the Sheriff Hutton Conservation Area and the Churchyard of the Grade I Listed Church of St Helen and the Holy Cross. National policy guidance makes it clear that Grade I and II* Listed Buildings are regarded as being in the category of designated heritage assets of the highest significance where substantial harm to their significance should be wholly exceptional.</p> | <p>The Site Selection Methodology identifies the significance and contribution of the Grade I Listed church which is to the immediate south of the site. It is considered that the site can be developed without compromising in any manner the significance of the church. However, clearly the siting, landscaping and design of the buildings will need to reflect this. This has now been considered through a planning application which was approved with consultation from Historic England.</p>   |
| <p>429 - This site lies within the Slingsby Conservation Area. Castle Farmhouse and Height Farmhouse, on High Street, are a Grade II Listed Buildings. The development of this area could also affect the setting of the ruins of Slingsby Castle which is both a Grade II Listed Building and a Scheduled Monument.</p>   | <p>This site is not identified for allocation. This is This is This is primarily due to the presence of Listed Buildings (farm houses) on the site, which would only allow for a sensitive conversion scheme of appropriate outbuildings, which was sensitive to the character and appearance of the Conservation Area of Slingsby. The Site Selection Methodology also acknowledges the proximity to Slingsby Castle. Another site (430/464) is identified as an allocation.</p>   |
| <p><b>R. Harris</b><br/>Concerns about landscape impact, proximity to National Park and AONB. Other more appropriate sites. Road safety issues.</p>  | <p>No sites have been consulted upon as preferred sites in Ampleforth. This is primarily due to the recently granted scheme at the village. Sites 616 and 111 have also performed poorly through the Site Selection Methodology, This is This is primarily due to the adverse impact on settlement character/impact on the Conservation Area/ Impact on AONB/NYMNP. The sites are within the AONB, and part of 111 is within the Conservation Area. Both sites are now identified as an Visually Important Undeveloped Area in the Local Plan Sites Document.</p> |

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| <p><b>Cushman Wakefield<br/>obo Royal Mail<br/>Group</b></p> | <p>Concerning sites 139 and 150. Object to Site Selection Methodology concerning amenity and impact on traffic movements. Want to ensure that the operations of Royal Mail are not fettered through, in particular, residential development. Should development be approved, the need for appropriate acoustic fencing and other mitigation measures would be required.</p> | <p>These sites have performed not as well as other sites (in part to their proximity to the industrial estate) and as such they are not being considered for allocations for residential or employment development. The Local Planning Authority considers that the Site Selection Methodology has appropriately identified that residential development in close proximity to an established, unfettered industrial estate would be mutually harmful to potential residents and existing operations. It is why the sites have not been taken forward as option choices, as part of the 2015 consultation. Highways impacts could only be considered in summary and around principle, at this early stage. Sites are not identified for allocation for any use.</p>  |
| <p><b>S, B and J Chestnutt</b></p>                           | <p>Sites 218/249 Impact on the Howardian Hills AONB - and statutory duty to<br/>Access to A64 is a priority for development in and around Malton<br/>Loss of good agricultural land<br/>On-going issues with the sewerage system- new development will<br/>Should distribute more housing to the villages to enable them to survive and progress.</p>                       | <p>The site has been considered as an option site in 2015, based on the principle of the site for housing. The Local Planning Authority is aware of the sensitivities concerning the proximity/relationship of the site to the Howardian Hills AONB. Yorkshire Water, the Statutory Undertaker for the provision of water supplies and foul drainage have confirmed that whilst new capacity will need to be provided through reinforcement, there are no capacity issues. Transport modelling identified that a Malton-focus would result in greater pressures on the wider junction network. The loss of agricultural land has to be balanced against other planning considerations- such as access to services and facilities, and the delivery of such services. This is also one of the reasons why the spatial approach of the Local Plan Strategy has concentrated on the settlements with a good level of services and facilities. The previous Local Plan distributed more housing to the villages, and this did not result in improved services/facilities in those settlements. The Local Planning Authority considers that there are more suitable alternative sites to meet the development requirements. Taking account a range of information and evidence.</p> |

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| <b>R. Ibbotson</b>    | Object to housing development on Castle Howard Road. Detrimental impact on Castle Howard Road, and damage the outlook of the AONB, protection of which should be a priority.  | The Local Planning Authority is aware of the sensitivities concerning the proximity/relationship of the site to the Howardian Hills AONB. Information has been sought by the Local Planning Authority from the site submitter to obtain assurances that the impact on AONB through the development can be acceptably mitigated. This relates to matters of scale, design, and landscaping. These matters were the subject of reasons for refusal as part of a planning application for which a specific design scheme was indicated as part of the proposal. The sites are also subjected to transport modelling and air quality impact assessment. As result of the sites assessment work, for the plan period a single site in Norton (649) is identified as the main allocation at the Principal Town for meeting the residual requirement. |
| <b>T. Haurston</b>    | Object to sites 616 and 111. Knoll Hill is a startling an natural feature of the landscape. Proximity to the National Park and the Howardian Hills AONB. Also traffic/road safety issues - steep gradient. Contributes to the Conservation Area. As a Service Village, the village should have no more than 2-3 houses a year.  | No sites have been consulted upon as preferred sites in Ampleforth. This is primarily due to the recently granted scheme at the village. Sites 616 and 111 have also performed poorly through the Site Selection Methodology, This is This is primarily due to the adverse impact on settlement character/impact on the Conservation Area/ Impact on AONB/NYMNP. The sites are within the AONB, and part of 111 is within the Conservation Area. They have been identified as part of a Visually Important Undeveloped Area.   |
| <b>J and M Knight</b> | Consider that site 643 (Hovingham) should be category 2 site- and not considered further. Access onto B1257, opposite the York junction is dangerous. Harm the viability of Worsley Arms Farm, who needs access, and the proximity of houses to the livestock buildings. The farm also needs access to the rear. Scheme would destroy an orchard and allotments. These are impossible to replace. Drainage concerns- overloading the beck. Concerned about the mix, of the Pasture Lane development, none of the houses are occupied have children at the village school. | No sites have been consulted upon as a preferred site in Hovingham. This is primarily due to the recently constructed Pasture Lane scheme. The site area of 643 was submitted in response to the concerns that Officers raised about the constraints regarding the existing site submissions. Acknowledge that there are sensitivities with the site submission, that would need further exploration were the site to be considered further.   |

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| <p><b>J. R. Nursey</b></p> | <p>(Flaxton) Development of the sites (other than site 20) major impact on the character and setting of the village, which is largely within a Conservation Area. These sites do not accord with the Council's strategy for Service Villages, which is based on there already being adequate sites available for outstanding housing demand. Housing sites in Flaxton would solely provide housing for commuters to elsewhere, very limited facilities, and a poor bus service. In particular 397, would be particularly visually obtrusive, in terms of settlement character, impact on the Conservation Area, the Church and existing properties. There are drainage concerns, being the lowest land around the village, and surface water gravitates to the area. Building, and increasing hard standing will exacerbate flood risk. Issues also around common land access.</p> | <p>As an 'Other Village' Flaxton is not proposed to receive an allocation. Acknowledged that given the lack of key facilities, including public transport, the settlement was not considered as a Service Village.</p>   |
| <p><b>J. Smith</b></p>     | <p>West End, Ampleforth. Concerns. Road and facilities cannot cope with the increased population. Important contribution to visual amenity, abutting the National Park and the Howardian Hills AONB. Estate Development would be incompatible with the Conservation Area. There has been limited uptake of the existing new development. Suggests further planning permission is not required in this village, and certainly not on this site.</p>   | <p>No sites have been consulted upon as preferred sites in Ampleforth. This is primarily due to the recently granted scheme at the village. Sites 616 and 111 (at West End) have also performed poorly through the Site Selection Methodology, This is primarily due to the adverse impact on settlement character/impact on the Conservation Area/ Impact on AONB/NYMNP. The sites are within the AONB, and part of 111 is within the Conservation Area. The site has been identified as part of a new Visually Important Undeveloped Area.</p>     |
| <p><b>P. Gill</b></p>      | <p>Object to sites 616 and 111. Knoll Hill provides beautiful views. Within AONB. Development would damage the character and appearance of an existing Conservation Area. If further housing is required, it should be through infill sites, and not the expense of the rural character of the village and the wider landscape in which it lies.</p>   | <p>No sites have been consulted upon as preferred sites in Ampleforth. This is primarily due to the recently granted scheme at the village. Sites 616 and 111 (at West End) have also performed poorly through the Site Selection Methodology, This is primarily due to the adverse impact on settlement character/impact on the Conservation Area/ Impact on AONB/NYMNP. The sites are within the AONB, and part of 111 is within the Conservation Area. These sites have been identified as part of a new Visually Important Undeveloped Area.</p> |

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| <b>S. Connor</b>     | Object to sites 616 and 111, existing houses are for sale, and have been advertised at distance and at length (mentions in Sunderland) . People already commuting to other places for work. Should have 2-3 units a year. A significant development would irrevocably change the character of the settlement. In the 2002 Local Plan the site is outside Development Limits. Based on previous applications why is it even being considered. The site is within the AONB, in the Conservation Area. | The sites consultation includes all the sites that have been submitted to the Local Planning Authority for consideration. It is a early stage of consultation. The Local Planning Authority identifies how the sites have been assessed, and does not exclude sites from being consulted upon. It is an important element of the production of Development Plan Documents to allow representations to be made by all parties who have an interest in development matters in the District.  |
| <b>J. Rutherford</b> | It would be sacrilege to destroy the beautiful Knoll Hill. It has a deep beauty and special character as it rises perfectly on approach from the east.  | No sites have been consulted upon as preferred sites in Ampleforth. This is primarily due to the recently granted scheme at the village, deemed to meet the requirement of the Local Plan Strategy. Sites 616 and 111 (at West End) have also performed poorly through the Site Selection Methodology, This is primarily due to the adverse impact on settlement character/impact on the Conservation Area/ Impact on AONB/NYMNP. The sites are within the AONB, and part of 111 is within the Conservation Area. The sites have been identified as part of a new Visually Important Undeveloped Area. |
| <b>E. Cooper</b>     | Sites in Staxton 177 - land for extension of sports facilities  | Note the Parish Council's intentions for site 177, which our understanding is that the land is not in the Parish Council's ownership. The Site Selection Methodology identifies that there are sensitivities and the extent of the site was asked to be reduced. As response was received, but the level of archaeology on the site precluded development.   |
|                      | The boundary hedges on Wains Lane mark the centenary of the land being awarded to the Parish when the land was enclosed in 1802-03.   | Noted.   |
|                      | Site closest to Mayfield Villas is favourable (480) . Archaeology on the site itself is limited. Helped excavations in the 1930s, highway access can be achieved.   | After the meeting with the Parish Council Officers wrote to the owner of site 480. The contents of that letter made reference to the Parish Council's preference for site 480. It also stated that two key issues had been identified with the site, and that further material would need to be provided, in order to assess whether the site was capable of being considered further. This was in respect of: access and archaeology. No material has been submitted to consider these issues further.  |

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| <b>S. Shepherd</b> | 30 homes in Abbey View, and other, smaller developments with several properties for sale, there is not a great demand for housing. Affordable housing is also provided. Site 616 is Knoll Hill is very attractive, and contributes to the Conservation Area. Highway access could be difficult, visibility is poor, slopes are difficult in winter, and as a caravan route to avoid Sutton Bank, in the summer this causes congestion. | No sites have been consulted upon as preferred sites in Ampleforth. This is primarily due to the recently granted scheme at the village, deemed to meet the requirement of the Local Plan Strategy. Sites 616 and 111 (at West End) have also performed poorly through the Site Selection Methodology, This is primarily due to the adverse impact on settlement character/impact on the Conservation Area/ Impact on AONB/NYMNP. The sites are within the AONB, and part of 111 is within the Conservation Area. The sites have been identified as part of a new Visually Important Undeveloped Area. |
| <b>A Frank</b>     | Supportive of both Castle Howard Road Sites (subject to a link road). Supportive of Norton Lodge site if the traffic problems can be over come. Perhaps greater public transport, is a Park and Ride feasible?   | Acknowledged. The Malton and Norton residential site options have been subjected to further highway modelling and Air Quality Impact Assessment. This work concluded that the Norton focus, with the link road would mean that junction capacity would be able to support planned levels of development. A Park and Ride is a strategic infrastructure consideration which a single development would not be able to be expected to be delivered. However there is nothing in principle which would prevent a transport operator from providing such a service.  |
| <b>S. Murrell</b>  | Object to sites 616 and 111. Objections remain as in 2009, but for the fact that permission has now been granted for at least 40 dwellings. (Refers to the 2002 Local Plan Development Limits and settlement commentary) landscape harm; estate development- lack of integration with the village; road safety and traffic issues; no need for further housing in this area; inconsistent with the Conservation Area designation.      | No sites have been consulted upon as preferred sites in Ampleforth. This is primarily due to the recently granted scheme at the village, deemed to meet the requirement of the Local Plan Strategy. Sites 616 and 111 (at West End) have also performed poorly through the Site Selection Methodology, This is primarily due to the adverse impact on settlement character/impact on the Conservation Area/ Impact on AONB/NYMNP. The sites are within the AONB, and part of 111 is within the Conservation Area. The sites have been identified as part of a new Visually Important Undeveloped Area. |
| <b>M. Gray</b>     | Kirkbymoorside- allow option 1, redevelopment of Micrometalsmiths site and adjoining land for residential purposes to support the relocation of the factory. Consideration should also be given to small office buildings to house professional highly paid workers.   | Note support for option 1. However, the Local Planning Authority has been unable to establish whether the option would support the relocation of the factory.  |

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|                        | Any new permission of 369 should require an upper storey for offices.  | The land (denoted 369 and the Micrometalsmiths site and adjacent land) have not be submitted for use as Offices, without explicit confirmation, the Local Planning Authority cannot impose a use as part of the allocation process for which the Local Planning Authority has no evidence that such a use is deliverable or developable in that location. No information has been submitted concerning 369, and the information from site 454/259 is for the development of housing.   |
|                        | Site 622 appears reasonable for employment land  | Concerning 622, there is outstanding significant flood risk matters, which have not been resolved. No response has been received by the landowner or their agent, with the regards to provide a Flood Risk Assessment, with mitigation measures identified. The Environment Agency objected to the inclusion of this site. Site 657 has now been developed and meets the residual requirement.   |
| <b>C .and H. Rodda</b> | Site 616: Knoll Hill, within the AONB, adjacent to the National Park. Harmful to outlook of Oak Cottage, West End, bought for its views and tranquillity. The land is within an area of Conservation.  | No sites have been consulted upon as preferred sites in Ampleforth. This is primarily due to the recently granted scheme at the village, deemed to meet the requirement of the Local Plan Strategy. Sites 616 and 111 (at West End) have also performed poorly through the Site Selection Methodology, This is primarily due to the adverse impact on settlement character/impact on the Conservation Area/ Impact on AONB/NYMNP. The sites are within the AONB, and part of 111 is within the Conservation Area. The sites have been identified as part of a new Visually Important Undeveloped Area.   |
| <b>G C Ridsdale</b>    | Best site for Staxton, if we have to have new build housing, is site 480, owned by Mr. Hunnybell. On the fringe of the village, with easy access onto the A64 . School numbers would rise, but other than this there would be no upset of any other means. | <p>After the meeting with the Parish Council we wrote to the owner of site 480. The contents of that letter made reference to the Parish Council's preference for site 480. It also stated that two key issues had been identified with the site, and that further material would need to be provided, in order to assess whether the site was capable of being considered further. This was in respect of:</p> <p>The first matter relates to the provision of an access which is satisfactory to both the Highways Authority at the County Council, but also Highways England, who are responsible for the A64 Trunk Road. Both these organisations raised serious concerns to a planning application at this site back in 2007.</p> |

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|                  |  | <p>The second matter relates to the known presence of important archaeological assets in the immediate locality. Because of this sensitivity, Officers asked for trial trenching (which would be discussed with the archaeological consultants and informed by geophysical survey).</p>   |
|                  |  | <p>No material has been submitted to consider these issues further.</p>   |
| <b>S. Read</b>   | <p>Ampleforth, proposed sites would destroy rural character. Specifically, sites 111 and 616: Knoll Hill, within the AONB, adjacent to the National Park, refused planning permission in the past. There is road safety concerns with a 14 % gradient. It is the caravan route for the A170 to avoid Sutton Bank. Focus on infilling, and there is the existing site which has permission.</p> | <p>No sites have been consulted upon as preferred sites in Ampleforth. This is primarily due to the recently granted scheme at the village, deemed to meet the requirement of the Local Plan Strategy. Sites 616 and 111 (at West End) have also performed poorly through the Site Selection Methodology, This is primarily due to the adverse impact on settlement character/impact on the Conservation Area/ Impact on AONB/NYMNP. The sites are within the AONB, and part of 111 is within the Conservation Area. The sites have been identified as part of a new Visually Important Undeveloped Area.</p> |
| <b>D. Powell</b> | <p>Site 478- access to this site is down a single Private Track, leading to two properties. Sites 178,478, 537, 538, 566 would have their access onto East Street, which is not wide enough consistently for two vehicles and is used by the bus. The best site is 341, which is adjacent to Meadowfield Close, which was granted within the presence of the Scrap Yard.</p>                   | <p>Amotherby and Swinton a considered together as a Service Village. Overall, at least one site in Amotherby performed better than those in Swinton. The Highways Authority commented on the sub-standard access for both the sites you have referred to, and for 341.</p>  |
| <b>F. Ellis</b>  | <p>Ampleforth - Note that 9 sites are listed for potential allocation.</p>   | <p>No sites have been consulted upon as preferred sites in Ampleforth. This is primarily due to the recently granted scheme at the village, deemed to meet the requirement of the Local Plan Strategy.</p>  |
|                  |  | <p>The sites consultation includes all the sites that have been submitted to the Local Planning Authority for consideration. It is a early stage of consultation. The Local Planning Authority identifies how the sites have been assessed, and does not exclude sites from being consulted upon. It is an important element of the production of Development Plan Documents to allow representations to be made by all parties who have an interest in development matters in the District.</p>  |

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|                       |  | Site 160 remains the site which performs best through the Site Selection Methodology, but it is not identified as a preferred site for the reason above.  |
| <b>K. Monkman</b>     | Site 218 - best site for future housing of the options: close to town, can get access to A64 without going through the Town Centre. Although close to the AONB, forms a natural extension to the town, there should be no light industrial component, only uses which serve the residents i.e. local retail and leisure.             | Note support for 218, which cannot access the A64 in an eastbound direction without going through the built up area of Malton. The proximity of the AONB is one aspect, but it is also the capacity of the site to accommodate development. Light industrial units are those which can exist without harm to the residential amenity of residents. Note support for 249 as providing a school, but the site and the wider field plays an important part in the setting of Malton. Note support for the use of 452 for retail development. The Northern Arc identifies this area (in the Local Plan Strategy) as being suitable for town centre uses. Note support for Beverley Road in respect of the site's ability to deliver a link road, and land for a school. |
|                       | Site 249 - equally suitable, should also be set aside for additional primary school provision.   |   |
|                       | Site 452 - Good site for retail development. Close enough to town centre away from the congestion of Butcher Corner. Similar schemes at Beverley and Thirsk have enhanced the town centre, not detracted from it.  |   |
|                       | The large site to the east of Beverley Road is a good area for development, should be planning for the relief road between York and Scarborough Road. The link from Beverley Road to Scarborough Road should be phase 1 of this aspiration. Development of the site should facilitate that, and excellent site for a primary school. |   |
| <b>R. and L. Beck</b> | Ampleforth sites 111 and 616:  | No sites have been consulted upon as preferred sites in Ampleforth. This is primarily due to the recently granted scheme at the village, deemed to meet the requirement of the Local Plan Strategy. Sites 616 and 111 (at West End) have also performed poorly through the Site Selection Methodology, This is primarily due to the adverse impact on settlement character/impact on the Conservation Area/ Impact on AONB/NYMNP. The sites are within the AONB, and part of 111 is within the Conservation Area. The sites have been identified as part of a new Visually Important Undeveloped Area.  |

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| <b>R. North</b> | Confused that why there is sites on the maps, and that developments will be concentrated in the Market Towns and 10 Service Villages, but 'no decisions have been made'. If this the case, and no development will be allowed at Thorpe Bassett, why have these maps of the parish plans?  | The sites consultation includes all the sites that have been submitted to the Local Planning Authority for consideration. The Local Planning Authority identifies how the sites have been assessed, and does not exclude sites from being consulted upon. It is an important element of the production of Development Plan Documents to allow representations to be made by all parties who have an interest in development matters in the District.   |
|                 | Whilst majority of development should take place within the Market Towns and Service Villages, small villages should be able to have occasional infill. Should the criteria for Service Villages be re-examined? for example West Heslerton has a pub and school and is on a regular bus route. Also the market towns have traffic/infrastructure concerns which need to be addressed. | Local Plan Strategy was adopted in 2013, after a lengthy Examination in Public; it defines the Spatial Strategy and settlement Hierarchy; and there are no plans to revisit that document within the short term. The 'no decisions have been made' refers to the status of the sites submitted as part of this consultation, and the work towards the Local Plan Sites Document, which will set out the allocations and other site-specific policies and be the second part of the Ryedale Plan- to accompany the Local Plan Strategy. This work has now been completed, and the allocations identified. |
|                 | Provided comments on sites in Thorpe Bassett.  | Thorpe Bassett, like many smaller settlements in Ryedale is an 'Other Village' where the Local Planning Authority is not seeking to make any allocations.  |
|                 | Consider that the new site recommended off Low Moorgate in Rillington is quite acceptable.   | Noted.   |
|                 | There are some untidy areas of Westgate, and perhaps this area could be looked at for the provision of affordable homes, all of which would help sustain local Services.   | Policy SP2 of the Local Plan Strategy sets out the circumstances in principle where residential development would be considered appropriate outside of the allocations process. It is not clear which areas are being referred to. Some sites along this street have been submitted. Sites can still be considered as Exception Sites.   |
|                 | How can small scale development take place in the 'Non Service Villages' to meet local needs and changing circumstances.   | Policy SP2 of the Local Plan Strategy sets out the circumstances in principle where residential development would be considered appropriate, and this considers 'Other Villages'.  |

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| <b>E. Banks</b>                          | 424 Terrington - concerned about the scale, only infill should be considered, as it is not a Service Village. Scale of site is disproportionate, it's proximity to the school and the road is narrow without footpaths.   | Terrington , like many smaller settlements in Ryedale is an 'Other Village' where the Local Planning Authority is not seeking to make any allocations. Policy SP2 of the Local Plan Strategy sets out the circumstances in principle where residential development would be considered appropriate, and this considers 'Other Villages'.  |
| <b>Welham Park Residents Association</b> | Observations on site 649:   | This is the Council's proposed main allocation at Malton and Norton (Principal Town)  |
|  | We understand that the site is dependent on the link road being provided. However, there will still be a large increase of traffic on Beverley Road, and traffic will still go through the congested Mill Street to access the Station. Mill Street is narrow, within a residential area. | Whilst some traffic would still go through Mill Street, to avoid the congestion the site's residents and those visiting the site will use Scarborough Road. The link road is both essential for the proposed allocation, and delivers wider benefits- as evidenced through the highway modelling work.  |
|  | There will be an increase in heavy goods vehicles and plant. There is already problems along the road with such vehicles.   | The movement of heavy goods vehicles and plant will be controlled through conditions on operation.  |
|  | 578 dwellings in what is a small market town - would not be fair on residents and would change the character of the town forever. Such a large site would not integrate well with the existing communities, and place pressure on community facilities.                                   | The site would be built out over a period of years, and as part of the planning process will be expected to mitigate the impacts on infrastructure, facilities and services. The Local Plan Strategy identifies over 1500 news homes will be built in Malton and Norton. Over 1000 are either built or have planning permission.  |
|  | 25% population increase in 15 years is too great.   | The site would be built out over a period of years. Properties will meet a range of buyers, including those who live in the town in unsuitable accommodation. There is no specific, direct correlation of 25% population increase.  |
|  | Norton has limited shopping facilities, the increase in population would place pressure on those facilities, and many more people would cross into Malton.  | Malton and Norton are the Principal Town, Norton has a smaller town centre than Malton, the increase in population may result in a drive to increase facilities in Norton; increased use of facilities in Malton; and based on current retail activity there will be internet shopping, and it would be unrealistic to not expect residents to travel to places like York for shopping, and they can access the bypass without entering the town centres. |

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| <p>The population increase will harm the ability of Malton to retain its old-world charm, and the ability to park and shop locally. Existing facilities may be replaced by brash, bigger facilities.</p>    | <p>Malton's traditional market town experience is part of a wider strategy to increase the vitality and viability of the town centre, the historic fabric and listed buildings mean the ability to provide modern shopping formats is constrained, but that other areas in and close to the town centre could provide modern retailing formats to provide more retail choice to meet a range of needs of those living in Ryedale.</p> |
| <p>Doctors, dentists and hospitals are already struggling to cope, and this sudden large population increase would place an unacceptable pressure on these facilities placing residents health at risk.</p> | <p>Discussions with the CCG have identified that increases in population are factored into capital programmes, but it has identified a shortage of doctors, as a national issue.</p>  |
| <p>Concerns regarding the provision of utilities, disruption to existing services, and the strains placed on existing infrastructure.</p>   | <p>Utility providers area aware of general increases in the number of homes, and have a rolling five-year capital programme which allows the increase in homes to be factored into their development plans. The Developers have undertaken detailed discussions with utility providers around the delivery and phasing of infrastructure.</p>   |
| <p>The presence of a new school is much needed, but would soon become full. People would drive their children to school- increasing traffic.</p>  | <p>It is anticipated that the school would be provided through CIL and will be designed to be expanded over time. Some parents will use the car to take their children to school, but the majority will find walking more attractive, and practical.</p>  |
| <p>Site 649 is a large area of farmland - also has public rights of way, which residents use for recreation. The loss of this greenbelt and recreational amenity will be keenly felt.</p>                   | <p>The masterplan shows the retention of the public right of way. The loss of agricultural land has to be balanced with the need to provide land for new homes in a sustainable location, and provide wider community benefits. In terms of biodiversity there would be a net gain in terms of biodiversity, and wider recreational opportunities on the site would be expected.</p>  |
| <p>Concerned about the disturbance of archaeological remains.</p>   | <p>Archaeological evaluation has identified no significant remains, but there are measures which can be applied to ensure that better understanding archaeology can be achieved.</p>  |
| <p>Concerned about the loss of longer distance views to the Wolds being lost, including the heights of some buildings</p>   | <p>The heights of buildings can be investigated to ensure that the scale of buildings is commensurate with the pre-existing built fabric. The scheme is for dwellings, which are unlikely to exceed two storeys- which is the same height as dwellings on the recent Cheesecake Farm scheme, and similar to the prevailing build character.</p>   |

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|                  | As the site would be built out over a number of years, having moving to a house on the edge of the countryside for peace and quiet, the loss of this would be very distressing.   | Disruption and noise of construction is managed through conditions which control the activity to that which is acceptable. Acoustic matters are a material planning consideration, but those which concern construction are mitigated through controlling days and hours of operation.  |
|                  | Not opposed to new development, but concerned about the scale of the development, and that in having such a large development the large influx of new residents will challenge community cohesion. Smaller developments encourage social interaction and are more easily absorbed into an existing community. | A development site of this size would be phased out over a period of years, allowing the residents both existing and new to form new, and expanded communities.   |
|                  | The Resident's Association wish to be notified of any further plans, and if any application is to be decided by Councillors, representatives would like to speak at any meeting of the committee, and let us know as soon as possible of any such meeting.  | Noted. It is not possible to notify one specific group or party or individual about the meeting of Council, as this would be preferential treatment. It is not within the constitution of the council to have public speaking at a meeting of Council. The Residents association will be notified of the Publication of the Plan, and representations made at that point will be sent to the Planning Inspector. A representative can attend, and participate in the Examination In Public if they so wish, providing the Inspector is aware of their intentions. |
| <b>S. Cooper</b> | Great Edstone (472) Site is immediately to the south of the Saxon St. Michael's Church, site would interfere with the view of this and wider , long distance views to the Howardian Hills.  | As a Other Village, the Local Plan Strategy identifies no allocations to Other Villages. Accordingly, the site has not been considered through the site selection methodology.  |

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| <p><b>N. McGovern</b></p>                               | <p>Object to the submission sites in Gilling East (35,36,44,107) as: To the rear of existing properties,<br/>Flood risk issues;<br/>Wildlife; including several protected trees<br/>Agricultural land;<br/>Demolition of existing dwelling/creation of new access road;<br/>Cawton Road is not a viable road;<br/>Poor visibility of junction B1363, exacerbated by the pub on the corner.<br/>Gilling East has no services;<br/>Challenging market for selling homes, particularly family homes in the village.<br/>Its a hamlet, not a village.</p>   | <p>As a Other Village, the Local Plan Strategy identifies no allocations to Other Villages. Accordingly, the sites mentioned have not been considered through the site selection methodology.</p>   |
| <p><b>North York Moors Historical Railway Trust</b></p> | <p>North York Moors Railway is a leading attraction and provider of employment. Sustaining the attraction requires the means to improve the quality of the visitor experience, maintain infrastructure and equipment in a self-sustaining manner. Involving additional land are very limited, and it is the intention to focus on existing land holdings, particularly in Pickering, in the New Bridge zone. Looking at developing a Master Plan for Pickering which covers: · A partial solution to the current shortage of parking ;<br/>Development of a new visitor reception centre ; A car/coach drop off point in the existing car park of Pickering Station; Transfer of Carriage workshops to, and the construction of a carriage barn, on an area of land immediately west of the railway and north of the Trout Farm crossing. The above is subject to land acquisition and successful fundraising . In order to secure funding, it is important to secure funder confidence in the deliverability/developability of schemes. Whilst we have had a number of informal discussions with the Local Planning Authority, there is little reference to the railway in the Local Plan Strategy, and so we would seek to have the significance and planning needs of the Railway included in that iteration of the Local Plan Sites Document.</p> | <p>The Local Plan Strategy sets the strategic approach for guiding development. The purpose of the Local Plan Sites Document is to provide the second part of the Local Plan Strategy to identify land for housing and employment (B uses) (not tourism uses), with some site-specific protection/amplification policies. It is not proposing to revisit thematic issues such as tourist enterprises (because also of need to maintain parity with other tourist enterprises). None of the parcels of land mentioned have been submitted for consideration to be included in the LSPD. The Local Planning Authority recognises the contribution of the NYMR to the economy of not just Pickering, but many of the surrounding villages. The Local Plan Strategy supports in principle development required as part of tourist attractions. The Master Plan would be part of that process.</p> |

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| <b>C. and S. Long</b>   | Object to site 8 for the following reasons:  | The Highways Authority have not advised the Council that there is a level of development which would cause a conflict with the operation of junctions in the vicinity of the site, including the existing uses and levels of traffic which operate through the village  |
|   | Village school- periodic congestion when school is starting and finishing. Traffic is grid locked.   | Acknowledged.   |
|   | BATA lorries leave at regular intervals  | Acknowledged  |
|   | The general volume of traffic has increased over the last 10-12 years  | noted.  |
|   | Any site should avoid Meadowfields   | Only the Highway Authority has the authority to restrict parking  |
|   | Access to site 8: concerns about width of access in proximity to Station House Farm and neighbouring property.   | Noted. The Local Planning Authority has been advised that the width and position of the access is acceptable, but Officers have been concerned that there is insufficient width past Station House Farm (including the loss of parking and outbuildings for that property). This has not been satisfactorily addressed. |
|   | The logical access is owned by a third party, on land between Zetechnics and Station Farm  | The Local Planning Authority has received information from this landowner about the means of access   |
|   | Disagree with Highway impacts (Q.46), what is the mitigation? there would be conflicts with existing factory traffic .   | The Highway Authority are satisfied with the nature and position of the access. The Local Planning Authority is guided by the Highway Authority.  |
|   | Should not consider the demolition of Station Farm House, although not listed, it is an attractive, historic property which is part of the character of the village, and this should not be compromised.   | No proposals have sought to demolish this dwelling. The LPA would concur that this house does make a significant and positive contribution to the street scene.   |
|   | Site is too large in size- leading to further properties being built in the future.  | At a theoretical yield of 19 units, it is below the indicative number that could be reasonably expected to be delivered at a Service Village, based on the Local Plan Strategy identifying 300 dwellings for the 10 Service villages. In assessing the sites  |
| Special qualities, landscape setting, agree strongly that the rural, pastoral qualities would be lost through development, harming the character of the settlement. | The SSM noted that there would be a loss of the features of the existing field, which could have setting issues for the Church, but the fields, whilst being rural in character themselves do not intrinsically contribute to settlement form and character. |   |

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| Proximity to the Grade II Listed Church- currently enjoys a peaceful setting which would be lost through development               | The SSM identifies the sensitivity concerning the setting of the church, but considers that a scheme could be achieved which did not harm the setting or the significance of the church.  |
| Potential important archaeological remains: Roman and Mediaeval  | Further technical work would need to be undertaken- this is identified in the SSM. Geophysical Survey would be required.  |
| Potential risk to public water supply (ground source protection zone) (it refers to harm to water supply from food manufacturing ) | The Environment Agency has advised that the propensity for the contamination varies across site 8. with the southern component of the site being more vulnerable, and the northern part less so: a Function of both distance and drift geology, accordingly the site has a lower vulnerability than other sites such as 148 and in particular 635. The residential use would require certain mitigation measures but would not preclude the development of the site in principle.   |
| Noise from BATA is often heard on an evening, and into the night   | The SSM identified that the presence of BATA could have significant amenity considerations, but that these could be appropriately addressed. A noise survey was requested, and provided. It identified significant noise issues, which without a reduction in the site extent could not be satisfactorily mitigated. No reduction in site extent has been proposed, but acoustic mitigation has been proposed, which in the view of the Local Planning Authority is not appropriate for a rural area, and does not allow residents to reasonably enjoy their property in a rural setting. |
| land instability - during the building of Jubilee Ho. and Cornwall Ho, the latter need piling to a great depth                     | Land instability matters will need to be considered and addressed as part of any planning application, and will be considered in detail through Buildings Regulations.  |
| Not been able to view the submitted scheme - is this not available to view- it should be made available                            | This information is available on request. The Local Planning Authority is intending to display any material submitted as part of the development plan process to available on the Local Planning Authority's website.   |

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| <p>Amotherby and Swinton have no group 4 sites, and yet there are 6 such sites in other villages, in addition to the group 3 site at Pecketts Yard in Sheriff Hutton.</p>                   | <p>The identification of sites into broad groupings (1-4) provides the ability to clearly rate the sites individually. However, the Local Plan Strategy seeks to, as equitably as possible, distribute the housing requirement across the Service Villages, that means where villages have recently seen further development, despite the presence of group 4 (or 3) sites, there are no preferred sites in these settlements.</p> |
| <p>See no reason for your preference of site 8 over site 341 in Swinton or 148 in Amotherby- both perform better in terms of amenity</p>  | <p>Amenity is but one of many matters which would need to be considered. In the time since the 2015 Sites Consultation further information has identified that site 8 is no longer capable of being identified as an allocation; site 341 in Swinton still performs poorly, and site 148 has performed better, through the submission of further information about developability and deliverability.</p>                          |
| <p>in Q3, 148 there is an error, the pavement extends to Appleton le Street.</p>  | <p>Noted. There is a footpath, but in terms of its width, it is narrow and not a standard width pavement, in terms of the response from the Highways Authority.</p>  |
| <p>Group 4 sites at Ampleforth, Nawton/Beadlam, and Sherburn should be considered, and group three sites in Rillington, Thornton le Dale, Staxton and Willerby, Hovingham and Sherburn.</p> | <p>The identification of sites into broad groupings (1-4) provides the ability to clearly rate the sites individually. However, the Local Plan Strategy seeks to, as equitably as possible, distribute the housing requirement across the Service Villages, that means where villages have recently seen further development, despite the presence of group 4 (or 3) sites, there are no preferred sites in these settlements.</p> |
| <p>Q50. factual inaccuracy - there are issues with the drainage system in Amotherby and Swinton</p>   | <p>We will discuss this with Yorkshire Water, who provided the response the development can only be required to mitigate the impact of that development, and not increase surface runoff rates above that of the pre-existing situation.</p>   |

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| <p>Q52 -site 8 will have an impact on the church and its environs. 148 should have a higher rating owing to the potential for a school car park and direct access to the B1257.</p>  | <p>The question is correctly interpreted for both sites, the impact is about functional impact on a community facility. The potential impact on the church is concerning its setting from the point of view as a designated heritage asset. This is considered in another part of the SSM. Site 148 has shown plans providing facilities to the school, but it is also a significantly larger site than was originally envisaged , it considered that the single + was cautiously positive, based on the above.</p> |
| <p>We believe that there are a number of serious errors/flaws in the SSM and that it needs a lot more refinement</p>   | <p>Disagree that there is significant errors/flaws in the assessment in principle, but will check on matters of clarification through this consultation and in light of new material.</p>   |
| <p>148 although large only a portion would need to be developed, with the previously stated advantages</p>   | <p>In terms of delivery of the site, because of the costs of car park and the access road, and in terms of comprehensively planning the site, the whole site would be considered and not a parcel of the site. The Local Planning Authority has been clear that it would not look to artificially reduce the extent of sites, as such site area of 148 would not be reduced.</p>  |
| <p>635 - access directly onto the B1257</p>  | <p>Site 635 is in very close proximity to the private water supply of the Wrestlers/Malton Foods site. Also, the drift geology here is highly transmissive, and as such the Environment Agency considered this would be a highly vulnerable to contamination.</p>   |
| <p>341 - No adverse impact on Ground Source Protection Zone. Scrap Yard noise is an intermittent feature, and within normal working hours.</p>   | <p>Site 341 - proximity to the Scrap Yard is a material consideration- new residents can view the activities as a nuisance. There are no planning controls to restrict the hours of operation. The Highway Authority have objected to further development off this road, it is un-adopted, and not capable of being adopted.</p>  |
| <p>538 - Disagree that the distance of Amotherby School should be viewed as negatively, given that many children already travel from Swinton to school. Furthermore there is a direct connection to a highway maintainable at the public expense</p> | <p>The isochrones map the distance as a function of time, and are a factual measurement. Therefore the -- rating could not be amended because it is fact. Amotherby and Swinton they are twinned as a Service village for the fact that they share the School/Shop and so this is identified in the Local Plan Strategy. The SSM identifies why the accessibility rating is at this level.</p>  |

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| <p>Should develop at other group 4 sites.</p>  | <p>The identification of sites into broad groupings (1-4) provides the ability to clearly rate the sites individually. However, the Local Plan Strategy seeks to, as equitably as possible, distribute the housing requirement across the Service Villages, that means where villages have recently seen significant development or recent planning approvals, despite the presence of group 4 sites, there are no preferred sites in these settlements. For example Sherburn has planning permission for 73 dwellings. Group 3 sites have been chosen at other settlements, should no group 4 sites be available.</p>   |
| <p><b>S. Oswald</b></p> <p>Site 324- the Extent of the site would represent a significant closure on the gap between Malton and Old Malton. It is critical importance to retain no further coalescence between the two settlements. Further closure of the gap will undermine any potential for an individual's understanding and interpretation of the historic development of the two settlements, which is important to understanding the separate evolution of the settlements. This has not being appropriately reflected in the site assessment.</p> <p>Retention of one relatively narrow field does not provide adequate mitigation for the detrimental impact that would result from development.</p> <p>The coalescence is significant, and has to be acknowledged as such in the Q11 of the SSM, it has been downplayed in the Consultation Document.</p> <p>Development of the site would have a detrimental impact on the setting of the St. Mary's Church, the tower of which can be seen from public rights of way surrounding the site.</p> <p>Significant loss of the landscaped setting to the west of Old Malton, which would result in the loss of clear views of St. Mary's. both from Rainbow Lane, and Westgate Lane. The loss of this would remove any potential for someone to understand the evolution of Old Malton and St. Mary's church which is Grade I Listed, and is afforded the strongest protection as a result. This impact cannot be mitigated, and will need to be reflected in. Q13 of the Site Assessment.</p> | <p>The Local Planning Authority has re-evaluated the contribution of the open fields of site 324 in respect of their contribution to the setting of the Grade I Listed St. Mary's Church, and the ability of the land to ensure that the village of Old Malton, and its Conservation Area, remain distinct from Malton. It is considered that the open fields play an important role in the understanding of the significance of St. Mary's Church, as a building of status, and religious activity, and its importance within both Old Malton, but also beyond. Views of the a wider extent of the church than previously achieved showed a greater extent of the church to be viewed, allowing a clearer understanding of the scale of the church in relation to the vernacular village. The site also offers important open land which allows the village of Old Malton to remain distinct, and separate, whilst submissions identified that land could remain open, undeveloped, or treed, this would still leave an insufficient gap to appreciate the settlement identity of Old Malton. As such the site is identified as a VIUA for these reasons.</p> |

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|                | Need to bring these views to Historic England, and report the outcome of these discussions.   |   |
| <b>P Riley</b> | Castle Howard Road Site 218 - If other more appropriately serviced and situated sites ( Broughton Road, Pasture Lane, Norton sites) are developed this will meet the need | The Sites Consultation identified a combination of option sites which exceeded the residual requirement, and through the assessment of the sites, the sites have been identified meet the residual requirement. The Local Planning Authority has considered the principle of the site's development through the consultation. Other sites performed better, and have been identified as allocations on that basis to meet the residual requirement. |
|                | Development at High Malton and Castle Howard Road (especially 3+ storeys) which would create an unacceptable and detrimental impact on the AONB.                          | Noted, the open quality of the site, and the trees to contribute to providing an important transition from the AONB to the edge of Malton. The site does contribute to the setting of the AONB.   |
|                | Landscape features, including mature trees, agricultural land and other habitats will be lost.  | Noted, the open quality of the site, and the trees to contribute to providing an important transition from the AONB to the edge of Malton.  |
|                | Unacceptable level of traffic on residential roads, with need for a roundabout at the bottom of Castle Howard Road being detrimental to entrance to the town              | The strategic transport modelling has identified that a Malton-focused scenario of development does increase junction congestion across other junctions.  |
|                | Air quality is already poor in areas, new development would only exacerbate this.   | The Air Quality Study which compared the Malton-focus and Norton-focus scenarios bring the least increase in air pollution, identified that both schemes were broadly similar in their effects, and that in due course also taking into account that in time vehicle technologies, there will also be a improvement vehicle emissions.  |
|                | Struggling sewerage system -would need significant investment, and affect traffic movements- affecting businesses in the town.  | Yorkshire water are aware of the Local Plan Strategy, and strategic development aspirations, and are aware of the potential sites and their capacity to link into existing networks.  |

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|                    | Any development should have quick and easy access to the A64, without needing to negotiate residential roads and queue at junctions.  | Site assessment looks at a range of considerations including impacts on traffic. The Local Plan Transport modelling work has identified combinations of sites which help to reduce the potential for increased junction congestion on those junctions which are not already congested with traffic. That work concluded that a Norton-focus with the link road ensured that junction capacity could accommodate planned levels of growth.   |
| <b>F. Wilson</b>   | Ampleforth sites 111 and 616:Development of an estate style would conflict with AONB principles designations; 40 houses with David Wilson Homes scheme, as a Service Village it should be 2-3 houses a year; development would completely change the character of the area; Knoll Hill is a particularly prominent attractive feature of the area; road access is hazardous, with steep gradient, particularly in bad weather or when the A170 is diverted. | No sites have been consulted upon as preferred sites in Ampleforth. This is primarily due to the recently granted scheme at the village, deemed to meet the requirement of the Local Plan Strategy. Sites 616 and 111 (at West End) have also performed poorly through the Site Selection Methodology, This is primarily due to the adverse impact on settlement character/impact on the Conservation Area/ Impact on AONB/NYMNP. The sites are within the AONB, and part of 111 is within the Conservation Area. These areas have now been identified in the Local Plan Sites Document as a Visually Important Undeveloped Area. |
| <b>L Dodsworth</b> | Object to site 8 for the following reasons:<br>· Village school- periodic congestion when school is starting and finishing. Traffic is grid locked.<br>· Access to site 8: concerns about width of access in proximity to Station House Farm and neighbouring property.<br>· The general volume of traffic (including business traffic) and speed is concerning   | The Highways Authority have not advised the Local Planning Authority that there is a level of development which would cause a conflict with the operation of junctions in the vicinity of the site, including the existing uses and levels of traffic which operate through the village. The Local Planning Authority has received information from the adjacent landowner about the means of access.   |
|                    | Should not consider the demolition of Station Farm House, although not listed, it is an attractive, historic property which is part of the character of the village, and this should not be compromised.  | No proposals have sought to demolish this dwelling. The LPA would concur that this house does make a significant and positive contribution to the street scene.   |

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| <p>· 148 is the preferred site, remove traffic problems. Would not spoil the village</p>   | <p>Site 148 identifies wider community benefits, but it is also a somewhat larger site than was originally envisaged to be delivered at the Service Villages. Artificially reducing the extent of the site would be likely to threaten the delivery of the wider benefits that have been indicated, but also would make the development more challenging to integrate with the village, based on access being required from the B1257. It is considered that on balance this site performs well, and subject to site-specific considerations- which are identified in the Development Principles.</p>                                    |
| <p>· 635 would also be a good site, and remove traffic problems</p>  | <p>Site 635 is in very close proximity to the private water supply of the Wrestlers/Malton Foods site. Also, the drift geology here is highly transmissive, and as such the Environment Agency considered this would be a highly vulnerable to contamination. Traffic problems experienced in Amotherby, as a result of congestion at school start/finish, would not be resolved solely by a site accessing off the B1257.</p>   |
| <p>· 538 - Disagree that the distance of Amotherby School is too far from Swinton, many children already travel from Swinton to school and further afield.</p>   | <p>The isochrones map the distance as a function of time, and are a measurement. Therefore the -- rating could not be amended because it is fact. Amotherby and Swinton they are twinned as a Service village for the fact that they share the School/Shop and so this is identified in the Local Plan Strategy, and in the SSM- it identifies why the accessibility rating is at this level.</p>  |
| <p><b>W. and L .Saggers</b></p> <p>Ampleforth sites 111 and 616:A breeding pair of Curlew inhabit the two fields. Both adjacent, and part within the Ampleforth Conservation Area. Established agricultural use, important visual impact rural setting for the linear development of the village; development would completely change the character of the area; Knoll Hill is a particularly prominent attractive feature of the area; Development would conflict with AONB principles designations and was refused permission in 1987.</p> | <p>No sites have been consulted upon as preferred sites in Ampleforth. This is primarily due to the recently granted scheme at the village, deemed to meet the requirement of the Local Plan Strategy. Sites 616 and 111 (at West End) have also performed poorly through the Site Selection Methodology, This is primarily due to the adverse impact on settlement character/impact on the Conservation Area/ Impact on AONB/NYMNP. The sites are within the AONB, and part of 111 is within the Conservation Area. These areas have now been identified in the Local Plan Sites Document as a Visually Important Undeveloped Area.</p> |

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| <p><b>S. Robinson</b></p> | <p>Ampleforth Sites 111 and 616: Sites are important views and vistas into and out of the Conservation Area, identified in the Conservation Area Appraisal. Productive agricultural sites for pasture, hay and silage. 14% gradient, poor road conditions in winter and makes for difficult driving conditions, an access on the hill would be dangerous. Knoll Hill important to the identify of Ampleforth, and the various historic and listed properties in proximity. particularly Fern Villa. It is enjoyed by both visitors and residents. The road separates these site from being in the National Park, and the sites are viewable at distance, from the other side of the valley. 17 houses for sale in the village. Scheme of c.40 homes. History of planning permission being sought, and refused. The reasons for refusal remain unchanged.</p> | <p>No sites have been consulted upon as preferred sites in Ampleforth. This is primarily due to the recently granted scheme at the village, deemed to meet the requirement of the Local Plan Strategy. Sites 616 and 111 (at West End) have also performed poorly through the Site Selection Methodology, This is primarily due to the adverse impact on settlement character/impact on the Conservation Area/ Impact on AONB/NYMNP. The sites are within the AONB, and part of 111 is within the Conservation Area. These areas have now been identified in the Local Plan Sites Document as a Visually Important Undeveloped Area.</p> |
| <p><b>J. Forbes</b></p>   | <p>Object to sites 218 and 249 on the following grounds:</p> <ul style="list-style-type: none"> <li>· Significant visual impact on the setting of the AONB, with 4 Visual Impact Assessments failing to demonstrate that there would not be harm by the proposed development.</li> <li>· 249 is also a prominent and exposed site</li> <li>· Unacceptable, negative impact on attractive approach to Malton along</li> <li>· Unacceptable impact on traffic: congestion, queuing, air quality issues, particularly at Butcher Corner with the AQMA.</li> <li>· Unacceptable impact on traffic on residential streets.</li> <li>· Noise levels from A64</li> <li>· I do not accept that it is not possible to develop affordable housing in rural locations, with access to public transport, and services such as a school, shop pub.</li> </ul>             | <p>No sites have been consulted upon as preferred sites in Ampleforth. This is primarily due to the recently granted scheme at the village, deemed to meet the requirement of the Local Plan Strategy. Sites 616 and 111 (at West End) have also performed poorly through the Site Selection Methodology, This is primarily due to the adverse impact on settlement character/impact on the Conservation Area/ Impact on AONB/NYMNP. The sites are within the AONB, and part of 111 is within the Conservation Area. These areas have now been identified in the Local Plan Sites Document as a Visually Important Undeveloped Area.</p> |

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| <p><b>M. Godwin</b></p> | <p>Object to sites 616 and 111:C.40 homes are already being built.<br/>Knoll Hill provides wonderful visual amenity<br/>The land provides pasture<br/>Worried about the increase in traffic and consequent road safety issues<br/>A Service Village it should be no more than 2-3 units per year.<br/>There has been plans refused in the past<br/>The sites are within the Howardian Hills AONB<br/>Border the National Park<br/>2002 Local Plan Development Limits- outside this<br/>Sites are adjacent to the Conservation Area<br/>Adverse impact on the local residents but also visitors to the area</p>  | <p>No sites have been consulted upon as preferred sites in Ampleforth. This is primarily due to the recently granted scheme at the village, deemed to meet the requirement of the Local Plan Strategy. Sites 616 and 111 (at West End) have also performed poorly through the Site Selection Methodology, This is primarily due to the adverse impact on settlement character/impact on the Conservation Area/ Impact on AONB/NYMNP. The sites are within the AONB, and part of 111 is within the Conservation Area. These areas have now been identified in the Local Plan Sites Document as a Visually Important Undeveloped Area.</p>   |
| <p><b>I. Conlan</b></p> | <p>In considering sites take into account the following criteria, and why sites 218 and 249 are unsuitable:</p> <p>1. Sites should have vehicular four-way access on to the A64, without needing to pass through the centre of Malton or the AQMA. Congestion and the AQMA are key issues.</p> <p>Need a real strategy for improving public transport, and non-vehicular modes of travel- such as improving the connectivity between to the towns through foot crossings so that it more attractive to walk/cycle and less attractive to drive. Use of a 20mph speed limit. HGV ban must be enacted urgently, as of the other complementary measures.</p> <p>2. Sites should have careful regard to environmental sensitivities: such as visual impact on the AONB, Conservation Area, character of an area, flooding, sewage and drainage issue. Sites should be rejected where building houses affect the setting of the AONB, damage the character of the area, causes increased flooding to adjacent areas, or exacerbate sewage and drainage issues.</p> | <p>Site assessment looks at a range of considerations including impacts on traffic. The Strategic transport modelling has identified that a Malton-focused scenario of development does increase junction congestion across other junctions. For direct access to the A64 is not something which is required to meet development requirements. It should be noted that any such scheme would increase traffic movements in the locality.</p> <p>Any decision to implement the package of complementary measures will be made by the Highway Authority. The District Council will work with NYCC to improve cycling and walking within the towns. The Local Planning Authority is aware and supportive of the work on the Neighbourhood Plan which is seeking to improve the physical integration of the towns which makes using the car less attractive.</p> <p>The site selection process has identified the sensitivities in respect of all the sites which have been subjected to the Site Selection Methodology, and that through development and various mitigation measures- some of which are identified as Development Principles- there will be no adverse impact on matters of acknowledged sensitivity, through the use of appropriate mitigation measures.</p> |

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| <p>3. Sufficient school places should be available on site or nearby for all children, irrespective of their faith, so that there is no increase in journeys exacerbating the issues of congestion and air quality. also in terms of Catchments, these should be defined to only Malton or only Norton, to reduce pressure on the crossing.</p>   | <p>The capacity of schools is the responsibility of the Local Education Authority- and discussed with the Local Planning Authority in respect of future needs has been undertaken. The choice of school is also a matter of parental choice, as well as catchment. The Council has discussed the implications of the sites with the County Council and they are satisfied with the proposed allocation of 649 with the land for the school- and the expectation that the school will be delivered on the site through a combination of CIL and wider funding.</p> |
| <p>On that basis, I object to the sites 218 and 249 on the following grounds.</p>   | <p>Noted.</p>   |
| <p>· Site 218 Significant visual impact on the AONB; 4 Visual Impact Assessments failed to demonstrate that building on the site could be undertaken without significant unacceptable visual harm to the AONB, the landscaping scheme as part of the 4th assessment in itself had a substantial negative impact.</p>  | <p>The planning application considered the planning merits of the specific scheme proposed on the site, and the impact of that proposal. The consideration of the site through the Development Plan process considers (at this stage) to consider the site on more general principles. The site assessment process has identified the sensitivity of the site's capability to affect the setting of the AONB. The Norton site (649) has a significantly less landscape sensitivity.</p>   |
| <p>· Site 249 is also prominent and exposed from the AONB, the slope and existing vegetation provides a screen. It is also separate from the rest of the built form of Malton: as viewed from the AONB. The existing edge of Malton is scarcely visible and effectively well screened by the slope of the land, by distance, and by vegetation, in contrast to site 249, which is very clearly visible from the AONB. The footpaths on the AONB around this area attract not just residents from West Malton but from all over the area, in my view they are the best areas for walking accessible on foot from the whole of Malton and Norton, its loss would lead to people driving to find similar quality of walking, in terms of views and tranquillity, to the detriment of the tranquillity and air quality of the environment we want to preserve</p> | <p>Noted. The site selection methodology identified the landscape sensitivities on the site, and it is noted that the wider field which is part of site 249, to the west is particularly prominent.</p>   |

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| <p>· Unacceptable negative impact on the attractive approach to Malton along the Castle Howard Road, and the negative impact on the character of the townscape on the edge of West Malton of building on high ground. This applies to both sites.</p>   | <p>Noted. The open fields have landscape sensitivity- but they do not affect/influence the setting of Malton. That said, the sites are prominent and their development would require particular consideration around the scale of the development, and any landscaping.</p>  |
| <p>· unacceptable impact of traffic on congestion, queuing and air pollution on Butcher Corner and Yorkersgate in particular, which are in the Malton AQMA and in breach of EU Ambient Air Directive legal limits for nitrogen dioxide. Traffic would have to pass through the AQMA to reach destinations to the north and east of Malton such as Pickering and Scarborough. This applies to both sites. The traffic is illustrated on the attachment pictures as evidence.</p>   | <p>The strategic transport modelling has identified that a Malton-focus would have a greater impact on junction capacity. Butcher Corner's junction capacity will remain at capacity due to the role of the junction in traffic movements round the towns. A Norton-focus will allow junction capacity to accommodate planned levels of development.</p>                             |
| <p>· unacceptable impact of traffic on residential streets: traffic would have to pass through residential streets to access the A64 in either direction. Middlecave Road is narrow and already affected by a large amount of traffic related to the secondary school and hospital, and queuing traffic at its base which is getting worse as more traffic heading towards the Broughton Manor development on the lower part of Middlecave Road queuing towards the Mount Crescent/Broughton Rd/Pasture Lane traffic lights blocks it from exiting in that direction. The pictures attached to my next email will show the situation last year, but it has got worse since then. The insistence of Highways on the need to widen Castle Howard Road in the High Malton application would negatively impact on the character of the road, and the 70% increase in traffic would also negatively impact on congestion, noise and air quality for local residents.</p> | <p>The strategic transport modelling has identified that a Malton-focus would have a greater impact on junction capacity. Butcher Corner's junction capacity will remain at capacity due to the role of the junction in traffic movements round the towns. A Norton-focus will allow junction capacity to accommodate planned levels of development.</p>                             |
| <p>· noise issues: the sites experience high levels of noise from the A64 that break noise guidelines for residential development.</p>  | <p>The noise from the A64 is an important acoustic consideration in respect of amenity considerations for prospective residents, and any proposals where a noise survey has indicated concerns would be required to reduce land take, use noise attenuation measures, and not consider the use of in-house technologies which restrict the reasonable enjoyment of the property.</p> |

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| <p>· the site is unable to deliver affordable housing in line with council guidelines.</p>  | <p>The planning application proposed a level of affordable housing which was not capable of being considered plan-compliant. The Council has not received assurances that an acceptable level of provision can be achieved.</p>   |
| <p>· I also have serious reservations about any sites in Old Malton until such time as the flooding issues are resolved to the resident's satisfaction, such as the installation of a permanent pump, and that the sewage issue is resolved that creates a stink at Butcher Corner.</p> | <p>The Council is both aware of the flood risk on site 324, which removes part of the site from consideration, but also the surface water issues, and that any proposal would need to ensure that run-off rates are at least to greenfield rates or reduced further. Yorkshire Water has advised the Council that the smells are a result of transit movement, and that there is no issue with movement of sewerage, although capacity will need to increase with development, and that is factored into the rolling 5-year capital programme. This site has now been identified as a Visually Important Undeveloped Area due to the impact development would have on the setting of Old Malton, the Conservation Area of Old Malton a the setting of the Grade I Listed St. Mary's church.</p> |
| <p>· I also have reservations about sites in West Norton which are far from any 4 way access to the A64, and would likely pass through the AQMA to access westbound A64 or northbound directions.</p>   | <p>Noted, and acknowledged that the sites on western Norton would have to pass through the centre of Norton, or cross the river/rail crossing, with consequent impacts on the movement of traffic and junction capacity.</p>  |
| <p>· Smaller sites in Malton would likely have smaller traffic impacts than large sites, but would still negatively impact on the air quality of the AQMA where they would have to pass through to gain access to the A64, and therefore should also be turned down.</p>                | <p>Smaller sites still cumulatively generate the same amount of traffic, their location can influence the impact on air quality, without the ability to secure key infrastructure requirements such as land for a school.</p>   |

I have strong objections about the use of Jacobs Strategic Transport Assessment to justify any building in Malton or West Norton because it fails to assess the afternoon peak when queuing is longest on Yorkersgate, and fails to measure the queuing we have observed. More detail is included in the report I prepared earlier this year (see following email). Even if accepted on its own terms, it specifically states that without the complimentary measures the level of development envisaged would represent an unacceptable impact on the highway network. I wish to further comment on sites once further information is published on air quality and traffic modelling.

The Local Plan Sites modelling work has been available to view since the summer of 2016 and the Air Quality Modelling since May 2017. The Air Quality Assessment work has identified that either a Malton Focus or Norton Focus had a similar impact on Air Quality, which will improve with technological advances in the fleet. The modelling work is not a precise assessment of each junction and the consequences of traffic movements individually from each site. It tests different scenarios, and concluded that a Norton-Focus would ensure that junction capacity could accommodate the planned growth over the Plan period.

I do not accept that it is not possible to develop affordable housing in rural locations, with access to public transport and services such as school, pub, shop. Villages such as Terrington REQUIRE new housing to ensure viability of existing services, to fill all the empty places in more and more of our rural schools, whilst town schools are full to bursting. Many villages need some sensitively sited building to ensure the viability of the pub, the shop, and to maintain or improve the bus services. Public transport improves or dwindles in line with government policies as well as market forces, but the community (and work opportunities) still exists in rural areas, to ignore rural developmental needs is slowly strangling the lifeblood of many villages. There is plenty of space in Ryedale to comfortably absorb the increased housing needs in rural areas without overwhelming the towns infrastructure and building on inappropriate plots.

The Local Plan Sites Document is second part of the Ryedale Plan, and is guided by the principles set out in the Local Plan Strategy (LPS). The LPS is wholly supportive of the principle of affordable housing provision in rural areas, when there is need for such housing identified, and it is well related to existing villages. The lack of such provisions is in part due to landowners waiting for the outcome of the Local Plan Sites Document- to see if they can achieve market housing on the site (and ensure a better return). The ten Service Villages identified in the LPS (for Market and Affordable Housing) have usually three of the facilities you have identified, or share such services with a proximal settlement- had more villages met the requirements; this number would have increased. The Council's People team, advises that a significant proportion of affordable housing is required in the Towns, because it is simply more affordable to live there, and this is where people want to be to access services and facilities. Furthermore, even significant housing schemes in a rural area do not in themselves either improve provision of wider community facilities, nor bring about sufficient population to make such services viable. This was evidenced through the approach of the previous Local Plan, and is in part due to the significant costs of service delivery compounded by a dispersed rural area. There are also statutory requirements to consider in respect of the presumption of preservation and enhancement of designated heritage assets: larger scale developments at many of Ryedale's villages will have a detrimental impact on the setting, appearance and character of such areas. Such issues will need to be considered in the scoping of a future Local Plan for Ryedale, and are not part of the scope of the Local Plan Sites Document.

The recent High Malton application shows that large building sites don't necessarily deliver affordable housing AND new school sites, and can have their own significant and unacceptable environmental and traffic impacts. With the right collaborations, other sites, including much smaller sites, could deliver the desired results. Bigger is not always better, perhaps small is beautiful. It is a large countryside and small development that attracts people to Ryedale. It is unfair as well perverse for the towns to shoulder a disproportionate amount of development, particularly Malton where the levels of nitrogen dioxide in the AQMA increases the rate of premature deaths every year in the town. It also impairs the lung capacity of young children PERMANENTLY. I know a young family who live IN the AQMA. There are many more who work there and breathe in the fumes 8 hours a day. New housing has LONG TERM implications for traffic patterns, congestion and pollution which are not easy to rectify.

Air Quality is a major public health concern. Government guidance is that a range of sites should be considered for meeting development needs in an area, and in terms of the performance of the Plan-that has occurred. The Local Plan Strategy is the adopted development plan, and has moved away from a previous pattern of dispersal. This was because such an approach had meant increased reliance on travelling by car to access services and facilities in the market towns, lack of affordable housing provision, the need for which is greatest in the market towns to reduce the costs of accessing jobs, facilities and services. Larger sites have more capacity to provide wider community benefits and infrastructure that are simply not possible with smaller sites, which, given the housing requirement in the plan, cumulatively still have an impact on services and infrastructure. The Local Planning Authority have now identified the configuration of sites for allocation, which include a large site submission, which confirms delivery of a plan-compliant level of affordable housing, provides the land for the school; which do not increase air quality concerns in the AQA; and through the Local Plan Sites Document set out a policy for the implementation of vehicle charging technology capability within the build-programme of sites; and measures are being taken through organisations out-with the Local Planning Authority to reduce air pollution in Malton by applying the complementary measures. Further improvements will come as vehicle emission reduction technology improves (and when diesel cars are phased out) this will also improve air quality.

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| <p><b>Councillor P. Andrews</b></p> | <p>Had the Local Plan Strategy being Examined with allocations, the weaknesses of those policies would have been readily apparent.</p> <p>At The Examination in Public (EiP) the Inspector did not allow evidence to be tested at cross- examination. He accepted the Council's evidence on highways issues- in spite of evidence produced to the contrary.</p> <p>Malton and Norton had jointly prepared an interim Neighbourhood Plan. Tested by a full public consultation. Central to this Plan were:</p> <ul style="list-style-type: none"> <li>· opposition to a new superstore on the WSCP (Wentworth street Car Park)</li> <li>· support for a smaller store and ancillary development at the Market Place</li> <li>· No more than 1000 houses from 2011</li> </ul> <p>As a result of the Examination, the Inspector agreed with the Councils housing figures, but the food retail requirement was conceded to be met by the livestock market proposal.</p> <p>At the EiP I produced evidence on drainage and sewage. My recollection is that the Inspector said such matters would be taken into account during site evaluation, but that comment was not taken forward in his report.</p> <p>Whilst I believe that the Plan is far from satisfactory, it is adopted, and so one has to accept it.</p> <p>Submitted with this representation 4 exhibits submitted to the EiP:</p> <ul style="list-style-type: none"> <li>· My comments on the Jacobs STA study;</li> <li>· Report by A. Martin a highways engineering; on the Jacobs</li> </ul> | <p>The Local Plan Sites Document is second part of the Ryedale Plan, and is guided by the principles set out in the Local Plan Strategy (LPS). The LPS is wholly supportive of the principle of affordable housing provision in rural areas, when there is need for such housing identified, and it is well related to existing villages. The ten Service Villages identified in the LPS (for Market and Affordable Housing) have usually three of the facilities you have identified, or share such services with a proximal settlement. The Place Team advises that a significant proportion of affordable housing is required in the Towns, because it is simply more affordable to live there. Furthermore, even significant housing schemes in a rural area do not in themselves neither improve provision of wider community facilities, nor bring about sufficient population to make such services viable. The previous Local Plan had such an approach.</p> |
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| <p>STA.</p> <ul style="list-style-type: none"> <li>· A joint report by the above individuals; and</li> <li>· A report on drainage matters (anon) The Jacobs STA mention four "complementary measures" alongside the additional slip road at Brambling Fields to get traffic to use the A64 and Brambling Fields:</li> </ul> <ul style="list-style-type: none"> <li>· Change in signal timings at Butcher Corner;</li> <li>· Remove one traffic lane onto Castlegate approach to the junction at Butcher Corner</li> <li>· A Vehicle ban on Railway St and Norton Road</li> <li>· A HGV ban on vehicles crossing the level crossing at Norton- save those requiring local access.</li> </ul> <p>These measures were modelled as being implemented, but they have not been undertaken, and I believe they will not be undertaken.</p> <p>Regarding AQMA at Butcher Corner, it would appear the Council in breach of EU laws, and that further land allocations will exacerbate this.</p> | <p>(Submission included material which was submitted and considered as part of the Local Plan Strategy. This material is not being reconsidered. ) Responses are provided to specific representations made in response to the Sites Consultation.</p> |
| <p>Development since 2011 in Malton:</p> <p>The Plan period runs from 1st April 2012-31st March 2027. The total number of houses required is 1800, (1500 plus the buffer of 300). Since then it is understood that permissions have been granted for 1,100. Leaving c.700 homes to be allocated.</p> <p>This does not include the development permitted in 2011, particularly at the Broughton Rise Development, for 270 dwellings. So if one was to take that Plan Period from 1st April 2011, then the Council is committing to 2027 dwellings. Extraordinary expansion, bearing in mind Malton's historic layout, and land drainage. What has been imposed on both towns is a nightmare.</p>  | <p>Broughton Road is included, since the site commenced in 2012.</p>  |
| <p>Had the Local Plan Strategy being Examined with allocations, the weaknesses of those policies would have been readily apparent.</p>   | <p>The soundness of the plan was tested and examined.</p>   |

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| <p>At The Examination in Public (EiP) the Inspector did not allow evidence to be tested at cross- examination. He accepted the Council's evidence on highways issues- in spite of evidence produced to the contrary.</p>        | <p>Examination in Public is not where cross-examination takes place. That said the Inspector is within their rights to ask questions about the methodology employed in evidence production. They also read through a considerable amount of evidence prior to the EiP in order to establish the process for examination. Material submitted during the hearing sessions is at the Inspector's discretion, the material produced was not provided to the Local Planning Authority as part of the Publication of the plan.</p> |
| <p>Malton and Norton had jointly prepared an interim Neighbourhood Plan. Tested by a full public consultation. Central to this Plan were:</p>   | <p>Noted.</p>  |
| <p>support for a smaller store and ancillary development at the Market Place</p>  |  |
| <p>· opposition to a new superstore on the WSCP (Wentworth street Car</p>   |  |
| <p>· No more than 1000 houses from 2011</p>   |  |
| <p>As a result of the Examination, the Inspector agreed with the Councils housing figures, but the food retail requirement was conceded to be met by the livestock market proposal.</p>   | <p>Noted. The LMS is identified in the Town Centre Commercial Limits.</p>  |
| <p>At the EiP I produced evidence on drainage and sewage. My recollection is that the Inspector said such matters would be taken into account during site evaluation, but that comment was not taken forward in his report.</p> | <p>The Local Planning Authority has conducted on-going discussions with both Yorkshire Water, the Environment Agency, Internal Drainage Board; and the Local Lead Flood Authority in respect of matters regarding sewerage capacity, water quality, and surface water drainage, and flooding. This has been considered on a site -by site basis</p>  |
| <p>Whilst I believe that the Plan is far from satisfactory, it is adopted, and so</p>   | <p>noted.</p>  |
| <p>The Jacobs STA mention four "complementary measures" alongside the additional slip road at Brambling Fields to get traffic to use the A64 and Brambling Fields:</p>  | <p>This was produced for the evidence base of the Local Plan Strategy. A new Transport modelling exercise has been undertaken to test development scenarios.</p>   |
| <p>· Change in signal timings at Butcher Corner;</p>  |  |
| <p>· Remove one traffic lane onto Castlegate approach to the junction at</p>  |  |
| <p>· A Vehicle ban on Railway St and Norton Road</p>  |  |
| <p>· A HGV ban on vehicles crossing the level crossing at Norton- save</p>  |  |
| <p>These measures were modelled as being implemented, but they have not been undertaken, and I believe they will not be undertaken.</p>   | <p>The Highways Authority are working towards implementing the complementary measures</p>  |

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| Regarding AQMA at Butcher Corner, it would appear the Council in breach of EU laws, and that further land allocations will exacerbate this.   | A direct link between development and air quality exacerbation is not present. The Local Planning Authority has undertaken transport modelling of different development scenarios, and from this air quality assessment to ensure that Air Quality implications are fully considered, and that an AQA for the site as part of any planning application would be required. The findings concluded that whilst a Norton- focus scenario resulted in better junction capacity, but the air quality remained similar for both schemes, but that over the Plan period air quality will improve. |
| <b>Development since 2011 in Malton:</b>  |  |
| The Plan period runs from 1st April 2012-31st March 2027. The total number of houses required is 1800, (1500 plus the buffer of 300). Since then it is understood that permissions have been granted for 1,100. Leaving c.700 homes to be allocated.  | The land supply is for 1800 dwellings, the plan figure is 1500 dwellings, and whilst the plan is clear that the figure should not be treated as a ceiling, there is a mechanism in the plan which would restrict district wide oversupply beyond 250 homes per year.   |
| This does not include the development permitted in 2011, particularly at the Broughton Rise Development, for 270 dwellings. So if one was to take that Plan Period from 1st April 2011, then the Council is committing to 2027 dwellings. Extraordinary expansion, bearing in mind Malton's historic layout, and land drainage. What has been imposed on both towns is a nightmare. | The development at Broughton Road is included.   |
| Since April 2012 80 further dwellings have been permitted at Broughton Rise, with 300 houses at Showfield Lane.   | These schemes are netted off the residual amount.  |
| The development at Showfield lane, and other sites was "enabling development" to support the delivery of the new livestock market at Eden Road, to date the livestock market has not relocated.   | The residential development is still plan-compliant in principle, under the operation of SP1 and SP2.  |
| All the traffic generated by Broughton Rise and Showfield Lane housing development will exit the estate via a roundabout which will discharge either into Pasture Lane, or Broughton Road.  | All the permission granted permission have been subject to their own individual transport assessments, and been included in the recent Local Plan Transport Modelling as either commitments or completed schemes.  |

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| In spite of stating the Local Plan Strategy that food retail requirement has been met by existing permissions (Cattle Market area), the District Council remains determined to get WSCP sold and developed as a superstore, if this is achieved, it will only have one vehicular access and this will be from Pasture Lane. | The Local Planning Authority is not aware of a subsequent planning application for any development at Wentworth Street Car Park  |
| The consequence of all these developments, if and when they are completed is that they empty new traffic is unsustainable in my opinion, and is bound to have a knock-on impact on other congestion hot spots such as the AQA at Butcher Corner.  | All the permission granted permission have been subject to their own individual transport assessments, and been included in the recent Local Plan Transport Modelling, and in terms of broad locations were considered through the Strategic Transport Modelling.  |
| <b>Credibility of the Ryedale Plan</b>  |  |
| The Plan's credibility has been undermined by:  |  |
| · "Enabling development" which has planning permission to support the move of the Cattle Market, which does not seem to be progressing;   | The residential development is still plan-compliant in principle.  |
| · The District Council' own disregard for Ryedale Plan in regarding to WSCP;  | The Ryedale Local Plan Strategy, identifies the Northern Arc as an area of opportunity for further town centre uses  |
| · Failure of the County Council to put into effect the "Complementary Measures" . Which were intended to be part of the Brambling Fields project;   | The County Council has delayed the complementary measures, but that does not effect the operation of the Local Plan Strategy in dealing with applications  |
| · Overdevelopment of the town without making any adequate arrangements to improve infrastructure, particularly the drainage and sewerage system (combined) and problem with drainage water backs up an cannot escape after the flood doors in the river have closed.  | The Local Planning Authority has conducted on-going discussions with both Yorkshire Water, the Environment Agency, and the Local Lead Flood Authority in respect of matters regarding sewerage capacity, water quality, and surface water drainage, and flooding. This has been considered on a site -by site basis. |
| · Evidence from residents which would seem to suggest that in preparing the plan Ryedale disregarded the impact of the development proposals of the AQA at Butcher Corner and adjacent and neighbouring roads.  | The AQMA evidence formed part of the evidence base of the Local Plan Strategy.   |

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| <p>There is an urgent need to revisit the Ryedale plan, but in the meantime damage limitation should therefore be an important element of the current site selection process.</p>  | <p>The Local Planning Authority would strongly disagree with this statement, in due course the Local Plan Strategy will be reviewed, but the plan is NPPF compliant, has a robust housing figure (with support of an up to date SHMA), and the site selection process is following through the principles of the LPS, and Sustainability Appraisal of the sites.</p> |
| <p><b>Making sense of the Ryedale Plan in terms of Site Selection</b></p>  |  |
| <p>Current planned development is likely to strangle the town in terms of land drainage, sewerage and highways congestion.</p>   | <p>The Local Planning Authority has conducted on-going discussions with both Yorkshire Water, the Environment Agency, the Internal Drainage Board, and the Local Lead Flood Authority in respect of matters regarding sewerage capacity, water quality, and surface water drainage, and flooding. This has been considered on a site -by site basis.</p>             |
| <p>There is an urgent need to separate traffic that wants/needs Malton Town Centre, and traffic that does not. To reduce the traffic, and improve the shopping experience.</p>   | <p>The Local Planning Authority have a policy framework to consider the location of retail activity, and frame the extent of convenience and comparison retailing. Retailers play a significant role as they determine where they consider there is sufficient demand for their product.</p>   |
| <p>One way to separate both types of traffic is to allocate new sites that have direct access to a 4 way intersection on the A64, at present there are only two intersections one at Old Malton, the second at Brambling Fields.</p> | <p>The Local Plan transport modelling has identified that a Malton-focused scenario of development does increase junction congestion across other junctions. There are a range of considerations to take into account when considering site for development, impacts on the road network are an important consideration.</p>   |
| <p>Direct access does not have to be adjacent, but near enough to allow traffic which does not want to enter into the town centre, the means not to.</p>   | <p>Changing traffic movements and restriction of access directly is a matter for the Highway Authority. The Local Planning Authority must be satisfied that individually and cumulatively traffic movements do not increase junction waiting times.</p>  |

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| <p>The sites at Old Malton contribute heavily to flooding there. There is a surface water drain, which also links into a foul water. When the pump at Lascelles Lane ( which is only designed to pump foul water) is overwhelmed by the combination of surface and foul water at times, when the river is up and drainage water cannot escape through the river's flood doors and then back up into people's houses. No further development should be allowed to contribute to the problems there. This is notwithstanding Old Malton's direct access to a four-way intersection with the A64.</p> | <p>The Local Planning Authority has conducted on-going discussions with both Yorkshire Water, the Environment Agency, Internal Drainage Board and the Local Lead Flood Authority in respect of matters regarding sewerage capacity, water quality, and surface water drainage, and flooding. This has been considered on a site -by site basis. The Strategic transport modelling has identified that a Malton-focused scenario of development does increase junction congestion across other junctions. However, a requirement such as this places long-term pressure on particular parts of the settlement, with unintended consequences for the growth of the towns.</p> |
| <p>If one applies the above principles, the only large sites which have direct access to a four-way intersection with the A64 are those on the west side of Norton. These have direct access to Brambling Fields. Many of them are on the flood plain. But there is a site on Beverley Road which could provide substantial benefits if developed. These benefits could include a slip road and a new school. This site and adjacent sites would provide 700 houses, which is about the number of houses for which land is still to be allocated.</p>  | <p>Noted. The sites on the east of Norton would have better access to the A64. The Local Plan transport modelling has identified that a Malton-focused scenario of development does increase junction congestion across other junctions. There are a range of considerations to take into account when considering site for development, impacts on the road network are an important consideration.</p>  |
| <p>I believe that local District Councillors favour this site, and would therefore support it being put forward.</p>   | <p>Noted.</p>   |
| <p><b>Employment Development</b></p>   |   |
| <p>Disagree with the proportions. It does not make sense to allocate 90% of all new employment , when 50% of new houses are being built elsewhere. Land has been given permission at Eden House Road, and it is difficult to see why any more should be allocated at Malton and Norton.</p>  | <p>The relationship between quantum of land supply for housing, and that for employment is not proportional. The employment land supply figure reflects the demand for business to be located close to key transport nodes.</p>   |
| <p><b>Retail Development</b></p>   |   |
| <p>Oppose any food retail on Wentworth Street Car Park. This is supported by the adopted Ryedale Plan (para. 5.21) and this is also supported by the comments on page 23 of the Sites Consultation Document.</p>   | <p>Wentworth Street Car Park is identified within the Northern Arc, and area identified as providing opportunities for town centre uses.</p>  |

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|                    | I have submitted a joint report with Paul Beanland, prepared for the EiP. I dispute other figures which have been submitted since then.  | Noted. This was considered at the Examination of the Local Plan Strategy   |
| <b>G. Goforth</b>  | Object to sites 148, 181, 635 and 636 as being "Ribbon development. "  | Noted. Ribbon development is single depth, and is not a type of development which is considered appropriate in land efficiency, design and ensuring settlements maintain their identify in current planning policy. In looking at development proposals, the site would be expected to form an integrated and cohesive form of development.  |
|                    | Would extend the village along access roads. 635 would remove the open space between houses, such open space differentiates a village from a 'built up area'. Development of the stack yard to Manor farm (west of 635) would be acceptable, but not the whole site. Site 8 is least intrusive, but probably unpopular with residents on the east side of main street, that is the consequence of 'infill' and this intrusion could be alleviated by careful planning. | Noted. Site 8 has been identified as having particular sensitivities with noise.   |
| <b>J. Harrison</b> | Astonished that a consultation on the sites has taken place . I am aware that the response deadline for comment is given as 14th December, but as there seems to have been no effort whatsoever to publicise the consultation to local residents. Not in accordance with the Statement of Community Involvement. Because you have only undertaken an online consultation.  | The Local Planning Authority has welcomed comments on sites since 2009. Consultation events for planning policy production are necessary to help manage the production of the documents, which is often over a considerable time frame. The Sites Consultation in 2015 was followed in 2016 by a Consultation on VIUAs, representing non-formal stage of consultation. The Local Planning Authority amended the Local Development Scheme 2015, and prior to Publication, amended the scheme again to reflect the timeframe for planning policy preparation, and for the Local Plan Sites Document, this is November 2017 for Publication and for Submission March 2018 and Adoption December 2018. |

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| <p>Site selection methodology's identification of Pecketts Yard as the preferred development site for Sheriff Hutton. The formulaic tick box approach used highlights the flaws of this process.</p>   | <p>The application of the Site Selection Methodology is, by virtue of its nature, a more objective appraisal process. It does not indicate how a site should be developed. This site now has obtained planning permission, and is under construction.</p>  |
| <p>A planning application was made at this site in summer 2015. This generated a robust response from the local community and numerous statutory agencies, resulting in a significant range of objections, difficulties and reasons why the application to develop 19 homes was entirely inappropriate at this location. I am sure you will have access to the responses which will enlighten you on how the proposal to build at Pecketts Yard was received. The application was withdrawn.</p> | <p>The Local Planning Authority was aware of the concerns which were raised about the planning application submitted in 2015. These concerns around access and design needed to be resolved. This does not prevent the consideration of the site as a allocation for housing land, although it means that further information is required to satisfy the LPA that the site is deliverable and developable. The matters were addressed in the submission of subsequent application.</p> |

It is therefore astonishing to find that Ryedale has, without any contact with the local community, re-opened this matter and is proposing this site as the one and only site suitable for development in Sheriff Hutton and I wish to register my objection in the strongest possible terms. You have not used the wealth of information gained in response to the 2015 planning application in the site decision-making process.

The consultation undertaken in 2009 was the largest planning consultation event ever undertaken by the Local Planning Authority. For 2015 sites consultation the forward planning team did: prior to the consultation e-mailed the Parish Councils on the 10 September, stating that we would be undertaking consultation in October-November, concerning the work on assessing sites for allocation, and that if they could ensure that their meeting programmes would be able to provide a response to consultation. Sent over 1500 letters and emails on the 2 November to bring awareness of the consultation, this included statutory consultees, other organisations, including Parish Councils and any members of the public who had requested to be added to the consultation database. · Access to the material prepared included all the documents being available on line, and at the District Council Offices. Key documents were also available throughout the consultation at the Libraries in Helmsley, Kirkbymoorside, Pickering, Malton and Norton within their opening hours. For the reasons outlined in the SCI it is not possible to notify each household within Ryedale of Planning Policy consultation. We also sent out a press release to the various press organisations, disappointingly the only coverage was made in 'The Mercury' which was on the 9 December. · We notified the Parish Council of the consultation on the 2 November, and a few days later, we sent a printed poster out to each Parish Clerk and asked them to display the posters about the sites consultation on public notice boards. The Local Planning Authority does not have the resources to post notices at each of the Parish Notice boards, we rely on the respective Parish Councils supporting their communities in making responses by posting the material we send them. Responses to the site have been provided by the Parish Council

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| <p>Proposing to set in stone via the Ryedale Plan an entirely unwelcome and inappropriate decision which has already been strongly objected to by the local community and other specialist agencies. For example, this includes Ryedale's Highways dept which identifies that the access road to the site is at places below the legal minimum width for a road.</p>  | <p>The Local Planning Authority is aware of the concerns which were raised about the planning application submitted in 2015. These concerns around access and design needed to be resolved. This does not prevent the consideration of the site as a allocation for housing land, although it means that further information is required to satisfy the LPA that the site is deliverable and developable. The site has now obtained planning permission.</p>  |
| <p>Inform me simply and clearly of the next steps in this process (which seems to be designed to exclude local residents who will be affected by your decisions), I wish to know what happens next and when and how I can make sure my views are made known. I am appalled by the lack of sincerity displayed in this process and how, despite fine words about involving communities, your actions deliver decisions that directly impact on those of us living in Sheriff Hutton.</p> | <ul style="list-style-type: none"> <li>· We responded to the individual and asked how they considered the process for consultation could be improved. As result of the response received we identified that we would consider:</li> <li>· Notifying those people who had commented on any recent planning application which concerned a preferred site</li> <li>· As part of future consultations, put site notices up for the proposed sites to increase the local community's awareness. These do have, however, considerable resource implications.</li> </ul> <p>The planning permission consideration process and the production of the Development Plan which contains allocations of land are two separate matters. This is firstly, in terms of matters of process and legal requirements. But it is also in how the sites are judged in terms of planning matters: a planning application considers the merits of the specific development proposals of the site alone, against the Policies in the Development Plan. The Development Plan Process comparatively looks at sites in terms of their principle for development, and whilst it will of course consider matters of detail such as access, and heritage matters, residential amenity, flood risk (and others), it asks can these matters be appropriately addressed? The identified allocations of land are accompanied by a list of key development principles. Allocation of land does not automatically confer the granting of planning permission. Planning permission must still be obtained. The site in question now has planning permission.</p> |

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| <p><b>Malton and Norton Town Councils</b></p> | <p>Malton and Norton Town Councils are still to conclude their consideration of a jointly agreed response to the consultation. Outstanding information very relevant to the consideration process is awaited: assessments of the traffic impact from already approved developments; latest position on Air Quality Monitoring Programme; landowner intentions on certain sites.</p> <p>It is regretted that the Councils have been unable to conclude their consideration, but there will be the opportunity for submissions later to be considered. The Councils will together continue to consider the issue, hopefully in light of the information expected, with a view preferably to submitting a joint response, but if that is not possible, separate responses from each.</p> <p>There is great concern at the failure of The County Council to bring forward the complementary measures, with resulting congestion relief and air quality improvements, and disquiet at Ryedale District Council, as monitoring authority, and responsibility for the Air Quality Monitoring Area, is not pressing the case for the implementation of those complementary measures.</p> <p>Emphasise that ensuring that consideration of land/development allocations, should at its core, include an assessment of whether development would hinder/counter efforts to reduce and prevent congestion and poor or dangerous air quality, whether by traffic or sewage infrastructure deficiency.</p> | <p>The District Council has been working with the County Council as Highway Authority to bring the complementary measures into effect. The site assessment work has engaged Yorkshire Water who are satisfied that the level of development has been factored into their rolling capital programme, and they will be considering any site specific mitigation as part of the on-going plan work, and those sites subject to allocation, the resulting planning applications. The Council has commissioned Local Plan Transport Modelling, and Air Quality Modelling which has identified which sites perform best in terms of junction capacity, and that in terms of Air Quality, there will be a net improvement in air quality irrespective of a Malton-focus or Norton-focus.</p> |
| <p><b>Kirkbymoorside Town Council</b></p>     | <p>Reiterate objection to inclusion of site 10, due to impact on the sports field.</p> <p>Site 102 would provide affordable housing</p> <p>Northerly sites such as 201,345,431 are also elevated and would also see an increase in vehicular movements as the return journey would be up hill.</p>  | <p>Noted.</p> <p>Noted.</p> <p>This was one of the reasons why a mixture of sites were considered for option 2 because these sites (201 and 345) (431 was not identified) were considered to have a reduced accessibility compared to other sites to the east and west of the settlement (the A170 providing a barrier to southern sites).</p>  |

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| Support 622 for employment land for industrial/business activity  | This site has not been taken forward due to failure regarding the sequential test. Developments have meet the outstanding requirement at Kirkbymoorside.  |
| Residential development on the south of the A170 would cause them to drive into town due to the poor crossing points- bringing further congestion and exacerbating the parking problems.  | Improved crossings can be made a requirement to improve the accessibility credentials of a scheme, if required. It is noted that sites 201,345 and 431 are, by virtue of their distance and elevation, more likely to have residents who use vehicular access. This was why the Local Planning Authority considered that if the option 1 was not deliverable or developable, option 2 would need a mixture of the above-mentioned sites with site 156, a site which has good levels of accessibility. |
| Strongly discourage the conversion of industrial sites to residential development.  | Noted. The area which contains the Sylatech site is not an industrial estate per se, it is a long-standing industrial site for a specific user. The Local Planning Authority has been unable to confirm the relocation of the business. The Rack Systems scheme has met the residual requirement, but other proposals could be considered within the context of SP6 of the Local Plan Strategy.   |
| Preferred sites for development:<br>Site 156- 30 houses<br>Sites 56 and 467 (some developments around Keldholme)  | Noted, however the Local Planning Authority identified in the Local Plan Strategy that coalescence with Keldholme would not be considered appropriate, which sites 56 and 467 would lead to.  |
| When considering any site the following should be prioritised:<br>Enhancement of public right of ways;<br>Green space;<br>Access to public open space;<br>Architectural merit;<br>As a Transition Town, environmentally sustainable buildings should be encouraged. | Acknowledge that these matters are important in ensuring that new developments can provide both opportunities for recreation, and ensuring that the quality of the built environment is enhanced. These elements will be considered through the Development Principles and Local Plan Strategy.   |

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| <p><b>Sport England</b></p>      | <p>Sport England would wish to avoid a situation where an adopted sites allocation document encourages certain types of planning applications which Sport England later has to object to as they are not consistent with our playing fields policy. We understand that no existing playing field sites are currently proposed. We also note that Malton Tennis Club site is not considered to be deliverable. In assessing proposed sites adjacent to a playing field, consideration should be given as to whether the allocation would prejudice the use of the adjacent playing field through being at risk of ball strike. This is particularly relevant to proposed residential schemes adjacent to cricket fields where the houses and residents are at risk of ball strike and therefore the cricket field constitutes a nuisance. In such circumstances, ball stop fencing needs to be factored into the allocation. The design of fencing should be based on a risk assessment undertaken by a suitably qualified consultant.</p> | <p>Noted. As noted by Sport England, no sites are proposed on existing sport facilities. Also, no preferred sites (or option sites) are adjacent sports pitches (including those for cricket). However, given the size of some sites, the need for formal sports pitch provision may be required and as such the need to consider, and prevent ball strike nuisance will need to be addressed.</p>  |
| <p><b>The Coal Authority</b></p> | <p>No specific comments to make.</p>  | <p>Noted.</p>   |
| <p><b>Network Rail</b></p>       | <p><b>Level Crossings</b> Safety, reliability and efficiency of the rail infrastructure are of paramount importance to Network Rail. We are working with Local Planning Authorities to reduce risks associated with crossings, either through closure, or improvements in connection with new developments. Encourage a policy statement which makes clear that no new crossings will be permitted, proposals which increase the use of Level crossings will generally be resisted and where development would prejudice the safe use of a level crossing, and alternative bridge crossing will be required, at the developer's expense. Site assessments must take account of the impact on level crossings, as part of transport assessment. A number of sites identified in the current local plan are close to level crossings, and we would expect a full risk assessment of the impacts of the development is completed and nay mitigation funded as part of the development. Particularly for sites in Malton and Norton.</p>      | <p>No sites, either as preferred or option sites, require absolute access across the railway track at a level crossing. Drivers may chose to use the single, established, County Bridge crossing between Malton and Norton this has been explored through the submission of a Transport Assessment for Site Options in Malton and Norton. The Norton Focus ensures that the capacity of junctions are able to accommodate planned levels of growth. Junctions at/over capacity remain so.</p> |

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| <p>We ask that policy INF 2 is included:</p> <ol style="list-style-type: none"> <li>1. The Council has a statutory responsibility under planning legislation to consult the statutory rail undertaker where a proposal for development is likely to result in a material increase in the volume or a material change in the character of traffic using a level crossing over a railway or impact upon rail infrastructure.</li> <li>2. Any planning application which may increase the level of pedestrian and/or vehicular usage at a level crossing should be supported by a full Transport Assessment assessing impact and mitigation measures including assessment of closure; and</li> <li>3. The Developer should assess the impacts any development could have upon railway infrastructure.</li> </ol>  | <p>The Transport Modelling work was undertaken to take into account crossings, as was the Air Quality Assessment. The Local Validation Risk requires the submission of Transport Assessments on schemes which would materially increase traffic movements. It is not considered necessary to add this wording into the Local Plan Sites Document, when such matters are considered by technical evidence produced at the Development Plan Stage, and when planning applications are submitted.</p>   |
| <p><b>Developer contributions</b></p>  |  |
| <p>Many stations and routes are already operating at close to capacity. A significant increase in patronage may create the need for upgrades to the existing infrastructure, including improved signalling, passing loops, car parking, cycle facilities, improved access arrangements, ticketing facilities or platform extensions. Network Rail is a publicly funded organisation with a regulated remit, and it would not be reasonable to require Network Rail to fund rail improvements necessitated by commercial development. It would be appropriate to require contributions towards rail infrastructure where they are directly required as a result of the proposed development and where acceptability of the development depends on access to the rail network. Network Rail therefore requires new developers to fund any enhancements to our infrastructure required as a direct result of new development any policy or guidance should specifically name 'rail infrastructure'.</p> <p>In order to fully assessment impacts on a individual station basis, it is essential that a Transport Assessment is submitted for each planning application which quantifies in detail likely impacts on the rail network. To ensure that developer contributions can deliver appropriate improvements to the rail network we therefore request that any Policy or guidance on Developer Contributions in the LDP or any Supplementary Planning Guidance includes provision for rail.</p> | <p>As part of the production of the Development Plan, including the Local Plan Sites Document, and more importantly the Local Plan Strategy, we have consulted with Network Rail to allow observations on the option choices for Malton and Norton, the settlements with the principal links to the railway line. The District is served by a single station (Malton) in Norton. The infrastructure items mentioned in this response are not specific to the impacts of specific development, but general improvements. The Local Planning Authority operates a Community Infrastructure Levy (CIL) charge, and therefore, collection for strategic infrastructure projects and improvements will be expected to be through CIL, as set out in Policy SP22 of the Local Plan Strategy and the Regulation 123 list. The District Council is responsible for the disbursement of any CIL Revenue, and the setting of the scope of the monies generated. As such they would need to understand how the proposed development generates an impact and what infrastructure is sought to address that impact. This is so that decisions around how CIL is spent reflect the most urgent and significant priorities, in conjunction with the other infrastructure requirements that the District Council considers are important infrastructure.</p> |

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|   | <p>The Policy and/or supporting Guidance should include the following:</p> <ul style="list-style-type: none"> <li>· A requirement for developer contributions to deliver improvements to the rail network where appropriate.</li> <li>· A requirement for Transport Assessments to take cognisance of impacts to existing rail infrastructure to allow any necessary developer contributions towards rail to be calculated.</li> <li>· A commitment to consult Network Rail where development may impact on the rail network and may require rail; infrastructure improvements would be restricted to a local level and would be necessary to make the development acceptable. We would not seek contributions towards major enhancement projects which are already programmed as part of Network Rail's remit.</li> </ul> | <p>The Council is focusing on producing the Development Plan. Regulations require that commuted sums cannot be collected separately, and must be through the CIL charge, which is fixed.</p>  |
| <b>Pickering Town Council</b>                   | <p>The Council has discussed sites 200, 347 and 650 and agrees with the rationale which underpins the prioritisation that the District Council has given to them.</p>  | <p>Noted.</p>   |
|   | <p>The Council accepts that 205/387 could be developed for housing, however it does have concerns about access/egress onto minor roads which are already difficult to negotiate due to parking, the potential number of units on the site could generate a number of vehicles.</p>   | <p>The Local Planning Authority has been advised by the Highway Authority that satisfactory access is achievable. As part of potential allocation of this site the traffic movements will be identified and discussed with The Highways Authority in greater detail.</p>  |
|   | <p>The Council still has reservations about site 116, the rising ground on the north side of Middleton Road and the A170 is an attractive feature of this part of the Parish and development would reduce the open countryside between Middleton and Pickering.</p>  | <p>Noted, the Local Planning Authority is aware that of the option choices for Pickering, this is the most visually sensitive of the sites. We have asked the site submitter for clarification on the sites deliverability and developability. This site has now been discounted based on sensitivities and lack of need.</p> |
|   | <p>The Council is pleased that site 650 has been submitted for consideration for allocation for employment and agrees with the District Council's appraisal as to its suitability.</p>   | <p>Noted. The Eastern Limb has now been deleted.</p>  |
| <b>North York Moors National Park Authority</b> | <p>In terms of potential impacts on the National Park, only site allocations for the settlements of Pickering, Thornton le Dale and Ampleforth were considered due to their locations on the edge of the National Park.</p>  | <p>Noted.</p>   |
|   | <b>Site Selection Methodology</b>  |   |

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| <p>The assessment clearly identifies the National Park and its setting as a potential development constraint due to its landscape sensitivity. It makes particular references to the impact potential development could have when located close to the boundary, and also sites which a 'proximal' with consideration given to scale, design and landscaping to avoid harming wider views and the setting of the Park.</p>   | <p>Noted.</p>   |
| <p>The results of this assessment align with the conclusions reach by our own officers and therefore the Authority considers that the Site Selection Methodology has been robust and satisfactorily identified the issues relating to the National Park and its setting. The Council has acknowledged the significant constraints with villages being either split with the National Park or mostly contained within it and the restrained levels of development which come with this.</p>   | <p>Noted</p>  |
| <p>Would like to provide additional advice/comments to help strengthen the Council's position on those discounted sites which would have impacted on the National Park.</p>  | <p>Noted, and welcomed.</p>   |
| <p><b>Pickering</b></p>  |   |
| <p>Site 650, identified for employment, does extend up to the National Park Boundary. We have no objections to the southern extension of the site, which lies behind the existing industrial estate, however its projection eastwards is considered to extend beyond the existing development limits and out into open countryside where the site has the capability to be viewed in longer distance views. The location of industrial buildings and uses on the boundary of the National Park is likely to appear as a discordant feature in the wider landscape, and such it is considered to have a significant impact on the setting of the National Park and its special qualities.</p> | <p>Acknowledge that concerning site 650, the eastern limb would represent a discordant feature, and as part of the consultation document the limb was identified as being of concern and that its removal would ensure that the site could progress as a preferred allocation. The Site Submitter has responded to those concerns and deleted the Eastern Limb.</p> |
| <p><b>Thornton le Dale</b></p>   |   |

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| <p>Any development north of the A170 is likely to have an impact on the setting of the National Park, and in particular the open and agricultural nature of the landscape. The Authority considers that site 109 could have potential for a small number of dwellings, primarily linear in form, fronting the highway and retaining the existing tree belt to help minimise wider impact and views.</p>   | <p>Noted, Taking into account recent planning permissions at Hurrell Lane, we do not consider that a further site for residential development is necessary. Many of the sites submitted on land around Thornton le Dale performed poorly in the Site Selection Methodology.</p>   |
| <p>Site 465, further out from the edge of the village is however considered to form open countryside and as such the Authority would have significant concerns to the principle of development in this location.</p>  | <p>Noted, and acknowledged</p>  |
| <p>At present, the old railway line forms a strong physical settlement boundary to the south of the village. Site 82 would break beyond this, and extend the development into what is clearly open countryside and therefore raises concerns with the principle of development in this location.</p>  | <p>This site was discounted due to HSE Advise Against Development</p>   |
| <p><b>Ampleforth</b></p>  |   |
| <p>The Authority would raise significant concerns concerning development of sites 111 and 616. Attractive agricultural fields to the entrance of the village which add to the rural character of Ampleforth and the Conservation Area. The rising topography of these sites- increases their sensitivity to development. Any development would impact on views out of the National Park towards the Howardian Hills Area of Outstanding Natural Beauty, and the inter-relationship of the these designated areas. This view was recognised in the Ampleforth CAAMP, and also lies within the Conservation Area Boundary. Open countryside. Would seriously impact on the setting of the National Park. Although 632 is further from the National Park boundary, the Authority would be concerned if large scale housing is proposed as this could have impacts on views both in and out of the National Park. This represents a relatively large scale housing development which is remote from the natural built up limits of the village. Smaller scale, linear development would be considered to be less intrusive.</p> | <p>No sites have been consulted upon as preferred sites in Ampleforth. This is primarily due to the recently granted scheme at the village, deemed to meet the requirement of the Local Plan Strategy. Sites 616 and 111 (at West End) and 632 have also performed poorly through the Site Selection Methodology, This is primarily due to the adverse impact on settlement character/impact on the Conservation Area/ Impact on AONB/NYMNP. The sites are within the AONB, and part of 111 is within the Conservation Area. These sites have now formed part of the Visually Important Undeveloped Area. Regarding site 632, the Local Planning Authority would be concerned about the merging of Ampleforth Village with the Ampleforth Abbey complex, which could occur through any ribbon/linear development.</p> |
| <p><b>Duty to Cooperate</b></p>   |   |

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|   | Authority considers that it has been suitably engaged in the process and overall the Council's approach to potential impacts on the National Park has been addressed through the Site Selection Methodology.   | Noted  |
| <b>Leavening Parish Council</b>                         | The Parish Council support the view of Ryedale District Council that sites should be discounted from this plan period. With the housing developments currently proposed for Preston Hill - sufficient to meet the housing needs of the village for the plan period. Site 45, Northside Works, Malton Road is currently used for local businesses and our view is that should be designated as "employment".  | Noted. Site 45 is already in operation through existing business activities. As such there is no requirement in planning policy to define the site in policy terms as a site allocation.   |
| <b>Selby District Council</b>                           | No comments to make but would like to be kept up to date with all future progress on your local plan.  | Noted.   |
| <b>Allerston and Wilton Parish Council</b>              | Considered the sites in this document, and consider that Allerston and Wilton are totally unsuitable for the number and sizes of the sites for building. No services in either village, apart from the hourly bus service on the A170. Local school would not be able to cope with any increase of this size. No social infrastructure to support the number of sites. Allerston is on a private water supply, and this supply is unable to supply any more houses. Allerston and Wilton could only support very small developments of housing for local people preferably with some lower cost for younger local residents. | Allerston and Wilton are not in the Service Village tier but in the 'Other Villages' tier. The Local Plan Strategy also sets out, in Policy SP2, how residential development will be treated in principle in the 'Other Villages'. This policy provides scope for small scale, limited development meeting local needs, subject to a Local Needs Occupancy Condition. Exception sites may also be another scenario where residential development may come forward.   |
| <b>Natural England (initial and secondary comments)</b> | <b>Malton and Norton</b><br>Site 649 (88), 218 (108/281), 324, 249, 578 and 579 - proximity to The River Derwent SAC and SSSI triggers Natural England's Impact Risk Zones. We note that a Habitats Regulations Assessment (HRA) screening assessment has concluded Likely Significant Effect for the site and await the Appropriate assessment to whether these potential impacts can be avoided or mitigated for.  | Concerning sites in Malton and Norton, the Local Planning Authority would like to clarify that in the absence of detailed information for the Screening Assessment as part of the HRA the study concluded that Likely Significant Effects could not be ruled out. Not that there were Likely Significant Effects. As such the sites are to be subjected to Appropriate Assessment on that basis, through the submission of detailed information concerning potential impacts on the River Derwent as set out in the HRA screening. The Appropriate Assessment confirmed no likely significant effects. |

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| Second response: we have used the incorrect terminology in our letter. We should have stated "Likely Significant Effects could not be ruled out".  | Noted.  |
| Site 218 (108/281)- Natural England also has concerns with regards to the proximity of the site in relation to the Howardian Hills AONB. We recommend you discuss the site with the AONB partnership to obtain assurances that mitigation is capable of reducing impacts on the AONB to an acceptable level. | Acknowledged. The proximity of the site to the AONB is a particularly significant consideration concerning the principle of the site to be considered as capable of being progressed from a option site, to a preferred site. This sensitivity was identified in the Site Selection Methodology. Based on the indicative design scheme and landscape visual impact assessment prepared as part of the planning application that was recently considered on the site, adverse impact on the setting of the AONB could not be satisfactorily mitigated. However, the LPA advised the site submitter that further material would need to be submitted satisfactorily mitigate the impact. That information has not been forthcoming. |
| Second response: We are pleased to see this comment has been acknowledged, and await the outcome of discussions with the AONB partnership and the site submitter, the conclusions should be added to the consultation document.  | The site has not been taken forward as a proposed allocation. Other sites performed better in the site assessment process.  |
| Site 218 (108/281) is adjacent to the Malton Bypass cuttings SINC. This should be assessed in the Malton and Norton full SSM   | Noted, and acknowledged, this has been considered through the SSM, the A64 cutting site would not be affected by development on adjacent land.  |
| Second response- we are pleased to see this has been acknowledged.   | Noted.  |
| <b>Pickering</b>   |   |
| Site 116 - Newtondale Haugh and Gundale Slacks SSSI are 1.5 Km from this site, and are within an Impact Risk Zone  | This site was proposed as an Option in the consultation. Further information has been provided to the Local Planning Authority about the availability/deliverability/developability of the site, but not in respect of particular sensitivities. The Local Planning Authority has not taken this site forward as an allocation based on sensitivities and lack of need.   |
| Second response: should further information be submitted then the SSSI should be considered, but as things stand Natural England have no further comments to make on this site on the site presumption this site does not progress beyond an option.   | Noted.  |

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| Site 347- Newtondale Haugh and Gundale Slacks SSSI are 1.5 Km from this site, and are within an Impact Risk Zone   | At 1.5km distance there would be no direct impacts on the SSSI. Both valleys have public rights of way access through parts of them with part of Newtondale is owned by YWT as a reserve. Recreational pressure is a potential indirect feature, but there is a network of paths. There is a community park which is under development on Whitby Road, opposite the site and there will be a need to ensure that open space walking activities is made available on the site. |
| Second Response: the existing PRoW, community park and open space should together ensure that issues should be minimalised and mitigation is deliverable. This should be referred to in the sites consultation document.   | Noted.  |
| Site 650- Note the commentary on the eastern limb. Natural England is concerned about the potential for impacts on the setting of the National Park, particularly as no mitigation is mentioned. However, the sites consultation document states that " it is considered that the constraints of this part of the site can simply be avoided through the deletion of the eastern limb from the site's extent". This seems like a sensible suggestion, particularly as the site is far larger than the hectarage of land identified in the Local Plan Strategy to be identified for employment uses around Pickering, | Acknowledged. The Site Submitter has now deleted the eastern limb, and the site is identified as an allocation for employment land  |
| Second response: Please to see that this. The impacts of this option would be greatly reduced.   | Noted.  |
| Sites 200/387 (205) - No comments to make  | Noted   |
| <b>Kirkbymoorside</b>  |   |
| Sites: 156,201,259,265,345,454,622- no comments to make on these sites   | Noted   |
| <b>Service Villages- preferred sites</b>   | The Service Villages were the only residential sites to be identified as preferred sites, the other housing sites are options to be tested, and from which the residual housing requirement will be met.  |

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| Secondary response: Thank you for the clarification.   |   |
| Site 51 (Sheriff Hutton) adjacent to St. Helen's Church Yard and Old Glebe SINC, which includes Coastal and Floodplain Grazing Marsh Biodiversity Action Plan (BAP) Habitat. This should be assessed in the full Site Selection Methodology.   | Noted. The SINC qualifies under semi natural neutral grassland scoring. The Glebe does not qualify by itself and St Helen's church yard is an active churchyard, development to the north would not impact on the management of the churchyard and therefore the biodiversity of the SINC.  |
| Secondary Response: Thank you for the clarification. It is welcomed and should be included in the sites consultation document  | Noted   |
| 430 (Slingsby), 638 (Rillington ) 8 (Amotherby) No comments to make  | Noted.  |
| <b>Impact Risk Zones</b> IRZs referred to in this letter can be viewed on the magic website  | The Local Planning Authority has already been evaluating the impacts of sites on designated sites, but we will evaluate any preferred/option site against these Impact Zones to demonstrate in a number of ways that there are no adverse impacts on sites of acknowledged importance. The Impact Risk Zones are a test of whether a proposal would require consultation from Natural England, as it stands all preferred option and preferred sites have been considered by Natural England. |
| Secondary response: we welcome the approach you outline.   |   |
| <b>Mitigation:</b> A number of the selected sites require mitigation to reduce potential negative impacts on designated sites and protected species as referenced in the relevant SSM .Natural England has responded on the presumption that mitigation will be deliverable for each site and will achieve it purpose. If there are doubts as to whether this is possible, then the SSM should take this into account. This could take the form of including additional mitigation to maintain the scoring or reducing the scoring and potentially selecting other, more suitable sites. | Where mitigation is required, then development principles identified in the context of specific sites will be identified. Evidence will be required to demonstrate any impacts, and mitigation measures accordingly. The SSM does identify any sensitivities which will need to be taken into account. It will be updated as further information is made available.   |
| Secondary response: We welcome this approach.  |   |
| <b>Soils and Agricultural Land Quality</b>   |   |

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| <p>For all the sites in Malton and Norton Size of the site is not provided in relation to the loss of Best and Most Versatile Land Q.23. This should be added so that impacts are better understood and to bring the site in line with assessments in this regard at other locations. Note that it appears that the proposed sites will result in a significant cumulative loss of agricultural land, including that classified as 'best and most versatile' . Paragraph 112 of the NPPF states that: <i>"Local planning authorities should take into account the economic and other benefits of the best and most versatile agricultural land. 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 a higher quality."</i> Consequently we would request that the above policy is followed.</p> | <p>Noted. The assessment process is undertaken on the basis of size of site (which is identified at the start of the SSM). It can be added into the specific question response to improve clarity. In the Local Planning Authority's consultation Document is clear that particularly for Malton and Norton best and most versatile agricultural land will be required to be used to meet the requirements of the Local Plan Strategy. The Local Plan Strategy, adopted in 2013 identified that it was not possible to avoid the use of greenfield sites in meeting its development requirements (paragraph 3.7), but that the Local Planning Authority would prioritise the use of areas of poorer quality land (as required by the NPPF) where possible. No land is grade 1, c.26 ha is grade 2, and because of the inability to separate grade 3 and into 3a and 3b on the Magic there will be a proportion of sites within 3a. Paragraph 7.27 outlines that the loss of BMV land is managed and avoided when balanced against other sustainability considerations which will need to be taken into account in guiding new development. In a rural area such as Ryedale with a paucity of sustainably located Brownfield sites which are deliverable and developable, in order for the deliver of any strategy which involves the release of land for development there will be a loss of BMVL. This loss of land is adjacent to the District's most significant settlements, because these are in settlement Hierarchy identified as being the appropriate locations for new development. The Local Planning Authority has acknowledged that loss, and in striking the balance, those larger sites will also bring wider community benefits including the delivery of affordable housing, open space, and bring wider benefits including Green Infrastructure. Also, in clarifying the response, you have referred to sites in Market Towns as being preferred, this is not the case, they are options, and from this the residential requirement will be met. The Local Planning Authority will where possible prioritise Brownfield land, indeed the preferred employment allocation at Pickering (site 650) is a Brownfield site, as is a site at Kirkbymoorside (site 265)</p> |
| <p>Secondary response: Pleased to see that this comment concerning site size has been acknowledged. Whilst wishing to see the loss of BMV land avoided where possible, Natural England understands that this will not always be possible and the lack of other options and other potential benefits of the development should be clearly stated for the preferred options where BMV land will be lost for justification.</p>  | <p>Noted. This will be undertaken through the Sustainability Appraisal in the SSM and in the settlement-specific background papers.</p>  |

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| <p><b>Assessment under the Habitats Regulations- Screening Assessment:</b><br/> We note that a Habitats Regulations Assessment (HRA) screening assessment has concluded Likely Significant Effect for the sites in Malton and Norton. In relation to impacts on water quality through changes to surface water, and pollution from run off, and recreational pressure. We await the Appropriate assessment to whether these potential impacts can be avoided, and where negative impacts are unavoidable, it should be ensured that effective and deliverable mitigation can be provided,</p> | <p>Concerning sites in Malton and Norton, the Local Planning Authority would like to clarify that in the absence of detailed information for the Screening Assessment as part of the HRA the study concluded that Likely Significant Effects could not be ruled out. Not that there were Likely Significant Effects. As such the sites are have been subjected to Appropriate Assessment on that basis, through the submission of detailed information concerning potential impacts on the River Derwent as set out in the HRA screening. As a consequence of this the Local Planning Authority have now confirmed that based on mitigation measures identified there are no likely significant effects on Natura 2000 sites.</p> |
| <p>Second response: we have used the incorrect terminology in our letter. We should have stated "Likely Significant Effects could not be ruled out".</p>  |   |
| <p>Also note that links in paragraph 1.4 do not work, so they should be updated.</p>  | <p>Noted. They will be updated.</p>   |
| <p><b>Sustainability Appraisal Methodology Update</b></p>   |   |
| <p><u>Landscape Character Assessment</u></p>  |   |
| <p>The SA should be supported by an up-to-date LCA against which policies and allocations can be assessed. It is not identified within column two Key evidence of table 2 (Local Sustainability Issues).</p>  | <p>The Site Selection Methodology applies explicitly Landscape Character Studies which cover the District. The Local Planning Authority would contend that whilst the assessments were prepared at different times, they remain fit for purpose, and provide a robust consideration framework for considering where the key 'drivers for change' are : allocations of employment land and residential land at the edge of the Market Towns and Service Villages. The Landscape Character Assessments used will be referenced in table 2, and a brought together in the Special Qualities Study which was endorsed by the Inspector in the Examination of the Local Plan Strategy.</p>   |
| <p>Secondary response: We welcome the use an inclusion of LCAs to inform the SA.</p>  |   |

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| <p>Priority Habitats and Species (para.3.17)<br/> Paragraph rightly identifies internationally, nationally and locally protected nature conservation sites. Whilst there may be an overlap, it should also highlight the existence of priority habitats. The NPPF states that the planning system should:<br/> "promote the preservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species populations, linked to national and local targets, and identify suitable indicators for monitoring biodiversity in the plan;"</p>  | <p>This is set out in the Local Plan Strategy, in policy SP14 adopted in 2013.</p>  |
| <p>Secondary response: We note your comments and are happy for priority habitats to be dealt with through policy SP14.</p>   |   |
| <p>Objectives : The Local Planning Authority should consider whether broader objectives would provide a more equitable assessment of an allocation's economic, social and environmental impacts. Given that the SA is examining the effects of allocations, are the objectives for the strategy still suitable? There are several indicators which are similar. For example economic objectives include maintain and enhance employment opportunities (B1), maintain and enhance vitality of the countryside (B2), and maintain and enhance factors conducive to wealth creation (B3). Similarly environmental objectives include reduce greenhouse gas emissions (C6), increase renewables (C7) and ensure that fossil fuel consumption is as low as possible (C10). The SA objectives should not unduly weight one sustainability issue (e.g. employment generation or combating the causes of climate change) through double counting within numerous objectives. Natural England notes that protection and enhancement of biodiversity and geodiversity, a critical consideration of an SA of allocations, is addressed within one objective. The SA objectives should be sufficiently broad to ensure that reasonable alternatives can be considered. For example an objective which focuses on renewable energy generation would not score a policy which reduces energy use highly, even though they both combat climate change. Broad objectives should be supported by targeted questions which address locally important environmental issues.</p> | <p>The Local Planning Authority is concerned by the view that Sustainability Framework objectives should be changed at this stage in the production of the Ryedale Plan, particularly from a strategic perspective. The Sustainability Appraisal process for considering allocations has been an on-going process since the adoption of the Ryedale Plan- Local Plan Strategy. It is important to remember that The Strategic approach to development is set out in the Local Plan Strategy, which was adopted in September 2013. Consultation with Natural England in 2014 identified that whilst the overall strategic objectives remain relevant, a finer grained, SA framework would be needed to deal with settlement/site specific matters. This has been undertaken. The inferred weighting is not undertaken on a numeric or cumulative basis, and it is so defined that reasonable alternatives can be considered.</p> |

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| <p>Secondary response: The comments in this regard are a repeat from our response of the 10 the march 2014. However, although some objectives remain similar, providing the inferred weighting is not undertaken on numeric or cumulative basis ( as in the protection and enhancement of biodiversity is not disadvantaged by being addressed in one objective) it is acceptable for these to remain unchanged.</p>   | <p>The SA process has collated the findings of the SA, but it is important to remember that the options are also considered in the SSM- the operational element of the SA for the sites, and so any significant detrimental impacts are considered in the SSM, and so in the testing of Options in SA, significant adverse impacts have been ruled out.</p>  |
| <p><b>Alternatives:</b> If an allocation is likely to significantly affect a local site/priority habitat or protected species, Natural England would expect the SSM/SA to examine whether alternative sites which comply with the adopted strategy and avoid such affects can be allocated. If not what are the benefits of that location to its sustainability which outweigh the harm to the site/species. This information is essential otherwise an informed decision which complies with the 'avoid/mitigate/compensate' hierarchy cannot be made.</p>  | <p>The SSM process considers iteratively whether there is likely to be a significant effect on a site of biodiversity value . None of the preferred sites are capable of having any adverse effect on site /species of acknowledged importance. it identifies whether mitigation is necessary/capable of being implemented. The option sites at Malton and Norton will tested through the Appropriate Assessment, through the submission of detailed information about the nature of proposals, and how impacts will avoided, and if necessary mitigated. The Appropriate Assessment has confirmed No Likely Significant Effects. The SA of the Sites Assessment and Policies has also tested alternative options.</p> |
| <p>Secondary response: We note that the sites at Malton and Norton and other areas not listed as service villages are options and not preferred sites and that of the preferred sites in the Service Villages, it is unlikely that there will be any impacts on local sites/priority habitats and protected species. The Appropriate assessment will be useful for assessing impacts on European sites at Malton and Norton however note that this will not necessarily identify impacts on the reasons for designation for nationally designated sites or for the local sites/priority habitats or protected species although perhaps some of the information collected could be used for this purpose.</p> | <p>This has been considered through the SSM, and the Habitat Regulations Screening Assessment.</p>   |
| <p><b>Overview of the Sustainability Appraisal Commentary concerning the</b></p>   |  |
| <p>No comments to make.</p>  | <p>Noted</p>   |

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| <b>East Riding of Yorkshire Council</b> | <p>We have a history of cooperating in the preparation of our respective Local Plans, particularly through the North Yorkshire and York Spatial Planning and Transport Board and Technical Officers Group. Both authorities are also part of the York, North Yorkshire and East Riding Local Enterprise Partnership (LEP) area, and as such the Council recognises the important role that emerging Local Plan will have in helping to deliver the aims of the LEP's Strategic Economic Plan.</p>  | <p>Noted.</p> |
|   | <p>Welcome recognition on page 49 that Stamford Bridge has been identified as a Rural Service Centre in the Submission East Riding Local Plan. Through the Local Plan (Proposed Modifications) provision is made for 295 dwellings in Stamford Bridge over the period to 2029, which is being delivered by two housing allocations on the eastern edge of the village along the A166. Both sites have been granted outline planning permission and together meet the full housing requirement for Stamford Bridge.</p>   | <p>Noted.</p> |
|   | <p>It is noted that one potential residential site (ID 92) has been identified, as part of the Ryedale Local Plan Sites Consultation, within Gate Helmsley. This lies to the west of Stamford Bridge and is adjacent to the Parish boundary. The accompanying assessment states that the site is not supported as it is considered to be less sustainable than other sites already rejected by the East Riding Local Plan site process. This is aligned with the approach in the East Riding of Yorkshire Council's emerging Local Plan. Whilst the examination in public of the Local Plan is on-going, the Plan allocates sufficient land to support Stamford Bridge's role as a Rural Service Centre.</p> | <p>Noted</p>  |

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| <b>Sheriff Hutton Parish Council</b> | <p>Strongly object to any planning on site 51. The reasons are the same for the recent planning application: Long standing issues over the existing difficulties of the East End narrow approach to the site; the over development with the proposed number of houses within a relatively small area, emphasising the larger type of houses would be unlikely to attract families into the village; the limiting capacity of the existing water, drainage systems; close proximity to the historic church; affect on existing trees in the yard and loss of a number; proposed layout and density of building design with possible inadequate and inappropriate landscaping or means of enclosure considered to be unacceptable in overwhelming detail.</p> | <p>It is noted that the Parish Council object to the principle of the site. However, the matters referred to relate more to the withdrawn planning application. The Site Selection Methodology has considered the site in principle. This is notwithstanding that there are two sensitivities concerned with the site which are the Grade I listed church adjacent to the site, and the narrow access to the site. However, these two matters the Local Planning Authority considers can be appropriately considered. Planning permission has now been obtained on the site.</p> |
|                                      | <p>Consider that site 70- Land East of Cottage Farm should be investigated further.</p>   | <p>The Local Planning Authority corresponded with site submitter for site 70, with no reply. The site has now been submitted again, with a different agent, and whilst the Local Planning Authority have not identified the site as having potential- concerns identified through the SSM that the site does not relate well to the existing village. Nor has there been the submission of any information about the site's development.</p>   |
| <b>Amotherby Parish Council</b>      | <p><b>1. What are your views on the Council's preferred sites?</b></p>  |  |
|                                      | <p>· OBJECT STRONGLY to the selection of Site 8- (land east of properties on Main Street and north of St Helen's) as a preferred development site for the following reasons. Amotherby Parish Council last year undertook a Public Consultation meeting which resulted in a comprehensive "Submission to RDC" in Dec 2014, to which we refer you back, and from which extracts are included below (in italics). The views expressed in this are still the views of the Parish Council. · This was the one site residents overwhelmingly did not want developed.</p>   | <p>The Local Planning Authority welcomes the views of the Parish Council, and the concerns raised by the Council. These concerns have informed the Site Selection Methodology, and highlight the need for further clarification on matters around access, heritage assets, noise and density of development. Clarification has been sought and received in respect of a noise assessment which has identified serious concerns regarding the resulting residential amenity of the prospective residents. This has lead to site 8 not being considered as an allocation.</p>      |

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| <p>· Development here will add considerably to traffic problems in the village, which already suffers excessively being a through route to Pickering, Kirkbymoorside and other villages, with heavy vehicles associated with BATA and huge problems with school traffic. The Highway Authority do not appear to have taken into account the issue of the impact the school has on traffic flows and highway safety in Amotherby and the simple fact that any development accessing off Main Street will add to those problems and will be affected by them. Sometimes the street is gridlocked. There is a detrimental impact resulting which manifests itself in damaged grass verges, vehicles speeding to exit the area as soon as possible, excessive fumes and noise, notwithstanding the ongoing efforts of the Parish Council to achieve mitigation. Adding to this situation is unacceptable especially when other sites are available.</p> | <p>The Highway Authority had no concerns regarding the provision of the access. This site is no longer identified as an allocation, this is around noise issues.</p>   |
| <p>· We have some doubts about access to this site being satisfactorily achievable. We believe that part of the logical potential access between Zetehtics and Station Farm House (north of the house) is in the ownership of a third party. Any attempt to put an access through the narrow garden area south of Station Farm House would be unacceptable as the road would be very close to both Station Farm and the neighbouring property and the garden walls would restrict visibility. It would also be almost directly opposite Meadowfield, thereby forming a cross-roads.</p>   | <p>The Local Planning Authority has received information from this landowner about the means of access from their land- it is not established whether the site submitter is in agreement to use the land. This site is no longer identified as an allocation, this is around noise issues.</p>   |
| <p>· In Questions 6, 10, &amp; 12 reference is made to a submitted scheme. If “the submitted scheme” is a material factor in the assessment of the sites it should form part of the consultation and be freely available to consultees. As it stands the Parish Council are of the opinion that the “submitted scheme” should not carry any weight and should not predetermine or influence officers recommendations.</p>   | <p>The submitted scheme material is available to be viewed. The site selection methodology and site considerations in general are informed by evidence. Where information is submitted this informs the assessment process, and it can influence the sites' consideration, positively, or raise concerns and then further information is required to establish what, if any mitigation measures are required. Submissions have been made in terms of indicative schemes. These are publically available on request, and are now digitised and available on line. The evidence provided needs to be sufficient to establish the principle, but if concerns are raised by the nature of the material, then this could affect the site's ability to progress.</p> |

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| <p>· In Question 8 it is stated “in terms of the character of this site, its rural, pastoral qualities would be lost through development; harming the character of the settlement”.</p>  | <p>The Local Planning Authority acknowledge that for many sites there will be a degree of adverse impact, because through the development there will be a loss of a currently open field. The SSM identified that there is a sensitivity. This site is no longer identified as an allocation, this is around noise issues.</p>  |
| <p>• This site will affect the setting of the Grade 2 Listed church, churchyard and cemetery. (Qs 10 &amp; 12)</p>   | <p>The Local Planning Authority has sought to obtain observations on the setting of the Listed Church. The SSM identified the sensitivities of the Church, and as such further information is required to enhance understanding of this issue. This site is no longer identified as an allocation, this is around noise issues.</p>   |
| <p>· Although the existing Station Farm House is not listed it perhaps should be. It dates back to around 1860 and is a typical traditional farmhouse of that period. Any threat to the building or its immediate surroundings is unacceptable. There is a strong likelihood of important archaeological remains in the field. (Q13)</p> | <p>Department for Culture Media and Sport are responsible for listing buildings/features through Historic England. No proposals have sought the demolition of the property, which the Local Planning Authority acknowledge in the SSM that this house does make a significant and positive contribution to the street scene. This site is no longer identified as an allocation, this is around noise issues.</p>   |
| <p>· The overall rating for “D Culture and Heritage” is “double minus/red”, reflecting the concerns over the effect on the setting of the Church, existing house and possible archaeological remains.</p>  | <p>The rating system used in the Site Selection Methodology does not confer by the presence of a red response that that per se would discount the site from further consideration. It very much depends on the matter in question, and through the submission of further information this rating could change. This site is no longer identified as an allocation, this is around noise issues.</p>   |
| <p>· The geology of the site is double minus/red and there is a potential serious risk to the public water supply—should this site therefore even be considered for development? (Q25)</p>   | <p>The Environment Agency has advised that the propensity for the contamination varies across site 8, with the southern component of the site being more vulnerable, and the northern part less so. A function of both distance and drift geology. Accordingly the site has a lower vulnerability than other sites such as 148 and 635. It is still identified as being a (--) due to the varying sensitivity- which will need to be considered. This site is no longer identified as an allocation, this is around noise issues.</p> |
| <p>Please also see extracts from our “Submission to RDC” below.</p>  |   |
| <p>PC comments Site 8 – Station Farm field,(pg 2)</p>  | <p>This site is no longer identified as an allocation, this is around noise issues.</p>   |

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| <p>1. The submitted site plan appears to indicate the existing Station Farm house &amp; outbuildings would be demolished. This house dates to about 1860 and is a very important part of the character and street-scene of the village.</p>  | <p>The Farmhouse is not indicated as being demolished, but outbuilding are proposed to be demolished. This site is no longer identified as an allocation, this is around noise issues.</p>  |
| <p>2. The site is very close to BATA mill, from which there is considerable noise from 6am to 10pm and sometimes continuing until midnight or later. Houses in Church Street can hear this clearly and complaints would be very likely if developed.</p>   | <p>The Local Planning Authority is aware that BATA represents a amenity consideration, and a noise assessment is required to evaluate the impact of noise across the site. The SSM identified that the presence of BATA could have significant amenity considerations, but that these could be appropriately addressed. A noise assessment has been produced which has identified that noise levels would be adverse, and the proposed mitigation measures are not reasonable as they do not allow a person to normally occupy their home in a rural situation.</p> |
| <p>3. The whole site is too large and if all used would extend the village too far east.</p>   | <p>The site is contained by existing development, and at an indicative yield of 19 units this is not an unreasonable level of development. However, the site submission information has nearly doubled this, which concerns Officers. This site is no longer identified as an allocation, this is around noise issues.</p>  |
| <p>4. There are problems with running sand in some parts, if not all, of this field. A deep hole appeared overnight when the foundations for Cornwell House were being dug, which resulted in the house having to be built on a concrete raft. This sand area continues across the road &amp; caused houses where the entrance to Meadowfield now is to collapse when the drainage when put into the village in the 1950s.</p> | <p>Noted, and acknowledged. This information will be passed onto the site submitter to respond to. Land instability matters will need to be considered and addressed as part of any planning application, but are usually considered in detail at the building regulations stage. This site is no longer identified as an allocation, this is around noise issues.</p>  |
| <p>5. Potential access to the site is narrow (unless Station Farm demolished) and would be in close proximity to Meadowfield, potentially creating great traffic problems at peak journey times.</p>   | <p>Officers have asked for further information to be provided about the access. This site is no longer identified as an allocation, this is around noise issues.</p>  |

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| <p>6. There was a proposal in 1989 to develop this field (application 3/5/62/OA), which in Nov.1989 was held in abeyance. After discussions between RDC, the Parish Council and the then owner it was eventually withdrawn, we believe in Oct 1993.</p> | <p>The presence of previous planning history does not preclude future development considerations. It must be considered within the context of the Local Plan Strategy. Planning history, whilst being a material consideration is not in itself a reason to discount a site. There is over 20 years since the application. Furthermore, the application was not determined. Also the policy position taken in a past Development Plan, may not be relevant in the consideration of allocations as part of the current Development Plan.</p> |
| <p>7. There may be important archaeology on the site. A resident remembers seeing a photo showing crop marks indicating a large building (possibly Roman villa). See also Google Earth.</p>   | <p>Noted, and acknowledged. This information will be passed onto the site submitter to respond to. Further technical work would need to be undertaken- this is identified in the SSM, and identified by the County Local Planning Authority's heritage/archaeology unit- but not from a point of necessarily precluding development. This site is no longer identified as an allocation, this is around noise issues.</p>   |
| <p>8. The development of this site would extend the linear form of the village to the east. This would be contrary to its character and have an adverse impact of the setting of the listed church to the south.</p>                                    | <p>It is considered that the site is well contained within the existing village form. Assessment of the site concluded that the existing development surrounds the field on three sides, and whilst the proximity of the church was a significant matter to be considered, this was in terms of how development could be orientated and positioned. This site is no longer identified as an allocation, this is around noise issues.</p>  |
| <p>9. Public comments expressed total opposition to development on this site.</p>   | <p>The Council is aware that this site has received more objections than support for its development. The Local Planning Authority must examine the nature of those objections as to whether they represent material planning considerations which cannot be addressed in a satisfactory manner. This site is no longer identified as an allocation, this is around noise issues.</p>   |
| <p><u>Our Conclusions (pg 4) stated</u></p>   |   |
| <p>We therefore expect :-</p>   |   |
| <p>· that development should incorporate houses to meet local need.</p>   | <p>There will be an affordable housing contribution on site. The site submission for 148 recognises the provision of affordable housing.</p>  |

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| · that sites chosen should fit in well with the existing village.  | Site 148 is adjacent to the edge of the settlement, with access to be provided from the B1257. The site will allow the delivery of a range of market and affordable homes with land for a children's play area and a kiss and drop for the school. With suitable landscaping the site will both physically and functionally fit well within the village.   |
| · that Amotherby should have to have a maximum of 15 houses allocated and that Swinton should expect some additional development.                | The Local Plan Strategy does not artificially set a housing requirement on each service village, or service village grouping. Swinton has seen more recent development (Meadowfield and Pearson's Yard) which have occurred recently but prior to 2012 (commencement of Plan Period) . But also in examination of the sites in both settlements, two sites perform better overall than site 341 in Swinton. The sustainability appraisal process informs site assessment, to ensure that the best performing sites are taken forward as allocations. |
| · that development will not add to traffic problems in the village   | The proposed allocation, site 148 provides an access to the school, with parking for parents and a drop off without going down the main street. This will be a benefit to existing and future traffic movements.   |
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| We refer you also to:-   |  |
| <u>Appendix 2</u> —Minutes of the Public Meeting on LDF Sites held on 1 <sup>st</sup> Dec  |  |
| <u>Appendix 3</u> --Residents comments on Amotherby Sites from the Public Meeting 1 <sup>st</sup> Dec 2014                                       |  |
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| <u>Site 8</u> —Station Farm field, (pgs 12/13)   | Please see comments above for this site- this site is now not identified as an allocation.   |
| <b>For:-</b>   |  |
| · no comments in favour  | ·  |
| <b>Against:-</b>   |  |
| · No, because it is right in the village.  |  |
| · This site is too large. Little or no access to the site. Would require access through the village & force traffic out via a one-way around the |  |
| · Totally unsuitable, would lead to more traffic in village & stretch  |  |
| · Access would have to come onto Main Street through Amotherby. Again congestion issue with traffic already going through the village & from     |  |
| · We strongly object to this site—access issues into village,--traffic   |  |

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| · Not in favour due to adding to traffic/congestion problems in the  |   |
| · We strongly disagree with site 8 because of its position in the village. Any sites considered should be on the outskirts. Site 8 is too near the school  |   |
| · No. Not suitable, no access.   |   |
| · No—not in Main Street—traffic already difficult.   |   |
| · Access onto Main Street makes traffic problems worse.  |   |
| · Definitely not no.8.   |   |
| · Most inappropriate as it would appear to compromise Station Farm, a historic and attractive house which is part of the current character of the village, as well as requiring access onto Main Street.   |   |
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| <b>2. Do you have any views on how we have selected these sites?</b>   |   |
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| We restrict our comments to sites in Amotherby/Swinton, <u>firstly on how Site 8 has been selected</u> :-  |   |
| The “Sites Consultation Summary—Service Villages” states on pg 3 that there is a “figure to plan for” of 116 houses, including a 20% buffer of 60. There are six Group 4 sites in other villages which will more than provide this number. (Ampleforth 21, Nawton 20, Rillington 27, Sherburn 4 + 8, Slingsby 73 = 153, plus a Group 3 site at Sheriff Hutton 15 =168). Since there are no Group 4 sites in Amotherby/Swinton we feel that the inclusion of site 8 (Group 3) is purely an attempt to include another village in the distribution of development. | The Local Plan Strategy seeks to, as equitably as possible, distribute the housing requirement to the Service Village Tier, subject to the site-specific considerations. Those villages within that tier were identified in the adopted 2013 Local Plan Strategy. It should be noted that Staxton and Willerby, have only group 2 sites, as such no sites are currently proposed at this settlement. Sites given group 3 status where there are no group 4 sites in that settlement can still be considered. It is expected that such sites will be accompanied by development principles, to ensure that at the stage of planning application submission, sensitivities identified can be properly addressed. The settlements of Ampleforth, Nawton, Sherburn and Thornton le Dale have already seen the granting of recent planning permissions, and recent completions. Slingsby is a site for 34 dwellings. |

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| <p>We find it difficult to understand why site 8 has been preferred as sites 148 (Amotherby) and 341 (Swinton) are also Group 3 sites with, in theory, equal potential. See (Amotherby and Swinton Site Assessment Table in the full representations.</p>  | <p>The group 3 status is to help identify potential sites. The sites do not have equal potential, based on their performance through the Site Selection Methodology, and their deliverability and developability is site specific . Specific comments are responded to below. It is of absolute importance that sites are considered on their merits, and that the SSM is not viewed as providing a quantifiable assessment process for site selection. Site 8 is now identified as a Group 2 site, and site 148- with deliverability issues resolved, has been identified as a group 3 site, and is identified as an allocation.</p> |
| <p>Given the very close proximity of Amotherby/Swinton to Malton/Norton the very small number of houses required would be far better built there, where facilities and sustainability are much greater.</p>  | <p>This matter goes back to the spatial strategy, and the approach of the distribution of development. This is set out in the Local Plan Strategy, and is not under review. With the operation of the buffer land for 1800 homes is to provided in Malton and Norton- which was identified as being an appropriate level for the capacity of those towns.</p>   |
| <p>All three sites in Amotherby (8, 148 &amp; 635) are classed as posing a serious threat to the public water supply. Why then are they even being considered?</p>   | <p>The Environment Agency has advised that the propensity for the contamination varies across site 8, with the southern component of the site being more vulnerable, and the northern part less so. A function of both distance and drift geology. Accordingly the site has a lower vulnerability than other sites such as 148 and 635. Site 635 was more sensitive than site 148. Due to the residential uses, techniques are available which can ensure that contamination risk can be eliminated.</p>  |
| <p><u>Secondly</u>, we wish to point out inconsistencies and errors in the Amotherby and Swinton section of the Full Site Selection Methodology document.</p>  |   |
| <p>Comparing the Group 3 sites (8, 148 and 341) and sites 635 and 538 (group 2) we find that the number of dark green, light green, pink and red sections, the +'s and -'s, in stages 2 and 3 are very similar:-See table in representations made. Indeed on a purely mathematical basis and assuming no errors in classifying the colours/+'s &amp; -'s of sections, sites 635 and 341 perform better than sites 8 and 148!</p> | <p>The Local Planning Authority would strenuously desist any interpretation of the Site Selection Methodology which looked purely at the ratings from an arithmetic approach. The assessment framework was not designed to operate in such a way. The Site Selection Methodology, and the questions it poses is a means of site assessment to identify and compare sites, but not from a view of how many greens vs. reds. It is careful examination of nature of the features being considered.</p>  |
| <p><b>However</b>, going through the SSM questions individually the following errors and critiques have been found:-</p>   |   |

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| <p>· Q1A --from site 635 to the local shop takes an average walker only 9 minutes.--from site 635 to the Primary School takes 8.5 minutes.</p>   | <p>The isochrones map the distance as a function of time, in zones, and are an average measurement. It is likely that for some sites the actual measurement may be less than the average, or indeed more. Amotherby and Swinton they are twinned as a Service village for the fact that they share the School/Shop and so this is identified in the Local Plan Strategy, and in the SSM- it identifies why the accessibility rating is at this level.</p>  |
| <p>· Q3 –site 148. It is stated that there are no footpaths along the frontage of the site. This is <b>incorrect</b>, there is a footpath which extends all the way to Appleton-le-Street.</p>   | <p>Noted. There is a footpath, but in terms of its width, it is narrow and not a standard width pavement, in terms of the response from the Highways Authority.</p>  |
| <p>–site 538. This site <b>does</b> have access onto a public highway and the section should not therefore be marked “double minus/red”. See also our comments on this site in answer to your question 3.</p>  | <p>The Highways Authority have identified that the proposed access is not sufficient. Information has been provided which shows the ability to access the street, but the layout of the site would still be unacceptable.</p>  |
| <p>· Q5 –site 148. No information on green infrastructure but this could be provided. The section should in our view be marked as + light green, as are other sites under consideration.</p>   | <p>This needs to be considered within the context of the Public Right of Way.</p>  |
| <p>· Q8 ( or should it be 9?) –site 148. Although adjacent to the AONB the site slopes down from the B1257 and much of the site is hidden by the hedge along the road. As there are no footpaths on the AONB in close proximity it would not adversely affect the setting of the AONB and the section should be marked as + light green, not – pink.</p> | <p>The consideration of this aspect may change depending on information which is submitted concerning the scale, massing and design of buildings, including the layout, landscaping and tree planting. The nature of the scheme (such as building heights) itself can have a significant impact on the impact of setting of the AONB. Since this has not been established, the pale pink response recognises the precautionary approach.</p>   |
| <p>· Q25 –sites 8, 148 and 635 in Amotherby are all marked “double minus/red” with a “potential serious risk to the public water supply”—should any of these sites be considered for development when there are sites in Swinton where no such threat exists?</p>  | <p>The Environment Agency has advised that the propensity for the contamination varies across site 8, with the southern component of the site being more vulnerable, and the northern part less so. A function of both distance and drift geology. Accordingly the site has a lower vulnerability than other sites such as 148 and 635, but it is highlighted under the double red to indicate that there is a sensitivity. This can be addressed at the planning application stage through the submission of a Hydrogeological Risk Assessment.</p> |

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| <p>· Q27 –site 8. It is stated that there is no evidence of land instability, but this is <b>incorrect</b>. There is historical evidence of running sand in this area and buildings, where the entrance to Meadowfield now is, collapsing. While Jubilee House and Cornwell House, adjacent to Station Farm, were being built in 2001 subsidence within the foundation area occurred overnight. This resulted in Cornwell House having to be extensively piled, with the piles going down at least 15 metres before hitting a solid base. This must surely be a strongly negative indicator for this site.</p>                           | <p>Now that the Local Planning Authority has this information, it can be added into the consideration process. It will be necessary for a geotechnical report to be provided to demonstrate how an ground instability can be mitigated. It is not an absolute constraint (unless there is no solution available).</p>   |
| <p>· Q29 –site 8. This site is close to the BATA mill, which works from 6am to 10pm, and on some occasions during the year to midnight or after. Whilst the noise from the mill is not excessive in decibel levels (most of the time) there is a continual rumbling noise, which can be annoying. Noise mitigation measures can be applied to houses but not to gardens and so this is likely to cause nuisance and affect the amenity of proposed occupants. There are likely to be complaints to BATA which could impact on their business. “I Overall rating for Amenity” –site 8. is lower than for other sites (148 &amp; 635).</p> | <p>The Local Planning Authority is aware that BATA represents a significant amenity consideration, and a noise assessment was sought to evaluate the impact of noise across the site. At the time of the consultation, the SSM highlighted the potential sensitivity with mitigation, as the noise assessment has not been undertaken. The noise assessment undertaken has identified particular, significant acoustic sensitivities, without satisfactory mitigation. Resulting in site 8 being unable to be taken forward as an allocation.</p> |
| <p>· Q46 –site 8. Whilst Highways consider access onto Amotherby Lane(Main Street) acceptable the residents of the village do not. All traffic from this site will have to go through the village, and as job opportunities in Amotherby are limited most occupiers of houses here will have to travel away for work.</p>  | <p>The site has an indicative yield of 19 units, and whilst the access would be onto the Main Road, and thus cars would drive through the village, there is no way of preventing any vehicle travelling through the village, unless by a traffic order. This would be applicable to any site brought forward in particularly Amotherby and/or Swinton . The traffic problems are also time limited.</p>   |
| <p>--site 538. This site does have access onto a public highway and the section should not therefore be marked “double minus/red”. See also our comments on this site in answer to your question 3.</p>  | <p>As stated above. The Highways Authority have identified that the proposed access is not sufficient.</p>  |
| <p>· Q48 –site 148. The existence of a PROW on the site should not count against it, indeed it may be a positive benefit by dividing the site into logical areas of use.</p>   | <p>The presence of, or indeed creation of, a PRoW would be beneficial. Where are development could effect the course or presence of PRoW that has to considered as being detrimental. The presence of the PRoW means that in developing the site there is a extra complexity where such routes run across this. At the time of compiling the SSM, there was no layout scheme to consider the impact of development upon the PRoW.</p>   |

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| <p>Q50 –all sites (8, 148,635 &amp; 341). It is stated that “We have no reports of internal sewer flooding in any of the villages and domestic foul water only may drain to public sewer.” This is <b>incorrect</b>, the lower parts of Swinton quite frequently suffer from sewage welling up into the street and some homes, usually in periods of heavy rain as the drainage system in both Amotherby and Swinton is of a combined nature. The sewers do not have the capacity to cope with more houses.</p> | <p>We will discuss this with Yorkshire Water, who provided the response the development can only be required to mitigate the impact of that development, and not increase surface runoff rates above that of the pre-existing situation.</p>   |
| <p>Q52 – site 8 is marked “++ dark green” but it will have an adverse impact on the setting and surroundings of the Church (a community facility), it should be “– pink”.</p>   | <p>The question is correctly interpreted, the impact is about functional impact on a community facility. The potential impact on the church is concerning its setting from the point of view as a designated heritage asset. This is considered in another part of the SSM.</p>  |
| <p>-- site 148 is marked “+ light green”, but the possibility of a school car park should be a positive advantage, it should be “++ dark green” at least.</p>   | <p>148 indicated potentially providing facilities to the school, but it is also a significantly larger site than was originally envisaged, it considered that the single + was cautiously positive, based on the above matters. Consider the response is correct. The site cannot be considered a being artificially reduced. On that basis the site is larger than envisaged as part of the spatial strategy, but no in itself a reason to artificially reduce the site extent. The PRoW transverses the site, and so would need realigning, and at the presence of a facility to support the school through a car park or 'kiss and drop' has only been identified as potential.</p> |
| <p>“M Overall rating for Community Facilities, utilities and infrastructure”. Site 148 is marked “– pink” but in our view the footpath across the site and the potential for a school car park are positive advantages which should lead it to be marked “++ dark green”.</p>   | <p>148 indicated potentially providing facilities to the school, but it is also a significantly larger site than was originally envisaged, it considered that the single + was cautiously positive, based on the above matters.</p>  |
| <p>Site 538 is marked “double minus/red” but owing to the error in Q46 this is wrong.</p>   | <p>The Local Planning Authority is advised by the Highway Authority. They have identified that the access is sub standard. Access is available, but the layout would be adverse.</p>   |

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| In conclusion, we think the SSM is seriously flawed in certain respects and that basing the selection of site 8 on this is completely wrong.   | The Local Planning Authority disagrees that there is significant errors/flaws in the assessment, but will check on matters of clarification. The sites consultation was clearly undertaken to represent a point in time: site 8 being considered as the preferred site represents its performance so far. Further information has been provided on site 148, which can now be re- evaluated and further information submitted has changed the evaluation of site 8. Resulting in Site 148 being identified as the proposed allocation. |
| <b>3. Do you think there are better sites for housing development in</b>   |  |
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| Please see below, after general points from our "Submission to RDC" of 2014 (in italics), the Parish Council's current comments and extracts from the "Submission to RDC" of 2014 (in italics), site by site.  | .  |
| <u>Residents comments -- General points (pg11/12)</u>  | .  |
| . Amotherby is a linear village so development should be in keeping with the historic character of the village, not creating large estates behind housing currently in existence.  | The preservation of the village's form can be undertaken through some at depth development, it is not appropriate to perpetuate linear, frontage development- otherwise known as ribbon development  |
| . Not in favour of any further development which will exacerbate traffic problems on Main Street.  | The Local Planning Authority will be guided by the Highway Authority in terms of acceptable levels of traffic movements and access considerations.   |
| . Sites should be on the main road or down towards BATA.   | New residential development cannot be within the HSE zone identified at BATA.  |
| . Look to gain lower traffic flows through the village.  | The Local Planning Authority will be guided by the Highway Authority in terms of acceptable levels of traffic movements and access considerations.   |
| . Put up 30 houses & ensure you get additional access to reduce traffic flows through the village. This will benefit the village & give the council (RDC) what they want. The important bit is to choose the correct site that gives an additional roadway access. | The role of SSM is provide evidence which indicates better performing sites  |

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| · Anything built adjacent to BATA does run a risk of noise which would not be suitable to property development & would restrict a good local employer.  | As discussed above, noise from BATA will require further consideration.  |
| · We want none. Large 5 in parish plan wanting larger developments would be landowners who will benefit financially! Do not increase traffic in village. Drains already at breaking point. School parking problem.  | Noted.   |
| · There are big housing estates being built already, do we really need any more housing in Amotherby, taking into account access to the school with further children attending putting pressure on class sizes, congestion into Malton & pressure on amenities in Malton such as the doctors.   | The housing estates in Malton and Norton, and other larger settlements are to respond to their housing requirements.                       |
| · Obviously new housing is needed and it makes sense to spread it amongst the villages but it should be in keeping with the village and some should be affordable housing.  | This is the general approach that is being sought for providing housing in the Service Villages.   |
| · My understanding is that the planning regulations change next April at which point plans submitted for new housing developments which have no means of being supplied by natural (mains) gas can no longer be built with LPG or oil as their heat source. This will mean that they will have to be built with a renewable energy like air source or ground source heat pumps or something like a biomass boiler, all of which will add an incredible amount to the build cost and in turn the selling cost of any houses. | This is a matter for building regulations. The Local Plan Strategy seeks to ensure that new dwellings are as energy efficient as possible. |

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| <p>· We recognise that there is a potential need for increased availability of housing in Amotherby and Swinton by 2027. We would favour an incremental and organic approach to growing the local housing stock through the use of infill development of Brownfield sites. We feel strongly that if development is to take place, the responsibility should be shared equally between Swinton and Amotherby. If a single site development is the preferred option, we would favour a site on the B1257 (i.e. item 148, 635 or 636) which could be accessed from the main Helmsley to Malton road. We do not favour any development whatsoever that requires access from and into Main Street and/or High Street. Amotherby already has very serious traffic problems owing to both very heavy school traffic and the general volume of traffic passing through the village, including BATA lorries. Anything that would exacerbate this situation further would be extremely detrimental to the village. There are many occasions when the village is completely log jammed with traffic and we feel it is only a matter of time before a serious accident will occur.</p> | <p>Traffic could still access main street via the B1257. Access to the site would need to be from the B1257, with associated visibility splays to consider the 40 mph.</p>   |
| <p>· Following tonight's meeting we would say that the 2 sites we would most strongly support are no's, 61 and 636 as they both have access from the 1257 and seem to be the right size for up to 15 dwellings. Given that is the maximum development the village is prepared to accept, it would be a mistake to support a site big enough to take more than 15 as we could end up with much more. The sites off the Main Street, 8 and 181 we would resist as they would both bring more traffic into an already heavily congested area, and both are big enough to take much more housing than is acceptable.</p>   | <p>It is unfeasible to consider development of the site for 15 units, with an associated car park, road access, and the considered planning of the site. The Local Planning Authority could not impose restrictions on parking/dropping off in Meadowfield Close, as that is a matter for the Highway Authority. Site 61 is not considered to be deliverable, and site 636 would merge Swinton and Amotherby together.</p> |

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| <p>Development of sites of anything more than an acre or so would completely alter the feel of the village. Whilst sites in Malton are large, they can be accommodated within a town rather more easily than a large development in relatively small villages. Neither Amotherby nor Swinton are 'pretty' villages but they have character which has grown over the years and has been added to by small-scale developments which somehow have fitted in. We don't want these villages altered beyond recognition and think that this is key to a way forward for the present proposals. There is obviously a need for new homes and very much so for young local families and we feel that this could be accommodated by small-scale developments and in-fill sites shared between the two villages. Smaller sites would be perhaps more attractive to smaller local builders who could perhaps build something more in keeping with local styles, rather than the formulaic larger developers, and thus preserve and add to the local sense of place. There are other considerations to be borne in mind in respect of local facilities, of which there are few. A key attraction in Amotherby is the village school . The main street carries a fair amount of heavy traffic at the best of times and this is turned into a congested nightmare at school times. Access to the school for buses and for parents to drop and collect children is difficult and unsafe and any suggestion of developing sites for housing which need access from the main street should be resisted as completely inappropriate for these reasons. Having said this, if a single larger site were to be thought more appropriate in order to attract a developer, then we would think No 148 the most appropriate. This would offer potential to give access directly to the school from the main Malton Road and thereby relieve the main village road of its congestion problems and make it much safer for children and parents to access the school.</p> | <p>Information has been submitted post the 2015 consultation regarding site delivery and developability, and is available to view on the web site. Smaller sites (had such sites been available) would still have had a cumulative impact on services and traffic. Policy SP16 requires good design irrespective of the size of the site. With school places, due to parent choice there is inherent complexity, and it is not possible to proportionally define or ascribe local children attending a local school. It is reasonable to expect that a significant number of children will attend their local school.</p> |
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| <p>School not at capacity at present so with all the new houses in Malton &amp; limited/ no capacity there children are likely to come to Amotherby, adding to the traffic problems. Catchment area children have priority over those from outside, so by building in Amotherby the school can potentially be filled with local children who will walk rather than drive. Isn't it better to keep school for local children by providing local houses?</p> | <p>Matters regarding school places is considered by the Local Education Authority. Malton/Norton education requirements are being addressed in those settlements- where development is expected. Site 649 identifies land for a school.</p> |
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Site 148 Current comments from PC

· Access possible from the B1257, keeping traffic out of the main village street. · School access and parking possible, alleviating an ongoing serious problem within the village associated with parents picking up from school or attending school events. · It would not be necessary to develop the whole field. · The Roman road lies very close to the southern boundary where it would not be necessary to build. It would be possible for a new road to pass over this without serious damage. Much of this Roman road has already been built on along the B1257 corridor.

Extracts from our "Submission to RDC"

PC comments Site 148 – field south of the school (King's field) (pg 3)

1. The whole site is too large, but use of the lower flatter (northern) part would potentially give some benefit to the village.
2. The Roman road runs across the southern end of the field, not far below the B1257.
3. Access onto the B1257 at the south of the field, although initially attractive, could be problematic as the slope here is steep and would cause problems in winter conditions.
4. The development of this site would only be viewed as appropriate if it is accessed off the B1257, with a new access to the school provided. This has the advantage of not adding new traffic in High St/Main St. and would deflect school traffic away from the centre of the village. If RDC were to allocate this site the PC would want assurances that:- a) access could only be off the B1257, b) vehicle access to the school via Meadowfield would be closed off, c) negotiations take place with the Education Authority with a view to providing an adequate (parent) car park for the school, d) mechanisms would be put in place to ensure school parking/dropping off/picking up could not occur in Meadowfield, Cherry Tree Walk & Main Street.
5. Public comments expressed some support.

The Local Planning Authority has asked the site submitters Agent to provide further information about how site 148 could be developed. This information has been submitted post the 2015 consultation, but is available to view on the web site. The Local Planning Authority is not artificially reducing sites, and where sites are providing other, wider benefits, this will need to be factored into site viability. The information provided has informed the assessment process, and when compared to other sites site 148 performs well in the SSM. It is therefore proposed as an allocation.

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| <p>Residents comments Site148—King’s field, (pg 13)</p> <p>For:-</p> <ul style="list-style-type: none"> <li>· We feel that this would be a good place to build 15 houses &amp; a new road out onto B1257 &amp; close of the road into Meadowfield &amp; a new speed limit of 30mph on B1257.</li> <li>· Seems obvious plot to get rid of school traffic &amp; provide scope to enhance the school.</li> <li>· Definitely yes, so long as access is off B1257 &amp; car parking for school is provided.</li> <li>· If this site has access from the main Hovingham road this could be considered.</li> <li>· Would only be acceptable if access is from main road, not via Meadowfield.</li> <li>· Good for school extension, possible car park for school, but needs a new road onto B1257.</li> <li>· Could additionally provide access to the school from the main road with some parking, thus removing the problem of such serious congestion in the village resulting from school traffic.</li> </ul> <p>Against:-</p> <ul style="list-style-type: none"> <li>· This site is far bigger than the requirement for 15 houses. Site is similar in size to Broughton Manor, so considerably larger than needed.</li> <li>· Not suitable given access, traffic, school congestion.</li> <li>· <del>New access required—very expensive. Opens up strong possibility of</del></li> </ul> | <p>Whilst the site is not comparable to Broughton Manor (c.340 dwellings), it would be a site delivering more than 15 dwellings. The Local Plan Strategy does not stipulate that sites should be artificially reduced or split. The Local Planning Authority has to balance the delivery of the wider community facilities with the housing which is required. Indicative maps have identified c.44 units. The details of how the site is to be considered are being evaluated, as new site information has been submitted. Compared to other sites, the site now is performing well, and has been identified as an allocation.</p> |
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| <p>Site 635</p> <ul style="list-style-type: none"> <li>· Access directly onto the B1257, keeping traffic out of the main village street.</li> <li>· Continues the linear form along the north of the B1257 and links the Eastfield group of houses to the rest of the village.</li> <li>· Existing adjacent development does not appear to compromise the groundwater source protection zone and mitigation could be achieved.</li> <li>· The Roman road lies within this site but much of it has already been built on along the B1257 corridor. Would the loss of another section be overly detrimental providing proper investigation carried out?</li> </ul> <p>PC comments Site 635 – field west of Eastfield, east of Manor Farm (pg3)</p> <ol style="list-style-type: none"> <li>1. Roman road crosses this field towards the southern boundary. Its line can be seen on the ground by the remains of a ridge and ditches.</li> <li>2. Access direct onto the B1257 is potentially good, but this currently has a 40mph limit which is often exceeded. The pavement here is narrow and right beside this fast stretch of road.</li> <li>3. The site is relatively close to Westlers (Malton Foods) with its associated noise problems.</li> <li>4. Development of this site would not add to congestion in the Main Street.</li> </ol> <p>Residents comments Site 635—next to Eastfield, (pg 14)</p> <p>For:-</p> <ul style="list-style-type: none"> <li>· Positive view as not in village &amp; access straight onto main road.</li> <li>· Better option-access onto main road so no disturbance to village traffic &amp; no congestion problems</li> <li>· Favourable dependent on access directly on to B1257.</li> <li>· Ideal site, access good.</li> <li>· Good/best.</li> <li>· OK. Access &amp; public utilities can be phased.</li> </ul> <p>Against:-</p> <ul style="list-style-type: none"> <li>· No, not good access onto road.</li> <li>· Very large, too much potential.</li> </ul> | <p>Noted, the site has fewer constraints than other sites, but the reason for the site's discounting from being considered for potential allocation was the Ground water Contamination issues, as the site is in very close proximity to a private water supply for food manufacture. This is a sensitivity.</p> |
| <p><b>Site 341</b> in Swinton</p>  |  |

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| <p>There are no previous PC or residents comments on this site as our Public Meeting in 2014 looked only at sites within Amotherby. Current comments from PC</p> <ul style="list-style-type: none"> <li>· Continues the form of the village.</li> <li>· Adjacent to site allocated in last local plan which has since been developed as Meadowfields with no apparent amenity issues.</li> <li>· Noise from the scrap yard is probably about equal to that at site 8, but is not continuous and lasts for a shorter period. The yard is open 8am to 5pm although may be operative from about 7-30am to 6pm. Noise mitigation measures can be applied to houses and gardens will be quiet in the evenings.</li> <li>· No adverse impact on a Groundwater Source Protection Zone identified by the Environment Agency.</li> </ul> | <p>Site 341 - proximity to the Scrap Yard is a material consideration- new residents can view the activities as a nuisance, and would provide a poor outlook for the residents of such a scheme. Noise mitigation measures on a site of that size would either provide an unacceptable outlook, or prevent reasonable enjoyment of the property; such as being unable to open windows on a summer's evening. The Highway Authority have objected to further development off this road, it is un-adopted, and not capable of being adopted, and whilst information has been submitted, that actually demonstrated the lack of capability.</p> |
| <p><b>Site 538</b> in Swinton</p>   |  |
| <p>There are no previous PC or residents comments on this site as our Public Meeting in 2014 looked only at sites within Amotherby.</p>   | <p>Through on site assessment the Local Planning Authority consider that site 538 is more open than site 8 where you to compare such sites. It is considered that from distant views, site 538 would be a much more visually prominent site development, and would not be well integrated into the built form of Swinton. The fields of site 8 do not influence the setting of the settlement.</p>   |
| <p><u>Current comments from PC</u></p>  |  |
| <p>In the assessment site 538 has a very similar profile to Site 8. Its major failings appear to be at Stage 2 Q1A where the distance to the school is seen to be a major disadvantage. This is clearly perverse given the Planning Authority insisting that Amotherby (where the school is) and Swinton should be joined together to form a convenient community to satisfy the apparent need to create a Service Village. To now state that site 538 fails in its distance to the school is plainly ridiculous.</p>   | <p>The isochrones map the distance as a function of time, in zones, and are an average measurement. The SSM identifies that for Amotherby and Swinton they do share currently share facilities, in terms of the school and the shop. It is a fact that they are more than 15 minutes walk, but that in itself is not a reason to discount the site. Other matters were factored in were the lack of an acceptable access and being more open.</p>  |

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| <p>The second apparent failing, which according to the site selection study is terminal, is at Q3 where the Highway Authority considered that the site “has no direct connection to a highway maintainable at the public expense”. On viewing the site and the submitted plan there clearly is a wide strip of land connecting the main body of the site to the highway. Unless the Parish Council have misread the plans or are not party to indications otherwise the site characteristics in terms of pure access to the existing highway are the same as site 8. Overall site 538 is in the main damned by the highway consideration which appears to be inaccurate. This issue should be revisited so that a proper comparison with other sites in the “village” can be undertaken.</p> | <p>the Local Planning Authority is guided by the advice of the Highway Authority. They consider that a suitable access cannot be delivered.</p>   |
| <p>Regarding Q8 sites 8 and 538 are very similar in terms of their stated impact but they have been judged differently. Taking site 538 in isolation from those adjacent, which is what should happen, the impact should be the same as site 8 i.e. low landscape impact (+/light green) and not “-/pink” as assessed.</p>   | <p>The Local Planning Authority stands by the rating due to the more open nature of the site, and ability to view it from Broughton.</p>  |
| <p><b>4. Are there any further sites listed below we should be considering</b></p>   |   |
| <p>Yes, all those below, especially the group 4 sites. Ampleforth site 160 (group 4)<br/> Hovingham site 643 (group 3)<br/> Newton Beadlam site 173/252 (group 4)<br/> Rillington site 175 (group 3)<br/> Sherburn sites 283 &amp; 264 (group 4)<br/> Staxton &amp; Willerby sites 177 &amp; 217 (group 3)<br/> Thornton le Dale site 109(group 3)</p>   | <p>The identification of sites into broad groupings (1-4) provides the ability to clearly rate the sites individually. However, the Local Plan Strategy seeks to, as equitably as possible, distribute the housing requirement across the Service Villages, that means where villages have recently seen significant development or recent planning approvals, despite the presence of group 4 sites, there are no preferred sites in these settlements. For example Sherburn has planning permission for 73 dwellings. Group 3 sites have been chosen at other settlements should no group 4 sites be available because the principle of development has been identified as being acceptable, and that mitigation is achievable/available . The Sites in Staxton and Willerby have not been taken forward due to initially, a lack of response in terms of reconsidering site extents, and secondly, the level of archaeology which is present on both sites. As such these sites are now Group 2 sites.</p> |

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| <b>Slingsby, South Holme and Fryton Parish Council</b>            | Site Nos. 427,444,521 and 532 will be opposed by residents for a variety of reasons and we strongly recommend that none of these sites are developed.   | Noted, 521 in Fryton, would not accord with the spatial strategy. The Local Planning Authority has assessed the other sites and through the SSM: there were irresolvable constraints.   |
|   | Site Nos. 429, 430 and 464 are acceptable to local residents and it unlikely that anyone would object to these three areas being developed for local housing.   | 492 is a site which is predominantly within Development Limits, but has two listed farms on the site- and as such only the principle of conversion could be considered. Note that sites 430 and 464 are considered acceptable. There will be a mixture of market and affordable housing on the sites. |
|   | The Parish Council looks forward to seeing the final document detailing which areas have been rejected by RDC and those which are intended to remain for future development.  | Noted.  |
| <b>Howardian Hills Area of Outstanding Natural Beauty Manager</b> | Slingsby Sites 430 and 464 - This site is on the fringe of the AONB but I feel that the visual impact would be limited as long as the site specific design of any development is sympathetic to the existing screening landscaping, particularly the avenues/belts of trees already present on the site.  | Noted, and acknowledged that the landscaping will be important in the context of this site.   |
|   | Amotherby- site 8 - no observations   | Noted   |
|   | Malton Site 218/281 - As the recent planning application has demonstrated, development of this site would need to be carried out in a way that conserves and enhances the setting of the AONB. Notwithstanding the refusal of the Outline planning permission for the High Malton scheme I don't have any objections to the inclusion of this site on principle and I feel the constraints imposed by the proximity of the AONB, and therefore the sensitivity of the landscape, have been correctly recognised and assessed. | Noted. The site's contribution to the setting of the AONB is a significant sensitivity. When considered against other Option Choices, this site has not progressed further to the identification and allocation of more suitable sites to meet the residual requirement.                              |
|   | Malton - site249 - I feel that the assessment of this site is correct, and that it has some constraints in relation to the AONB but that they are not as significant as those affecting site 218/281.   | Noted. This is reflected in the site selection methodology  |
|   | Ampleforth - site 160- I agree with the proposal not to bring forward this site at the current time.  | Noted   |

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|   | Hovingham - site 643 - I agree with the proposal not to bring forward this site at the current time.  | Noted  |
| <b>Ebberston and Yedingham Parish Council</b>     | From the nine locations mentioned, the Parish Council has decided that four may be considered for development. These are:   | Both Ebberston and Yedingham are identified as 'Other Villages', in the Local Plan Strategy, there are specific circumstances where new residential development may be possible (Policy SP2). Any such development would also be subject to a Local Needs Occupancy Condition  |
|   | 113 and 487 - Yedingham- desire to promote building within the Yedingham village as development had been dormant for a long period of time in this village;   |  |
|   | 435 - Ebberston Main street - possible area for development, any new build to be in character with surrounding dwellings within the village and to number less than 10.   |  |
|   | 491 - Main Street/Mill Lane Ebberston, this location could be considered for development. Number of units would need consideration, the council would not accept the maximisation of dwellings per ha.  |  |
|   | The remainder of the site locations listed are not considered suitable or satisfactory for housing development for reasons of water retention, increased traffic movement and where vision restrictions apply with significant problems with access to sites. Additionally, where the site provides a large vista any big development would have an adverse effect upon the whole character and appearance of the village of Ebberston. |  |
| <b>Amec, Foster and Wheeler obo National Grid</b> | Continued safe operation of existing sites and equipment and to facilitate future infrastructure investment, National Grid wishes to be involved in the preparation, alteration and review of Plans and strategies which may affect out assets.   | Noted. The Local Planning Authority has employed the Health and Safety Executive's PADHI+ software and risk evaluation to evaluate sites in close proximity to the high pressure gas pipelines identified in this response. All the sites referred to have been evaluated for their risk, based on the proposed use. None of the site identified have been progressed as options for a number of reasons, including their proximity to the high pressure gas pipelines. The Local Planning Authority notes that the preferred site for employment land, site 650 at Pickering, is proximal to the pipelines, but not at a distance where there is any risk identified. The site is also in the ownership of Northern Gas Networks, who are in operation to the west of the site, and who submitted the site for consideration. |

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|  | There is one high voltage overhead line listed below within Ryedale District Council's administrative area.  | Noted.  |
|  | Electricity distribution is provided by Northern Powergrid. Northern Gas Networks distribute gas.  | Noted, both are consultees  |
|  | There is one high pressure gas transmission pipeline within the administrative area of Ryedale. National Grid requests that any HPMHP (High Pressure Major Accident Hazard Pipelines) are taken into account.  | Noted.  |
|  | Sites identified as being crossed by or within close proximity to Gas Transmission apparatus are sites:640,641,642 and 628.  | Noted. Other sites went put through the HSE software also include a number of other sites. These sites have been discounted through the assessment process for their proximity to such pipelines and for other matters.   |
|  | Our underground pipelines are protected by permanent agreements with landowners or have been laid in the public highway for our licence. These grant us legal rights that enable us to efficient and reliable operation, maintenance, repair and refurbishment of our gas transmission network. Require no permanent structures are built over or under pipelines, or within a specified zone, and materials and soil are not stacked or stored on top of the pipelines. | Noted.  |
|  | Local Authorities have a statutory duty to consider applications for development in the vicinity of high pressure pipelines and to advise the developer on safety grounds on rules provided by the HSE Planning Advice for Development near to Hazardous Installations (PADHI).  |   |
|  | Provide guidance on undertaking development in the vicinity of high pressure pipelines, and Gas Transmission Underground Pipelines-Guidance.   |   |
| <b>Hovingham and Scackleton Parish Council</b> | Site 643   |   |
|  | · Impact on businesses - Extensive mitigation will be required for the two businesses who will lose all or part of their land, and ability to do business in Hovingham:  | The Consultation Document has set out that allocations of land in Service Villages where recent development has occurred should be taken into account. The Local Plan Strategy sought to as equitably as possible distribute the housing requirement. Since Hovingham has recently experienced the Pasture Lane development, an allocation would not be appropriate. As part of the compilation of the SSM, the Local Planning Authority identified significant |
|  | The Nursery, run at the rear of Blue row would be totally lost by the development;   |   |

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| <p>Worsley Arms Farm, currently occupied by an active pig/cattle house and is their only access for large vehicles, such as their combine harvester, into and out of, the farm.</p>   |
| <ul style="list-style-type: none"> <li>· Adjacent to an active farm- generating noise and smells. The design and implementation of the dwellings must consider these environmental factors and future residents made aware.</li> </ul>  |
| <ul style="list-style-type: none"> <li>· Pedestrian Access - access must be included from the New Development Mowbray Crescent and Blue Row through to car park of the Worsley Arms Hotel. There will be safety consideration, especially through the restricted shared vehicle and pedestrian exit to Main/High Street by the Hotel.</li> </ul>  |
| <ul style="list-style-type: none"> <li>· Car parking- already a sensitive issue with residents of Mowbray Crescent and Blue Row. We understand that the proposed development includes parking for Blue Row, but for Mowbray Crescent there is no provision.</li> </ul>  |
| <ul style="list-style-type: none"> <li>· Residents vehicles- The Pasture Lane development had insufficient parking provision. There must be realistic allowance for parking of resident's cars, availability of storage spaces and impact on adjacent residents and businesses.</li> </ul>  |
| <ul style="list-style-type: none"> <li>· Young families- no families with young children have moved into the Pasture Lane development - most likely due to the price of the properties. Although it is not possible to engineer homes to particular group, additional consideration to attract younger families should be incorporated into development, particularly larger gardens and play areas.</li> </ul> |
| <ul style="list-style-type: none"> <li>· Traffic Exit at Junction with Malton Road - the traffic flow out of the development, including existing residents, will be considerable and currently is into an existing hazardous single lane junction with Malton road. There is also a steep slope up to the junction, challenging when queuing and in snow and ice.</li> </ul>                                    |
| <ul style="list-style-type: none"> <li>· Development Traffic - the construction phase is likely to be spread over several years and all construction traffic would currently use the existing exist to Malton Road, sharing this with residents and businesses, causing significant potential congestion and safety concerns.</li> </ul>  |

concerns with regards to the setting of Listed Buildings and flood risk in earlier submissions (374). As a result the site submitter revised the site extent as a response to these principal concerns. Site 643 is a site extent which covers a much smaller extent than 374, which wrapped round the Worsley Arms Complex of buildings. As such the site assessment is not the same as for N31 or 374. The Local Planning Authority is aware that the site presents sensitivities, particularly concerning the visual relationship between the Worsley Arms complex and, and the proximity of the farm. The Local Planning Authority notes the concerns with the access. The Highway Authority have not commented on the acceptability of the access for this site extent, but in connection with site 31/373 they identified the access as acceptable. The position would have been clarified, but for the fact that no allocations are needed at Hovingham within the Plan period due to the recently completed Pasture Lane scheme.

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| <p>· SSM appraisal of sites, site 643 comprises group 2 sites 31N and 374. We believe that the concerns raised, including those regarding the proximity of Listed Buildings, apply equally to site 643.</p> <p>· Orchard, gardens and allotments- development would destroy one of the last remaining orchards in Hovingham together with much used gardens and allotments, which have been cared for and will be lost by the proposed development.</p> <p>· Allocation of new homes in Hovingham - we were told during the planning process for the new pasture lane that they would be Hovingham contribution to the Service Village provision for at least 15 years.</p>   |  |
| <p><b>North Yorkshire County Council</b></p> <p><b>Strategic Policy and Economic Growth</b></p> <p>NYCC values the opportunity to engage with Ryedale DC on the selection of potential development sites and considers this to be part of our Duty to Cooperate. In addition to sites being in conformity with the adopted LPS in terms of overall scale and distribution of growth, priority should be given to sites that maximise the efficient and effective use of existing infrastructure.</p> <p>Site selection should take an integrated approach that considers the range of sites available in relation to the overall package of infrastructure needs for the locality, the need for new or improved infrastructure that each site generates and the ability of the sites to contribute to meeting infrastructure needs. Where additional infrastructure capacity is required, the selection process should maximise potential to achieve efficient and effective delivery and use of new infrastructure.</p> <p>One of the key priorities of the North Yorkshire Community Plan 2014-2017 is to facilitate the development of key housing and employment sites across North Yorkshire by delivering necessary infrastructure investments through partnership. As agreed, NYCC Officers will work with Ryedale DC to develop an Infrastructure Delivery Statement that will help achieve this.</p> | <p>The Local Plan Strategy - spatial strategy sought to maximise the efficient and effective use of existing infrastructure. The Local Plan Strategy, and as such the general approach to the distribution of development has been established. In the interim, a number of planning permissions have been granted, the Local Plan Sites Document will identify sites to meet residual requirements.</p> <p>The SSM provided detail where possible, but for many site submissions information of that level of detail in terms of infrastructure provision is not outlined. However, in terms of utilities the Local Planning Authority has sought information from utility suppliers, who are aware of the overall plan requirements, and the option choices and preferred choices have been the subject of discussions with utility providers.</p> <p>The site selection process has identified where there are opportunities for delivery of key infrastructure, such as land for schools, open space provision, and key infrastructure which is necessary for the development to come forward.</p> |

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| <p>In light of the infrastructure implications arising from site selection, consideration should be given to an early review of the CIL Regulation 123 list. This will help to support the Local Plan through Examination, and ensure that funding is available to address demand for new or improved infrastructure arising from selected sites.</p>   | <p>The Local Planning Authority has approved the use of the CIL charging schedule, the Local Planning Authority has no immediate plans to review the Regulation 123 List which outlines by settlement what are potential (depending on the location of development) key infrastructure requirements. The Council is nevertheless pleased to work with the County Council in a strategy for targeting the monies collected through CIL, and if necessary Members will consider whether revisions are necessary.</p>  |
| <p><b>Malton and Norton</b></p>   |   |
| <p>The allocations for retail and employment uses appear sound. In light of the Cattle Market site 250 being identified as a mixed use and having consent for food retail, it appears that the Wentworth St Car Park (452) would be allocated a non food retail use. This is welcomed in terms of the need to maintain a balance between smaller independent retailers and larger multiples in the town, particularly in respect of food retailing. However, it will be important to ensure that the market is not stifled, and that there is scope for a breadth of offer at both ends of the market in order to support the retention of local trade.</p>                                   | <p>This site is not being proposed as an allocation. This is set out clearly in the Sites Consultation Document. It is identified within the Local Plan Strategy as part of the Northern Arc. Which identifies the area which includes both the Livestock Market the Wentworth Street Car Park, and identifies the area as being suitable for town centre uses. The former livestock market site has an extant planning permission for retail development and meets the quantitative retail capacity for the plan period. The area that is covered by that permission is identified as being part of the Town Centre Commercial Limits.</p> |
| <p><b>Kirkbymoorside</b></p>  |   |
| <p>The relocation and expansion of the Micrometalsmiths business within Ryedale or even North Yorkshire is welcome, but this should not result in the loss of employment land in Kirkbymoorside. The loss of this business in Kirkbymoorside would change the nature of the town in terms of the balance between employment and housing and it is not clear that alternative employment opportunities would be created in Kirkbymoorside in the future. The future expansion of Micrometalsmiths business should be supported however. The allocation of Micrometalsmiths site for housing seems acceptable although there is nothing to ensure that the company remains within the area.</p> | <p>The Option 1, relocation of Sylatech, with use of associate land is not identified as the allocations to meet the residual requirement. The ability of the land formerly identified as expansion land has been retained (without Development Limits). The Rack Systems scheme has met the allocation of land for employment purposes, other land could be considered on its merits, under policy SP6.</p>  |

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| <p>Whilst 622, identified as additional employment land, could potentially mitigate the loss of the Micrometalsmiths site, if it is not clear if the site is developable due to the flood risk, clarification is required on an alternative site.</p>   | <p>Environment Agency have requested that this site is discounted, because the site fails the sequential test. The site has now been discounted. Since the Sites Consultation planning permission has been sought, and obtained on the land to the north, which was an extant allocation from the 2002 Local Plan.</p>   |
| <p><b>Pickering</b></p>   |  |
| <p>Support the employment proposals at site 650.</p>  | <p>Noted</p>   |
| <p><b>Children and Young People's Service</b></p>   |  |
| <p>Given the level of additional housing proposed it is entirely likely, dependent on allocation decisions, that a new school site would be required for Malton, Norton and Pickering. we have no specific comments to make over the benefits of one site over another, however, we would generally expect that the larger sites would have greater potential to deliver land for education. We would therefore support a single larger site approach rather than a dispersed model of allocations.</p> | <p>The Local Planning Authority is not allocating land above the Local Plan Strategy housing requirement and the 20% buffer. The Local Planning Authority has, for those settlements referred to, three sites where land has been explicitly identified for the provision of a primary school. The provision of secondary education would be supported by the collection of CIL. The Local Planning Authority seeks clarification as to what is meant by "dependent on allocation decisions". The Local Planning Authority was of the view that the location of the new school was dependant on the location of the sites chosen. But that if the requirement was split between the settlements, then land would be required for a new school at both Malton and Norton.</p> |
| <p><b>Highways (as Local Highway Authority)</b></p>   |  |

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| <p>Welcomes the opportunity to contribute to the site methodology. The LHA has provided site-specific advice regarding accessibility opportunities and access. It should be noted that each site will still be required to demonstrate their access requirements and transport evidence through the planning application process. Applicants will be required to submit detailed transport assessments/statements and Travel Plans. RDC has acknowledged the need to consider the cumulative impact of site choices and has commissioned consultants to assess the impact of site on the Local Highway Network. As key consultees in the Local Planning process the LHA will continue to work with RDC Officers and their consultants to ensure the impact of the highways network is acceptable.</p> | <p>Noted. the Highway Authority have advised on the capability and accessibility of sites, and there has been local plan transport modelling undertaken, which the Highway Authority have been involved in, and the Local Planning Authority are confident that sites are deliverable and developable. the Norton-focus has performed better in terms of junction capacity being able to accommodate planned growth.</p>  |
| <p><b>Health and Adult Services (reduced response due to sensitivity)</b></p>   |   |
| <p>2011 Housing needs analysis: additional extra care schemes in Ryedale in Malton and Kirkbymoorside Malton- it should be ideally be in a location that is fairly central, has good access to local amenities, public transport etc. In a location where three-storey build could be supported. Kirkbymoorside - site area of 2 acres, it should be ideally be in a location that is fairly central, has good access to local amenities, public transport etc. In a location where three-storey build could be supported. In terms of CIL- our aspiration would be that this sits outside of the requirements for CIL otherwise if it was applied, the development may not stack up. Extra care schemes are a community resource and not just pure residential units.</p>                            | <p>The Local Planning Authority has not sought to identify land for the specific provision of this type of community facility. It is a very specific use. Schemes have already come forward in Pickering and Norton, a site is identified in Helmsley. The Local Planning Authority will support the County Local Planning Authority in their identification of sites for Extra care schemes. Extra care is not market housing and so would not be liable for the CIL charge.</p> |
| <p><b>Heritage Service</b></p>  |   |

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| <p>The historic environment should be a key consideration when producing the Plan. It should include the impact of development upon physical remains and their settings.</p>   | <p>The Local Planning Authority has sought preliminary archaeological advice from the County Local Planning Authority in respect of known archaeology, to inform the Site Selection Methodology (SSM). The SSM has also identified that for the Vale of Pickering there are particular archaeological sensitivities which have been identified. No sites have progressed where significant archaeological evidence has been identified, and the Local Planning Authority will be preparing as part of the Local Plan Sites Document and archaeological general principles to assist in the material to be submitted as part of any planning application. The significance of designated, and non designated heritage assets has also been outlined in the SSM.</p> |
| <p>From an ecological perspective, we agree with the methodology that has been used in order to 'sift' submitted sites. The HR Screening report provides a good account of the potential impacts upon European Designated sites, including whether any impacts would be considered significant or not. Site allocations in Malton and Norton that have a close proximity to the River Derwent SAC will need careful assessment at the planning application stage, but we would agree that they should not be discounted from the Plan at this Stage.</p> | <p>Noted. The HR Screening concluded that in the absence of evidence, Likely Significant Effects could not be ruled out. As such for sites in Malton and Norton, an Appropriate Assessment has been undertaken to identify if there are any LSE which cannot be avoided or mitigated. This has been determined in the advance of publication of the Local Plan Sites Document, and cannot be left to be considered at the Planning application stage. It is a test of soundness that Plans are compliant with legislation. The Appropriate Assessment confirmed that based on the site features, in combination effects and mitigation measures that there would be no significant effects on the SAC.</p>   |
| <p>We have briefly reviewed the preferred sites within the Service Villages and cannot see any strategic ecological issues that would prevent the sites from being included as allocations. There is one site at Sheriff Hutton that lies within close proximity of a Site of Importance for Nature Conservation (SINC) known as Sheriff Hutton Castle. Whilst this does not prevent the site from being included as an allocation, any potential impacts upon the site would need careful consideration.</p>  | <p>Noted, the site in close proximity to Sheriff Hutton Castle was discounted due to the size of the site.</p>   |

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| <p>We do not have any landscape comments to make on individual preferred site that have been identified as potential options for sites in the Market Towns, other than that many are greenfield sites within or near sensitive landscapes and will continue to need careful assessment, and high standards of design if developed. Some sites are already considered to be not suitable, although no decisions have been taken. We are not able to suggest further or alternative sites for consideration.</p>  | <p>Noted. In the production of the Development Plan, Local Plan Strategy, identified that greenfield land would be required to meet housing requirements. The Sites Consultation was to help establish the complexities of site assessment, and that in looking at sites there were matters of judgement concerning suitability. The Local Planning Authority is aware that some sites considered as option choices did have particular sensitivities, and in the months following the consultation, such sites were compared against the other sites. The Local Planning Authority is satisfied that the sites which are being taken forward have a level of impact on the landscape and setting of the towns and villages which is appropriate in principle, and development principles have been identified were necessary to ensure that any matters of sensitivity could be addressed.</p>   |
| <p>The Site Selection Methodology appears to be appropriate and through, taking existing landscape-related evidence into account. Place-specific issues relating to landscape and green infrastructure have been picked up in the SA.</p>   | <p>Noted.</p>   |
| <p>A slight discrepancy is noted. On page 85 of the SA under landscape Character is states that 50% of the area is covered by landscape designations. Whilst on page 87 is stages that two thirds of the district is protected. It is unclear what is meant by either statement, in any case landscape character is not the same as landscape designation. The Vale of Pickering is considered on page 11, paragraph 3.17 to be a local area of high landscape value, however, it is the Fringe of the Moors area of Northern Ryedale that is of high landscape value. The Vale of Pickering is a significant landscape, but for its historic and archaeological value.</p> | <p>There is no discrepancy. The Local Planning Authority is aware that Landscape Character is different from a designation. Landscape character, by function of its definition (within the European Landscape Convention), covers the entire district. The indicator for Landscape Character requires quantifiable data, which is the extent to which the District is covered by landscape designations. In this respect it is national designation, as a comparator to England and Wales. Within Ryedale, there is the Howardian Hills AONB covering about 20%. The National Park part of Ryedale has its own Planning Authority which covers a third of the district with the AONB. Together, this is c. 50% of district which is nationally designated. There also local landscape designations which in 2013 was a further c.20% in land coverage. This has now increased to c.30% with the inclusion of the Vale of Pickering as part of the adoption of the Local Plan Strategy (Policy SP13) as being an area of landscape valued locally (and has the same status at the Area of High Landscape Value of the Fringe of the Moors and the Wolds Area which refers to the original designation in the Local Plan 2002). The figures will be updated on page 87, and clarification provided that it is national designations on page 85.</p> |

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| <p>The Sustainability Appraisal does not mention the European Landscape Convention in its list of relevant policies, plans and programmes.</p>  | <p>The European Landscape Convention has been added.</p>   |
| <p>The broad Natural England Green Infrastructure mapping 2011 has been used in the study. There does not appear to be a District level GI strategy but perhaps this is under consideration.</p>  | <p>The Local Planning Authority have Committed to bring forward a GI strategy, this will be informed, in part by the site submissions that are taken forward as allocations. The Local Planning Authority intends to produce a GI Strategy which will be informed by the allocations. Due to resources, the allocations work is the priority of Place Team.</p>  |
| <p><b><u>General comments on the Landscape Evidence Base</u></b><br/> The general evidence base for future Ryedale Local Planning could be updated in some respects. There are several existing local landscape character assessments that cover parts of Ryedale. Although some are not in a very accessible format:<br/> The landscapes of Northern Ryedale 1999<br/> The Howardian Hills AONB LCA (1991)<br/> The Hambleton and Howardian Hills LPA LCA 2007<br/> Our Landscape Today for Tomorrow, North and South Humber 1995 (includes Yorkshire Wolds and Vale of York Areas)<br/> The North Yorkshire and York LCA 2011, which identifies broad generic county-scale landscape, and provides an up-to-date background, including guidelines for managing landscape change. It is recommended that consideration is given to the preparation of a district scale LCA in accordance with current methodology that covers the District and identifies and confirms area or rural and urban landscape that are locally distinctive. It could provide a consistent baseline against which the effects of Local Plan policies could be evaluated, and form the basis of future sensitivity and capacity studies. The current study has taken the NYCC historic landscape characterisation into account, and relevant information from this could also be integrated into a future District scale LCA.</p> | <p>The Local Planning Authority is not preparing new district wide Landscape Character Assessment. It has not the resources, and will tailor landscape character assessment work to where development pressures are greatest. Further LCA work will be undertaken to consider renewable energy - including wind turbines. The document produced for the Examination DDH20, a consolidation of existing studies, is now available to view in the Evidence Base part of the Ryedale Plan web site. Through the preparation of the Local Plan Strategy the Local Planning Authority defended its position for the use of the suite of existing LCAs, with the Special Qualities Study which covered the land experiencing the greatest development pressure. The Historic Landscape Characterisation work has been utilised in the assessment of sites, and the preparation of the Local Plan Sites Document.</p> |

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| <p>The existing district level landscape character evidence base can be confusing as LCAs may overlap or not match at borders, and can have gaps. A Special qualities Study of Ryedale's Market Towns was carried out in 2010, and this involved a partial review of the area's landscape character assessment, consolidating existing information that was available and relevant to the review. It took into account what residents valued about their local landscapes, and also looked at Green Infrastructure. Visually Important Undeveloped Areas in settlements are referred to in the SA but we did not manage to locate the study that these were derived from. Perhaps it was the Ryedale Plan: Local Plan Strategy Examination DDH20 Settlement Analysis 2012, that was referred to in the SA, but which we could not see on the website.</p> | <p>The Special Qualities Study does not review the LCA, it adds a finer grain of assessment and brings together existing studies. The NYCC Historic Landscape Characterisation informed the Special Qualities Study, and informed the SSM, in principally identifying Mediaeval Strip Field Systems. The Visually Important Undeveloped Areas were originally designated as part of the Local Plan 2002. The Local Planning Authority has undertaken a light-touch review of these designations, and proposed some amendments and factual updates, and the proposed designation of a small number of new VIUAs. There is a background paper on VIUAs, which is not a landscape character designation, but is around how spaces have influenced the form and character of our settlements.</p> |
| <p><b>Broad band connectivity</b></p>   |   |
| <p>In selecting sites it will be important to take into account the capability of connecting broadband infrastructure. All new sites (domestic and commercial) should enable superfast broadband to be built in. BT has a process which developers use to work up the solution for a new site. Detailed advice is available via their web site:<br/> <a href="https://www.openreach.co.uk/orpq/home/contactus/connectingyourdevelopment/developnetwork.do">https://www.openreach.co.uk/orpq/home/contactus/connectingyourdevelopment/developnetwork.do</a></p>  | <p>Noted. The website link is developer-orientated. The Local Planning Authority will expect developers to have engaged with BT Openreach in their capacity as broadband installer. Policy SP10 of the Local Plan Strategy supports the provision of broadband equipment, subject to SP13 (Landscapes) and SP20 (Design and amenity as part of general Development Management Considerations)</p>   |
| <p><b>National Federation of Gypsy Liaison Groups</b></p> <p>It is noted that no attempt has been made to identify sites for Travellers. This is particularly disappointing in view of the fact that Policy SP5 in the adopted Ryedale Local Plan Strategy- Sites for Gypsies and Travellers and Travelling Showpeople, is not compliant with national policy as set out paragraph 10 of DCLG's Planning Policy for Traveller Sites, in that it offers no criteria to deal with planning applications which come before the Council, irrespective of need. This Sites Document could and should have taken the opportunity to properly address the needs of Gypsies and Travellers.</p>   | <p>This sites consultation has been focused on allocations for housing and employment, no sites have been submitted to be considered as sites for Gypsy and traveller communities. The Local Planning Authority has completed a needs survey for Gypsies and Travellers, which was undertaken to comply with the Planning Policy for Traveller sites. It confirmed that no sites were required. The strategic policy framework as identified in Policy SP5 is concerned with the provision of appropriate accommodation for the Gypsy and Traveller communities. It also does provide a framework for assessing sites should they be submitted, and will be considered against the criteria set out in SP5 and national policy.</p>   |

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| <b>A. and M. Waugh</b>           | Object to sites 616 and 111. Within AONB, and borders the National Park, and part within Ampleforth Conservation Area. The area provides an attractive setting to the village, enjoyed by residents and visitors and thus supports the tourism businesses. No overriding need for housing given the recent development. Traffic and road safety with gradient and disruption when Sutton Bank is closed (it is the standard route for caravans), concerns about increased traffic for family.  | No sites have been consulted upon as preferred sites in Ampleforth. This is primarily due to the recently granted scheme at the village. Sites 616 and 111 have also performed poorly through the Site Selection Methodology, This is primarily due to the adverse impact on settlement character/impact on the Conservation Area/ Impact on AONB/NYMNP. They have been identified as being part of a Visually Important Undeveloped Area.                           |
| <b>Huttons Ambo Parish Clerk</b> | <p>The Parish Council reiterates that any further encroachment into the Parish by the inclusion of site 248 would be inappropriate. The reasons are:</p> <ul style="list-style-type: none"> <li>· The predominantly rural nature of the Parish, lying almost entirely within the Howardian Hills AONB. This rurality is the most appreciated characteristic of residents, as identified through the Parish Plan production.</li> <li>· The Low Lane junction with the A64 has been identified in the Parish Plan as being of major concern to residents. The Parish Council is committed to seek its improvement and development of site 248 could restrict operations.</li> <li>· Site 248 is adjacent to the Musley Bank A64 Junction. Any improvement to this junction would be severely impaired by an existing employment use.</li> </ul> <p>The Parish Council welcomes the recognition of these concerns in the application of the Site Selection Methodology and thence rejection of site 248 for development.</p> | The Local Planning Authority acknowledge that full development of site 248 (part is subject to planning permission), would be a significant constraint on any future major junction improvements.  |
| <b>Cropton Parish Council</b>    | Sites 399 and 400- object to both sites and advise: Access to site 399 would be via Church Lane which would be difficult, the junction between Church Lane and High Street has poor visibility and is not considered suitable. Site 400 lies on Back Lane to the south east of Greys Farm, Back Lane is narrow and winding. Any increase in traffic should be avoided. Site was reviewed by the Planning Inspectorate in 2044, they stated no further development of traffic increase on the Back Lane.  | Cropton, like many smaller settlements in Ryedale is an 'Other Village' where the Local Planning Authority is not seeking to make any allocations. Policy SP2 of the Local Plan Strategy sets out the circumstances in principle where residential development would be considered appropriate, and this considers 'Other Villages'. Concerns regarding access and traffic safety are a material consideration should the sites be subject to planning applications. |

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| <b>Yorkshire Wildlife Trust</b> | <p>Overall impressed by the very thorough assessment of the sites in the Local Plan Document. The assessment tables show that the impacts on biodiversity of potential development on the various sites has been considered in some detail. In general the preferred sites appear to offer limited possibilities for damage to important habitats, protected species or designated wildlife sites.</p>   | <p>Noted.</p>  |
|                                 | <p><u>Malton and Norton Residential</u></p>  |  |
|                                 | <p>Malton and Norton Residential Preferred sites appear to have a low chance of impacting on biodiversity and a number are arable fields which will have little biodiversity interest. site 218 proximity to SINC of A64 verges, this could be easily buffered but consideration could be given to using habitat types and plant species present in the SINC for landscaping, and to enhance biodiversity. Happy with process of how the sites have been selected.</p> | <p>Sites in Malton and Norton are subject to Appropriate Assessment (AA) which will consider evidence which sets out measures to avoid/mitigate impact on the water quality and recreational pressure on the River Derwent SAC. SUDS will be an integral feature of the AA process. The Local Planning Authority will be advising as part of development principles the necessary biodiversity improvements. These comments have been added into the SSM, as a factor to consider.</p> |
|                                 | <p><u>Malton and Norton Employment</u></p>   |  |
|                                 | <p>The preferred sites 578 and 579 appear to be a reasonable distance from the River Derwent and to be on intensively farmed arable land so should not have too great an impact on biodiversity. SUDS schemes may help with biodiversity enhancement and ensuring surface water entering the Derwent in good quality.</p>  | <p>Noted.</p>  |
|                                 | <p>The Trust agrees with the decision to discount a large number of sites which were very close to the River Derwent. There would be a wide range of implications from more industrial development near to the Derwent, from flooding to effects on water quality and wildlife. No further sites should be considered for potential allocation.</p>  | <p>Noted.</p>  |
|                                 | <p><u>Pickering</u></p>  | <p>See above.</p>  |
|                                 | <p>Sites 116,347,205 and 387 do not appear to threaten biodiversity, site 200 has the potential to improve the green corridor along Pickering Beck as at the moment the intensive arable field has very little margin along the beck. GI could be planned to improve this, by looking at what other species are present in other parts of the Beck. Enhancements for bats could also be valuable.</p>  | <p>Noted.</p>  |

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| Site Selection procedure has been thought. The Trust would expect mitigation for Great Crested Newts when or if site 199 is developed.   | This site is not being progressed as an allocation. Site 199 has secured planning permission, and as part of that, mitigation for the Newts was identified and conditioned as part of the planning permission.   |
| The Trust would agree in particular with the decision to not allocate sites 152,380, and 500 due to potential impacts on habitats and species. Sites near Keld Head Springs SINC would have the potential to impact on hydrology and water quality and nesting birds such as snipe.  | Noted.   |
| Agree with inclusion of 650, and agree with the councils views on extent/size. The Great Crested Newt population will need to be carefully managed. A SUDS scheme designed for biodiversity with extra ponds and with a long term management plan might protect the population. Employment sites can protect wildlife if well designed as evening a weekend disturbance is limited. Planting and landscaping should enhance the nearby SINC. | Noted, and the Local Planning Authority is aware of the need to incorporate Great Crested Newts- optimal habitat. The Local Planning Authority have identified that there is a meta population of Newts in the locality and their preservation needs to be ensured. The site is heavily contaminated, and has the potential to severely harm the Newt population in its current state. |
| <u>Kirkbymoorside</u>  |  |
| Regarding Option 1, could the factory not be expanded on the same site? Is LEP funding available or similar? would redevelopment to residential involve contaminated land.   | The land in ownership of Micrometalsmiths is constrained. There are also a number of existing residential properties which would have justified amenity concerns if the site operations were enlarged/expanded. The adjacent land is in separate ownership. The land is contaminated and would be subject to remediation.  |
| Regarding Option 2, these sites have a low possibility of impacting on biodiversity.   | Noted.   |
| Regarding site 622, it is within Yorkshire Wildlife Trust's Living Landscapes and very close to the River Dove. Industrial development could be a source of pollution and there could be a loss of flood plain. The Trust would hope other more sustainable sites come forward or the Micrometalsmiths site is expanded instead.   | This site has now been discounted due to the level of flood risk.  |
| <u>Stamford Bridge</u>   |  |
| The Trust agrees with the approach. The other site proposed in Stamford Bridge (site 394) would be unlikely to be sustainable due to impacts on the River Derwent.   | Noted  |
| <u>Preferred Site in Service Villages</u>  |  |

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| Site 51 - Unlikely to impact on biodiversity  | Noted, ecological surveys expected. A SINC site is proximal, but it is a church yard with a management plan.   |
| Site 430(464) Unlikely to impact on biodiversity, some hedgerows may be important and require protection in the landscaping.  | Noted. Hedgerows have been identified in the SSM as being an important feature on the site. Ecological surveys expected.   |
| 638 - low possibility of impacting on biodiversity. The area around Rillington is important for rare arable weeds although these will be hard to mitigate for but should be considered in surveys.  | Noted, ecological surveys expected.  |
| 8 - good quality hedgerows and hedgerow trees would need protection.  | Noted. This site has now been discounted due to noise issues.  |
| <p>The Trust is happy with the methodology, and overall the Trust agrees with assessment of the sites which have been discounted. It is thorough, easy to understand and should provide a robust way to chose the most sustainable sites to allocate.</p> <p>Issues which may need further assessment in Ryedale may include identifying small areas of unimproved grassland which will not have been surveyed as part of the SINC system. Such areas are likely to occur around the smaller settlements and be associated with important pre-enclosure hedgerows and grassland.</p> <p>As already identified in the Screening Assessment under the Habitats Regulations there is also an issue in Ryedale of sites which may affect the catchment of the River Derwent, by impacting on water quality, amount of runoff or riparian habitat. These potential impacts to however appear to have been well covered in the site assessment methodology.</p> | Noted. The Local Planning Authority does not have the resources available to undertake survey work on sites which are not being explicitly considered as part of the development Plan production. The Appropriate Assessment has consider further impact on the River Derwent SAC. Where there is clear opportunities for habitat enhancement, these will be identified in the Development Principles. |
| The Trust is happy with the conclusions of the Screening Assessment.  | Noted.   |

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| <b>Highways England</b>  | We have made comments on group 4 and Group 3 sites which are identified as preferred sites. If you require additional comments on other sites please contact us. Our key concern is the safe and efficient operation of the SRN, proposals or sites which could materially impact on this. The A64 is the Trunk Road through the District. Where sites will have a severe impact on the SRN, measures will be required to reduce and mitigate the impact.  | As part of the production of the Local Plan Strategy, the quantum of development were modelled through the Malton and Norton Strategic Transport Assessment. As a follow on to that work, individual and cumulative site options have been modelled. Which has indicated that a Norton-Focus allows junction capacity to accommodate planning rates of growth, and this utilises the Brambling Fields grade separated junction.   |
|                          | Sites which have the greatest individual impact will need to demonstrate any committed Road Investment Strategy (RIS) schemes are sufficient to deal with the additional demand. Where such schemes will not provide sufficient capacity or where there is no committed investment, sites may need to deliver or contribute to schemes identified in the Infrastructure Delivery Plan. Construction of sites with the greatest individual impact should also be phased to take place following completion of committed RIS improvements.   | Noted. The Norton Lodge scheme will be phased, and the link road will be delivered in accordance with the Transport Assessment which outlines the phased delivery of the site.  |
| <b>Malton and Norton</b> |  |   |
|                          | As part of the Local Plan Core Strategy the Malton and Norton Strategic Transport Assessment (STA) considered junctions on the A64 at Malton and Norton. It concluded improvements were required at Brambling Fields. We would like to work with you to update this work based on more detailed site information now available. Until this work is completed we are not in a position to provide detailed comments on the sites within Malton and Norton upon the SRN. Our initial review of sites indicates that Sites 218 and 249 are likely to impact on the existing Musley Bank junction on the A64. No improvements are proposed at this junction which is currently only a partial movement junction with access to and from the south, but no northbound access. | Noted. The Local Planning Authority has now discussed the findings with Highways England of the site-specific modelling work which the Local Planning Authority commissioned. This modelling work does not model impacts on the A64 junctions per se, as that was undertaken as part of the STA, which looked at a range of site options for town to consider the quantum of development, but junctions within the town. It will provide an indication of junction usage. It is important to note that the to plan for figure has not changed since the adoption of the Local Plan Strategy, and the key element of transport infrastructure required, the grade separated Junction at Brambling fields has been provided, which Highways England recognised was a key element of infrastructure necessary to deliver the plan. The findings showed that a Norton-focus allows junction capacity to accommodate planned levels of growth. |

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| As part of the consideration of employment sites at Malton and Norton, we would support the safety concerns identified in relation to site 248 given its proximity to the A64 at Musley Bank. In relation to the potential improvement at Musley Bank, although there is an aspiration locally to upgrade the junction, there is currently no scheme identified or proposal at this location. | Noted. As part of the Broad Location for employment land- this would access the A64/A169 and as a development principle no impact on the safe operation of the SRN.  |
| <b>Service Villages</b>   |  |
| Site 430, not in vicinity of a junction with the A64, unlikely to have an impact on the SRN.  | Noted.   |
| Site 638 is immediately adjacent to the A64, therefore we have no comments regarding site access. The development is quite small at 27 units and would not be expected to generate significant increase in vehicular traffic.   | Noted. The site in Rillington is served by a signalised junction onto the A64.   |
| Site 51, access the A64 at Scotchman Lane (south bound) and Chestnut Avenue (northbound) both are signalised, direct access junctions. Accident records at these locations would need to be considered before development. However the development is quite small (15 units) and would not be expected to generate a significant increase in vehicular traffic.                               | Noted. Sheriff Hutton is distanced from the A64, but is likely to access the road as described, although for Sheriff Hutton, York is a more likely destination.  |
| Site 8 - not within the immediate vicinity of the A64. However, traffic from the proposed development using the A64 would enter Malton and likely use Musley Bank to travel southbound or the B1257 junction northbound. Capacity at these junctions would need to be considered, taking into account proposed and committed development in Malton and Norton.                                | Noted. The site has an indicative yield of c.19 units. Both Amotherby and Slingsby could use similar routes to access the A64, particularly to avoid the Barton Hill crossing.   |
| <b>Summary</b>  |  |
| Further technical work is required to establish the predicted traffic impact of the preferred development sites on the A64 junctions at Malton and Norton. We would like to work with you to identify this.   | The Local Planning Authority is not undertaking further modelling of junctions on the A64, but will be modelling internal junctions. As the Malton and Norton STA evaluated junction capacity on the scale of development, with the existing operating junctions. The findings of this has been presented to Highways England. |

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|   | <p>We consider that the sites identified in the Service Villages are unlikely to have a significant impact on the SRN due to their size and location. They do not raise any access or safety issues for us at this stage. However, as with all sites that would have an impact on the SRN, when these sites are brought forward for development appropriate transport assessments and travel plans would be required.</p>  | <p>Noted. The production of a transport assessment and travel plan will be required as part of any planning application on any of the proposed allocations.</p>  |
| <b>The Environment Agency</b>   | <p>Overall very supportive of the documents, with the following comments to make:</p>  |  |
|   | <p><b><u>Flood risk</u></b></p>  |  |
|   | <p>Pleased to see that the site selection methodology appears to have resulted in the successful avoidance of development in flood risk areas, provided those parts of sites lying partially within a flood risk area are either removed for the site outline or the allocation is such that these areas are only used for open space/green infrastructure. if, for whatever reason, allocations with development in flood zones 2 or 3 are pursued, we recommend that the council produce a free-standing sequential test document to demonstrate the process that has been gone through.</p> | <p>Noted. The Local Planning Authority is intending to avoid in principle sites with identified, elevated flood risk. Site 200 has part of a the site which is in flood zone 2 which is identified within the site outline, but identified as being area suitable only for open space and green infrastructure or landscape buffering- not for development. The examination of flood risk from a settlement-specific perspective will be incorporated into background papers and also into the Sustainability Appraisal Site Assessment and Policies Document.</p> |
|   | <p>We note the reference is made to PPS25 in numerous places. As you will be aware this document has expired</p>   | <p>Acknowledged. The SSM was produced in advance of the national planning guidance, which superseded the technical guidance on assessing flood risk which was retained as part of the NPPF. We will remove such references an update them accordingly.</p>   |
|   | <p><b><u>Groundwater Protection</u></b></p>  |  |
| <p>Consider that qualitative assessment of whether the preferred sites/potential options for sites may have an impact on a groundwater Source Protection Zone is really positive and fully support this approach.</p> | <p>Noted.</p>  |  |

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| <p>Question 25 asks "Would the development have an adverse impact on a Groundwater Source Protection Zone?" The four qualitative criteria could be made more clear, in terms of how each allocation has been against this. For example for sites 346 and 455 state "No response from the Environment Agency was requested. Hydrogeological Risk Assessment will be required". The sites are assessed as + and -- respectively, and it is unclear why there is a difference in outcome. To increase the transparency of the assessment it might be useful to clarify the assessment criteria, and we suggest the following as an example: <b>(++) Development is not located on a Principal Aquifer or in a Groundwater Source Protection Zone</b><br/> <b>(+) Development is located on a Principal Aquifer or in a Groundwater Source Protection Zone but mitigation is possible to reduce the risk to groundwater pollution risk</b><br/> <b>(-) Development is located on a Principal Aquifer or in a Groundwater Source Protection Zone but no risk assessment has been undertaken</b><br/> <b>(--) Development is located on a Principal Aquifer or in a Groundwater Source Protection Zone and mitigation of the risk of groundwater pollution is not possible.</b></p> | <p>Acknowledged. The Local Planning Authority consider that the suggested framework of questions provides a clearer means of interpretation of the level and nature of potential to impact on water resources of acknowledged sensitivity. However, in order to do this, the Local Planning Authority may require further information from the Environment Agency. In relation to specific sites. The Local Planning Authority did not ask the Environment Agency to provide responses for every site submitted that was subjected to the SSM, only those which is considered had some potential. These are two such sites. On the basis of the consideration of adjacent/proximal sites, the Local Planning Authority took a precautionary approach. However, it will review the assessment in light of these site ratings</p> |
| <p>Justification for the assessment should be included in the table. For example, it may be considered that the potential risks to groundwater from a residential development in Source Protection Zone 3 could be mitigated as both foul and surface water will be discharged into the mains sewer and potential construction impacts can be managed effectively. We recommend this type of information is included in the table.</p>  | <p>This has been undertaken where the information is available.</p>   |
| <p>We would object to certain types of development or activity in Source Protection Zone 1. Detailed guidance is provided in our guidance document (GP3) (attached a table summarising the Environment Agency's position was attached).</p>   | <p>Acknowledged, the Local Planning Authority has asked for further information where this concerns such sites. Discussions have been had with the Environment Agency to establish that for residential development a Hydrogeological Risk Assessment can be provided at the planning application stage.</p>  |
| <p><b>Sites Consultation Document</b></p>   |   |
| <p>Flood Risk</p>   |   |
| <p>General comments</p>   |   |

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| <p>Sequential approach to the selection of sites. Where sites are partially located in flood zone 2,3 or 3b, these should be removed from the site extent or conditioned that they are for green infrastructure/open space.</p>   | <p>Acknowledged. This has been undertaken in relation to site 200, Pickering.</p>   |
| <p>North Yorkshire County Council as (Lead Local Flood Authority) and the appropriate Internal Drainage Board (IDB) should be consulted regarding surface water run off and use of SUDS in new development. They are likely to request policies which dictate certain drainage design standards for Brownfield and Greenfield sites, with appropriate allowances for the predicted impacts of climate change.</p>   | <p>We have consulted these organisations on the site allocations work, and they have provided their views in respect of surface water. SuDs use will be expected on all sites allocated, subject to any technical provisions in respect of reducing contaminated run-off for the Derwent SAC and the Ground Source Protection Zone level 1 sites.</p>               |
| <p>Concur with the residential site assessment outcomes, and support the view that any sites in outcome groupings 1 and 2 should not be taken forward where flood risk is a factor. None of the sites in Group 3 that may be brought forward appears to have flood risk as a factor requiring mitigation.</p>   | <p>Noted. Site 200 has an area of Flood Zone 2 which is excluded from the developable area.</p>   |
| <p>However, if the Council considers other sustainability criteria outweigh flood risk issues, deciding to allocate land in flood zone 2 and 3, the decision process should be transparent with reasoned justifications for any decisions to allocate land in areas of high flood risk. Should any site be brought forward proposing 'more vulnerable' development within Flood Zone 3, the Council would need to undertake the Exception Test, including the need for a site-specific Flood Risk Assessment.</p> | <p>Acknowledged.</p>  |
| <p>You should be aware that there will shortly be an update on guidance on how climate change needs to be considered, which will include guidance to be taken into account for Local Plans. This should be used to inform and update current policies and evidence base.</p>  | <p>Noted. The Local Planning Authority would be please to receive details of such guidance. The Local Plan Strategy is not under review, but allocations are considered on the most up to date flood risk matters and have performed well in this regard, and will be subject to Flood Risk Assessments in due course as part of the submission of application.</p> |
| <p><u>Food defences</u></p>   |   |

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| <p>To sustain and improve the flood risk measures currently protecting properties within the District, to manage risks from surface and groundwater as well as keeping pace with climate change, additional investment will be needed in coming years. Any Flood Defence Grant in Aid (FDGiA) money successfully secured will come with a strong expectation from Government that partnership funding contributions will be maximised to the best possible value from this source of funding, allowing this to be stretched further. It should be noted that FDGiA funds will only deliver the cheapest possible option for delivering the standard of protection deemed necessary for any particular area. Partnership funding can be used to top-up FDGiA funds to enable flood risk management measures to deliver benefits beyond flood protection.</p> | <p>Both the County Council and the various IDBs which cover the Ryedale Area have been consulted. The LLFA have provided information on the preferred and option choice sites concerning surface water flood risk, and mitigation it will be referred to in development principles concerning all allocated sites. The Council is not proposing to review policies of the Local Plan Strategy. However, in the development principles information could be included about resilience to climate change.</p>                   |
| <p><b>Site-specific comments</b></p>  |   |
| <p><b><u>Malton and Norton</u></b></p>  |   |
| <p>Residential sites 649, 218 and 249 all lie within Flood Zone 1, and therefore fully support them being taken forward for allocation from a flood risk perspective.</p>   | <p>The Local Planning Authority will not be adopting an approach of seeking to allocate land in flood zones 2 and 3. The District, within the context of the Spatial Strategy, can identify a range of sites which are in the lowest level of flood risk, to meet housing requirements. Accordingly, this means that flood 2 sites would fail the Sequential Test. In applying the Exceptions Test, clearly, there is no site(s) for which it is impossible to not locate development in the areas of highest flood risk.</p> |
| <p>Site 324 lies partially within Flood Zone 2, but as large areas of land are available in flood zone 1 a sequential approach to the layout of the site should be taken. The area of Flood Zone 2 should either be removed from the site outline or defined to be set aside for use as open space or green infrastructure.</p>   | <p>Noted. Site 324 has an area of flood zone 2, as part of the Sites Consultation 2015, that recognised that this area of land would need to be excluded. This site is no longer being taken forward for allocation.</p>  |
| <p>Employment/retail sites 578 and 579, entirely within Flood Zone 1. Subject to appropriate surface water attenuation and runoff rates being specified, we support the allocation of these sites and support the removal of any other sites on flood risk grounds. No sites are being brought forward for retail allocation.</p>   | <p>Noted. We have identified that appropriate surface water management will be a development principle.</p>   |

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| <p>The flood risk management outlined above, under 'Flood Defences', in some circumstances will require the securing of land within development sites, including some sites proposed for allocation. The Environment Agency is working with other partners in a project led by North Yorkshire County Council to mitigate the impact of flooding from ground, surface water and watercourses in Malton, Norton and Old Malton. Whilst the details of the outcomes of the initial study are still in the early stages of planning, it is likely to progress these options. Early recommendations of the project suggest managing flows within the Riggs Road Drain catchment to help mitigate current issues in Old Malton. Sites 578 and 579 north of the A64 make up much of this catchment. The Partners in this project would like to be involved in early discussions regarding the layout of developments on this site and how watercourses and surface water features are managed to order to optimise benefits. If these sites are taken forward, we would like to have further discussions with you about the inclusion of appropriate requirements for developments to ensure the objectives for flood risk management in this area are fully supported. The over-arching principles will be to ensure that:</p> <ul style="list-style-type: none"> <li>· Land needed for flood risk management purposes is safeguarded from any development which may prevent or hinder its delivery;</li> <li>· Opportunities are maximised for developments to contribute in-kind to relevant flood risk management projects, for example through the provision of measures with wider flood risk benefits as part of the development;</li> <li>· Opportunities are maximised for development to contribute financially to relevant flood risk management projects from which they will benefit, for example through cash contributions via s.106 or CIL.</li> </ul> | <p>The District Council was involved in the 'Slowing the Flow' project at Pickering, which has been recognised, nationally, in protecting Pickering itself from flooding. It recognises the importance of flood resilience and avoidance for local communities. The Council would need to be confident that with declining Local Government Budgets, the Partnership Funding is clearly defined. CIL monies could be spent on delivering strategic flood protection schemes, were the case for their implementation made robustly, as they form part of the CIL Regulation 123 List. Green Infrastructure will be an important means of delivering flood management/residence with wildlife and recreational benefits. The Council can only insist through s.106 monies infrastructure which is specifically provided on site to alleviate the impact of the proposed development, as required by the tests of securing planning obligations. The Council consider that there will be a number of competing strategic infrastructure projects for which the case will be made to the charging authority for which the CIL revenue is most critical at that time.</p> |
| <p><b>Pickering</b></p>  |  |
| <p>Residential sites 116,347 and 205/387 all lie within flood zone 1, and so from a flood risk point of view are suitable for allocation. Site 200 has an area of flood Zone 2. providing this area is removed from the site outline, or specified as an area of open space/green infrastructure.</p>  | <p>Acknowledged, the SSM recognised that this western component of the site (200) would be excluded from the 'developable' area, and used for landscaping/screening/green infrastructure. It would also provide a buffer to the Listed Mill which is on the other side of the Beck.</p>  |

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| <p>Employment/retail- only one site is being brought forward for allocation, site 650. Provided that, as suggested in the site assessment tables, the eastern limb of the site which lies in Flood Zone 3, is deleted from the site outline, leaving the whole of the remaining area in flood zone 1, then we would support the allocation of this site on flood risk grounds.</p>               | <p>Noted. Acknowledged, The site submitter has amended the site extent to delete the eastern limb.</p>  |
| <p>Site Assessment outcome- support the non-allocation of sites that are placed in outcome groupings 1 or 2 for flood risk reasons. Of the sites placed in outcome grouping 3, only three have flood risk issues: 90,229 and 200. As other sites are available in flood zone 1, we recommend that a sequential approach is taken, and that these sites are not taken forward for allocation.</p> | <p>Noted. For site 200, which is an option choice, The Local Planning Authority would exclude flood zone 2 from the developable area, and require it as green infrastructure.</p>       |
| <p><b><u>Kirkbymoorside</u></b></p>  |   |
| <p>Residential sites- Option1 (454/259) and 2 (265,201,345 and 156) all lie within Flood Zone 1- and therefore support the allocation of these sites on flood risk.</p>  | <p>noted.</p>   |
| <p>Employment - site 622 has been proposed as an employment allocation. We are unable to support this site for allocation, and strongly recommend that it is not taken forward. The site is affected by Flood Zone 3b, according to the North East Yorkshire SFRA and backed up by the Derwent CFMP 1:20 outline.</p>  | <p>This site has now been discounted due to the level of flood risk.</p>  |
| <p>The LPA should consider other sites for allocation taking a sequential approach to their selection.</p>   | <p>These principles are noted, and the Local Planning Authority will meet with the Environment Agency to discuss how these can be considered , in light of the comments made above.</p> |
| <p><b><u>Service Villages</u></b></p>  |   |
| <p>Amotherby and Swinton, Ampleforth, Nawton/Beadlam, Rillington, Sherburn, Sheriff Hutton, Staxton and Willerby and Thornton le Dale. All proposed sites in these settlements are located in Flood Zone 1. Any sites taken forward should adhere to the comments made in the general comments section above.</p>  | <p>Noted.</p>   |

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| Hovingham- we concur with the outcome groupings in terms of flood risk. IF the site 643 is to be taken forward for allocation then a sequential approach to the layout of the site should be taken. The area of flood Zone 2 should either remain as open space/ green infrastructure, or the area is removed from the site boundary. |                          |   | Noted. |
| Slingsby - we agree with the outcome groupings made and support the non-allocation of any sites in groups 1 and 2 on flood risk grounds.  |                          |   | Noted. |
| <b>Groundwater Protection</b>   |                          |   |        |
| Sites identified through the site selection process are checked against ground water constraints and the results are as follows:  |                          |   |        |
| Malton and Norton   |                          |   |        |
| Residential   | 649                      | Unproductive Aquifer, not in Ground Water Source Protection Zone                  |        |
|   | 218 (108/281)<br>249 324 | Principal Aquifer, not in Groundwater Source Protection Zones                     |        |
| Employment  | 578, 579                 | Unproductive Aquifer, not in Groundwater Source Protection Zone                   |        |
| Pickering   |                          |   |        |
| Residential   | 116,347                  | Principal Aquifer, Groundwater Source Protection Zone 1                           |        |
|   | 200                      | Unproductive Aquifer, not in Groundwater Source Protection Zone                   |        |
|   | 205/387                  | Most of the site Unproductive Aquifer, not in Groundwater Source Protection Zone. |        |
|   |                          | Small area of site on Principal Aquifer, Source Protection Zone1.                 |        |
| Employment  | 650                      | Unproductive Aquifer, not in Groundwater Source Protection Zone                   |        |
| Kirkbymoorside  |                          |   |        |

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| Residential      | 431,265   | Majority of site located on Unproductive Aquifer, not in Groundwater Source Protection Zone.                             |  |
|                  | 201       | Located on both Unproductive Aquifer and Principal Aquifer. Not in Groundwater Source Protection Zone                    |  |
|                  | 345       | Principal Aquifer. Not in Groundwater Source Protection Zone   |  |
|                  | 454/259   | Unproductive Aquifer. Not in Groundwater Source Protection Zone  |  |
| Employment       | 622       | Unproductive Aquifer. Not in Groundwater Source Protection Zone  |  |
| Service Villages |           |  |  |
| Residential      | 51        | Secondary (undifferentiated) Aquifer, not in Groundwater Source Protection Zone  |  |
|                  | 430 (464) | Principal Aquifer. Not in Groundwater Source Protection Zone   |  |
|                  | 638       | Unproductive Aquifer. Not in Groundwater Source Protection Zone  |  |
|                  | 8         | Most of site on Unproductive Aquifer. Small area of site on Principal Aquifer. Not in Groundwater Source Protection Zone |  |

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| <p>There are two sites which could pose an unacceptable risk to groundwater quality due to their location in Groundwater Source Protection Zone 1. These are both residential sites in Pickering sites 116 and 347. The report does state that "The use of Sustainable Drainage Systems will require careful consideration" at these sites. However, further detailed information will be required at planning application stage, including a Hydrogeological risk assessment (HRA). This information is important that the information is submitted with the planning application.</p> <p>Supporting information<br/>Where applicable concerning Groundwater protection:<br/>Hydrogeological Risk Assessment (HRA)</p> <ul style="list-style-type: none"> <li>· Each stage or phase of development evaluate likelihood and consequences of each hazard.</li> <li>· Intrusive site investigation and a period of groundwater monitoring</li> <li>· Modelling to characterise the site hydrogeology in sufficient detail</li> <li>· identifying sources pollution, pathways for the movement of pollutants and receptors.</li> <li>· a tiered approach, working initially from qualitative to numeric as the risks are greater</li> <li>· Consideration of uncertainties</li> <li>· Appraisal of options for dealing with identified risks</li> <li>· Should consider construction, and operation including proposed surface water and foul drainage schemes.</li> </ul> <p>Surface water drainage scheme<br/>Details of proposals to manage surface water<br/>Practical measures that will be implemented to reduce identified risks to groundwater will also be required.</p> <p>Foul water drainage scheme<br/>Details of proposals to manage foul sewerage effluent<br/>Practical measures that will be implemented to reduce identified risks to groundwater will also be required.</p> <p>Construction Environmental Method Statement</p> | <p>Acknowledged. The Local Planning Authority consider that the suggested framework of questions provides a clearer means of interpretation of the level and nature of potential to impact on water resources of acknowledged sensitivity. In light of the comments made on sites 116 and 347 the Local Planning Authority has sought further information from the Site Submitters. As a result of discussions with the Environment Agency, the site is for residential use, which has a reduced risk compared to other land uses. Hydrogeological Risk Assessment would be required, but at the planning application stage.</p> |
| <p><b>Planning and Design</b> <b>Site 635 and 636</b></p>  |  |

**Partnership obo Mr. David Hume**

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| <p>Submitted Preliminary layout plan<br/>Response to consultation by Amotherby Parish Council<br/>Hydrogeological, Hydrology and Flood Risk Assessment<br/>Representation Document<br/>Summary conclusions:<br/>In response to concerns to SSM:</p> <ul style="list-style-type: none"> <li>· Between 8 and 10 minutes bus ride to Malton</li> <li>· Confirm in conformity with the NPPF</li> <li>· Within Flood Zone 1</li> <li>· capable, available and deliverable for development within the next 5 years.</li> </ul> | <p>The function of the Local Plan Sites Document is to ensure a deliverable and developable supply of housing land. The SSM identified all sites submitted around Amotherby and Swinton as being compliant with the settlement hierarchy, however that is not a reason to allocate a site. These sites have particular constraints identified with them. Updated information on Flood risk and surface water drainage.</p> |
| <ul style="list-style-type: none"> <li>· Had proposed to submit and application on site 635 but was withdrawn-uncertainty of the planning outcome and the affordable housing requirement represented a significant financial risk which the client was not prepared to bear.</li> </ul>  | <p>noted.</p>  |
| <ul style="list-style-type: none"> <li>· note that principal reasons for the site's performance in the SSM were source protection zone issues (635) and coalescence and settlement character issues (636)</li> </ul>   | <p>noted</p>   |
| <ul style="list-style-type: none"> <li>· Sets out that the principle of the site is compliant with national local planning policy.</li> </ul>  | <p>This is to be established through the SSM, Sustainability and Background Papers- both individually and comparatively.</p>   |
| <ul style="list-style-type: none"> <li>· Provides an FRA</li> </ul>  | <p>noted.</p>  |
| <ul style="list-style-type: none"> <li>· In terms of landscape character- agree with SSM on site 635.</li> </ul>   | <p>noted.</p>  |

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| <p>Disagree concerning site 636: "Site 636 has a mature but fairly low level hedge on its northern boundary that sits atop a low bank but together these make for quite a high screen for over half the length of the site as you travel along the road from Swinton. This hedge peters out beyond this point and allows for glimpses of views to the South. It is felt that these issues could be dealt with by a well-conceived and executed landscaping scheme that enhances and allows glimpsed views in the same way. It is also worthy of note that the more favourable views are actually all looking the opposite way to the North (downhill) and not the South (up-hill) across this site. In terms of coalescence we feel that the existing landscape, topography and buildings around this site make this site readable as an extension of Swinton rather than Amotherby despite been outside the parish boundary of Swinton. The spatial qualities that help to visually separate these two communities is created by the two opposing open spaces formed by the field to the west of Site 636 and the expansive view to the hills across the field opposite, that opens up as you pass the listed farm travelling west. These landscape features together create the important visual break between the two communities that is read by the casual observer. This could be further emphasised by careful massing of any buildings on the site with a bias to the eastern end opposite the existing farm that will serve to amplify this effect. A well-considered scheme set back as far as practicable from the road would mitigate the impact on the Farmhouse."</p> | <p>The reasons for the site's grouping remain for site 636. It has been identified on numerous occasions that Amotherby and Swinton wish to remain identifiable as settlements, development of this site would build up the last field on the southern side of the B1257. The response provided seeks to deemphasise the coalescence by referring to the open, and attractive views to the south, purporting that the site would be read as an extension to Swinton rather than Amotherby by keeping a gap at the western extent of the site. The response also describes that the scheme would be as set as far back as possible. This does not replicate the built form of either Amotherby or Swinton, and would not be an efficient use of land. Furthermore, it is considered that the development of the field would adversely affect the setting of the Listed Farmhouse which is adjacent, on the opposite side of the road. The Local Planning Authority must give full weight to impacts on Listed Buildings, as required by statute.</p> |
| <p>The Environmental Risk Report concludes-<br/>A risk level of VERY LOW is currently considered appropriate for the site with respect to potential risks to controlled waters (i.e. the underlying Principal Aquifer and Groundwater Abstractions) from any contaminants potentially present on both development plots. In summary, no significant sources have been recorded and potential risk is therefore considered to be limited.</p>  | <p>The findings of the report would need to be considered by the Environment Agency.</p>  |

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| <b>Aspect Building and Civil Engineering Contractors Ltd.</b> | <b>Site 32:</b> I confirm my intention to apply for planning consent to develop the small piece of land the end of Pasture Lane. We anticipate residential development of one or two houses with access from Pasture Lane.   | Much of site 32 has been developed out, the remaining element is within established development limits. Whilst it is not proposed to retain the allocation designation, the Development Limits are not being re-defined, and so the land will remain within the Development Limits . Any planning application will be considered on its merits against the Local Plan Strategy, and any material considerations.  |
| <b>Mr. J C Fields</b>   | <b>Site 109:</b> I still believe my contents which I believe as still current:<br>It is on the edge of existing development.<br>Bordered on two sides by public roads- so access is acceptable<br>Screened from public views by a shelter belt on the eastern extent<br>No issues concerning flooding<br>No archaeological features<br>Single landownership<br>Public transport is available- bus stop at the south of the site<br>Shops and services are available close to the site<br>Land is available | At the time of the sites consultation, the sites submitted in Thornton le Dale, site 109 performed the best, notwithstanding that there were some constraints identified with the site through the SSM process, none of which were insurmountable. Thornton le Dale has recently experienced a small amount of new residential development on a Brownfield site, with changes to occupancy conditions. Since the sites consultation a Brownfield site, with less sensitivities that site 109 has been submitted for consideration, site 662, which has been identified as a site for residential development. |
| <b>Savills obo MHA</b>  | <b>Site 117/360 (649):</b>   |   |

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| <p>The site submission has been reduced in extent covering the south western component which is immediately to the south. A indicative site layout to illustrate how the site could be developed in respect of the Strip Fields .The scheme proposes mixed uses, residential and community-related uses.</p> | <p>The Local Planning Authority identified that the Mickle Hill Strip Field System, and the associated land, is an exceptional example of a medieval strip field system which makes a clear and significant contribution to the setting of Pickering. In assessing the sites through the site selection methodology process the Local Planning Authority has considered both the level of intactness and visual contribution is exceptional. Other sites had either no strip fields, or their state had become degraded, and these sites were chosen in preference over the land at Mickle Hill. Such is the sensitive, significance, and by virtue of this response, subject to development pressure, the Local Planning Authority is identifying the entire site as a Visually Important Undeveloped Area. This has been endorsed, albeit informally at this stage by Historic England. An important feature of the strip fields is the intervisibility, which is lost through development. This is precisely what has already occurred at the MHA retirement scheme on the north western part of the Mickle Hill Strip Field Complex. It is not just about retention, it is the appreciation of the asset.</p> |
| <p>The zone of tolerance of 25% has not been factored in to the supply calculations, and should be considered in terms of a requirement when looking at allocations. Instead of 750 should be 937 for supply.</p>  | <p>The approach proposed by Savills is not correct. The Zone of Tolerance is not part of the land supply. That is the role of the 20% land supply NPPF Buffer which is factored in, and which does not have to be proportionately provided at Pickering. It is a mechanism within the Plan to positively manage the supply which will be allocations and some windfall. To actively include this in the supply would, in effect be raising the housing supply target over 55% above the plan requirements. This would be a new plan. The Zone of Tolerance operates on the basis that it is a flexible buffer which allows the delivery of an annual 25% uplift on the 200 homes per year across the District as set out in the Local Plan Strategy, without a deduction in the following 5 years of supply. This helps to respond positively to the small-scale windfall developments the Local Planning Authority will experience above and beyond the identified allocations/commitments which meet the Housing land requirements of delivering the 200 homes per year. The Local Planning Authority has taken into account existing permissions, in accordance with the NPPG.</p>                             |

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| <p>There is a need to provide positively for growth around Pickering, and the allocation of this land would provide the opportunity for facilities complimentary to the Mickle Hill community such as health facilities. The size of the site has the potential to meet development needs and provide the additional amount of housing growth. Site can help meet shortfall in numbers to meet is objectively assessed housing need up to 2027, particularly since other sites have difficulties in delivery or constraints, as identified with each of the sites the Council has identified to date.</p> | <p>The need for growth is not disputed, but the Local Planning Authority does not agree that site 117/360/649 represents an appropriate site. This is outlined in the SSM, when compared with other sites available for consideration. Other sites have been identified as allocations which perform better in the SSM and SA process.</p>  |
| <p>Development of the site would not conflict with any of the constraints highlighted in the SSM- and can avoid the HSE exclusion zone, and that development can be accommodate site features such as strip field systems as already demonstrated at the Mickle Hill Site to the north.</p>   | <p>Regarding the integrity of the Strip Field System the Local Planning Authority will strenuously assert that the harm to Mickle Hill Strip field System cannot be mitigated, because of the loss of intervisibility. This is actually demonstrated by the development to the north, which was granted permission because the need to provide housing (in the absence of a 5 year land supply) outweighed the identified harm to the heritage asset.</p> |
| <p>Development would accord with the settlement Hierarchy of the Ryedale Core Strategy (Spatial Policy 3)</p>   | <p>Sites in the proximity of Pickering would all comply with the principle established in the Settlement Hierarchy of SP1 in the Local Plan Strategy (The Development Plan) . That in itself is not enough to establish whether a site is acceptable.</p>   |
| <p>Do not support the identification of 116,200,347,205/387. Their combined delivery is 670-717 homes, compared to the identified need of 513 units of the plan period.</p>   | <p>The Local Planning Authority identified more option sites than needed to meet the residual requirement. The Sites Consultation was to consider which sites should come forward for development.</p>  |
| <p>There are no known technical constraints.</p>  | <p>Notwithstanding the fact that there may be unknown constraints, the Local Planning Authority is firmly of the view that the loss of the Strip Field System cannot be mitigated.</p>  |
| <p>The sites have constraints which could threaten the deliverability. The Council needs to undertake a more rigorous analysis of site capacity.</p>  | <p>The purpose of the Sites Consultation was to gain further information about the developability and deliverability of the proposed option and preferred sites. The information derived from the consultation is informing the assessment process further.</p>   |

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| 116- strip field system- coalescence with Middleton   | The SSM identified some sensitivities, and further information has been submitted. The site is not required, and has been not taken forward as an allocation.  |
| 200 - part of site in flood zone 2 - support this area being discounted   | The area of flood zone is very limited, to the extreme western extent. It would not impact significantly on the developable area, and actually provides important wider benefits including an ecological and setting buffer for the Listed Mill and Pickering Beck. The site submitter recognises the need to exclude this area of land.   |
| 347 - access concerns and elevated position, with potential impact on heritage assets and setting of the town.  | The Local Planning Authority identified some sensitivities around this site, and material has been submitted which demonstrates those sensitivities can be addressed. The landform and the setting does not adversely affect the setting of the town and heritage assets.  |
| 205/387 - majority of site is within 400m of WWTW, but note YW will accept up to 250m   | The site is in agricultural use, there are no contamination issues. Yorkshire water are satisfied with the proposed arrangement of using the land for sports pitches and land for a school within the buffer zone. Land for a school is significant. Part of the site is subject of a planning application. The remaining site is not required, and has not been taken forward as an allocation.   |
| Re-assess the new site extent through the SSM   | The site 659 - the extent proposed has been considered through the SSM, and this has identified that a number of outstanding issues remain, which are not present on the sites which have been identified for allocation.  |
| It is relevant to note that site 117/360 has not been sifted out at stage 1 as the initial assessment records the site is coloured green, which means the development would conform to the LPS. Accessible to a wide range of services, with close proximity to leisure facilities and local shops. The site lies on a bus route. | The stage 1 is a very generic and high level sift. Passing stage 1 is clearly not the only determinant in considering whether a site is appropriate for allocation. The SSM is not just about plan compliance it is about the determination of the most sustainable sites for development, and is the sustainability appraisal in action. The site has a range of issues which mean that it is not the most suitable of sites to be brought forward for development. |
| Site has been reduced in size - and so no longer disproportionately large. Also a scheme would exclude the area covered by HSE advise against development.  | The SSM sets out the findings of applying the HSE concentric zones PADi +. The revised site extent has been assessed and it is still an 'Advise Against Development"   |

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| <p>Site is in flood zone 1- low risk of flooding-better than other promoted sites.</p>   | <p>Accepted that Flood Zone 1, but over 1 ha sites automatically require a FRA to be provided to the satisfaction of the Environment Agency in terms of dealing with surface water, to ensure no increased flood risk elsewhere. None of the option sites have flood zone 3, and only one has a small area of flood zone 2, which would need to be excluded. So sequentially the Local Planning Authority's option sites perform equally well concerning flood risk matters.</p>  |
| <p>Regarding Strip Field Systems in the context of biodiversity, they could be retained and enhanced, in terms of special qualities, landscape and setting and culture/heritage .It is considered that an appropriate, sympathetic scheme could be designed, through the retention of the hedgerows. Needs to be balanced against the future development needs of the town.</p>  | <p>As discussed earlier, the retention of the hedgerow is not enough to protect their contribution to the setting of the town. It is their intervisibility which is such a key feature. The development at Mickle Hill has totally lost the ability to read the hedgerows within the landscape. Given the fact that there are other, less sensitive sites, the Local Planning Authority would seek to develop those to meet development needs. The site is a continuation of the Mickle Hill Scheme, and would, having open fields to either side, be a discordant limb development projecting southwards from Pickering.</p>   |
| <p>Regarding community facilities/meeting needs/utilities/ access: Further information can be submitted in this regard. The site is of a scale that should provide a meaningful proportion of affordable housing, and provide complementary facilities to the Mickle Hill Development through the provision of a GP surgery or other facilities. The site is sustainably located and capable of delivery of other land uses. A broadening of the uses on site could provide the opportunity for local employment making a direct contribution to a strong economy.</p> | <p>The site proposed as option sites were, on balance some of the larger site submissions, precisely to achieve wider community benefits. All the submissions will be expected to deliver plan-compliant levels of affordable housing . Whilst the delivery of community facilities such as a GP surgery is welcomed in principle, but such facilities need to be sustainably funded for their continued operation, particularly in terms of staffing. The concerns of this site, 649, or its other derivatives would not be outweighed by the delivery of a GP/health facilities when other, more accessible sites could be found within the build up area of Pickering. The Local Planning Authority has identified site 650 as the preferred site for employment land, and the plan has a framework for supporting employment development within established development limits.</p> |
| <p><b>Savills Smiths Gore obo Mr J M Douglas and Mr RW Peacock</b> Supports the allocation of sites 578 and 579. Consider that these are a sustainable and logical extension to the Edenhouse Road scheme. Site submissions 582, 583, 584 and 585 are adjacent and could have a realistic, future role in supporting employment growth in this location. Recognise that this would be in a new plan period, but confirm that the sites are available for development.</p>  | <p>Noted.</p>   |

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| <p><b>F T Gooder</b></p>  | <p><b>Sites (68) 542 and 543</b><br/> Failure of sites to progress stage 1 is disputed:</p> <p>Sites in Flood Zone 1<br/> Harm to River Derwent SAC- should be an opportunity to reduce pollution risk. Beck is 1 mile from River Derwent SAC. Twice as far as preferred sites. Impact on setting of St. Marys, Old Malton- the site cannot be seen from St. Marys, and is more distanced than the preferred sites.</p> <p>Beck House was first allocated as an employment site in the Ryedale Employment Land Review (2006), and performed comparably to the sites at Eden Camp.</p> <p>Considering redevelopment of 542- cost is high, including the costs of highways, site 543 is added as extra land for longer term, to improve the viability of the redevelopment in the short term.</p> <p>Highways, recent meeting with Highways England in terms of safe access on the redeveloped site from the A64 (SRN). A layout will be put forward for consideration by the Agency's Safe Roads Team, to satisfy a stage 1 Road Safety Audit.</p> | <p>The reason why the sites performed poorly in the SSM was their lack of proximity to Malton and Norton. Sites 578 and 579 are adjacent to the recently approved Eden house Scheme. The matters of Flood Risk and Setting of Heritage Assets were not commented upon by the Local Planning Authority. The respondent has confused their site submissions with other site assessments. The Employment Land Review commented on sites in operation. It does not identify the site as an allocation. Nor does the Local Plan Strategy identify the site as a core employment site to be retained. It is a historic intensive agricultural operation. Since the site failed stage 1 for lack of compliance with SP1 of the Local Plan Strategy irrespective of the parts of the site which have buildings situated upon them, the access on to the A64 is a sub-issue. However, were a planning permission submitted for the development on the site, the access would be a very significant matter. The access is currently sub-standard, but the site submitter identified that a safety audit had been completed, but to date it has not been provided to the Council for consideration.</p> |
| <p><b>Savills obo Fitzwilliam Trust Corporation and White Young Green obo Fitzwilliam Malton Estate</b></p> | <p><b>Site 208:</b> Brownfield. In existing settlement of Old Malton. Currently underutilised, generates limited employment opportunities and is commercially unsustainable, retention as an employment site is contrary to paragraph 22 of the NPPF.</p>   | <p>Site 208 is a modest parcel of Brownfield land on the edge of Old Malton. It is not identified in the Plan as an employment site to be retained. Much of the site submission is already identified with Development Limits. It is of a size which is unlikely to bring significant wider benefits such as affordable housing. As such the Local Planning Authority maintains that this site is not an appropriate site for allocation, but the redevelopment of this site for residential purposes in principle, is not at odds with the Local Plan Strategy. Indeed the site has been in this situation of being within Development Limits since the 2002 Local Plan.</p>  |

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|                         | <p>Presents an opportunity to relocate an inappropriate and inefficient land use, and respecting it with high quality development to conserve and enhance the historic environment of Old Malton Conservation Area. The provision of a safe access is not insurmountable. The blue shaded area shows Thackeray's Yard in Blue with land also owned by FME and FTC in green. This provides opportunities to secure safe access.</p> | <p>The site assessment process can only respond to evidence if it is available. No information at the time of the site assessment demonstrated an access to consider. The map accompanying this letter still does not identify an access point. The wider land, shaded in green, merely demonstrates land ownership and does not identify the position of an access relative to the proposed site, existing properties, the highway, and allow the Local Planning Authority to consider matters pertaining to considering the character and setting of the Conservation Area. As such the creation of an access to the site on that basis is far from being capable of being considered acceptable. The Highway Authority were consulted on the ability to deliver an access, and they concluded that it is not capable of delivering an acceptable access.</p> |
| <b>Mr and Mrs Brown</b> | <p><b>Site 634:</b> We wish to continue working and living here. We recognise that the land will remain in the Development Plan so that at some point in the future, there will be potential for the conversion of farm buildings to business units, workshops offices etc.</p>  | <p>Noted, the Local Planning Authority was aware that the potential for the site coming forward was limited. The Local Planning Authority consider that the site is not re-allocated, but that the Development Limits would not be re-adjusted so that the site could be considered for commercial uses in due course.</p>  |
| <b>P Sutor</b>          | <p><b>Sites 539 and 7</b></p> <p>I understand why the Council's search for sites to meet its housing needs is concentrating on larger sites and is restricted to Market Towns and Service Villages.</p>  | <p>There is to be no whole-scale review of the Development Limits. SP1 of the Local Plan Strategy confirms the status of the adopted saved proposals maps from the 2002 Local Plan as being retained in principle.</p>  |

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| <p>Regret the opportunity is not being taken to amend the existing Development Limits in the 2002 Ryedale Local Plan if needed. It is important that the required amendments as they will continue to be used in the smaller 'other' villages'.</p> | <p>The total housing land supply is being met from sites around the Market Towns and Services Villages as set out in the Local Plan Strategy (SP1) (The Development Plan). Policy SP2 identifies that in Other Villages sites within Development Limits will be subject to Local Needs Occupancy Restrictions. Accordingly, there is no basis on which to amend any Development Limits unless there has been a change in the status of the land i.e. it has been developed, or because it has become an allocation/commitment. Amendments to Development Limits other than to record a change in circumstance mean a change in the spatial policy approach. That is not the purpose of the Local Plan Sites Document. Amendments to the Development Limits (2002) will be made as a result of:</p> <ul style="list-style-type: none"> <li>· Completed (built out) schemes;</li> <li>· Sites identified as Commitment sites (i.e. with planning permission); and</li> <li>· Site allocations for housing/employment development schemes only.</li> </ul> <p>Accordingly, this will be undertaken as part of the production of the Policies Map (and insets) which will accompany the Local Plan Sites Document and Local Plan Strategy. The intention of this is set out in paragraph 3.10 of the Local Plan Strategy. The recently adopted Helmsley Plan has allocations, and has its own Policies Map, and is the sister document to the Local Plan Sites Document.</p> |
| <p>As you know from previous correspondence I consider that there is an ambiguity between Inset Map 7 and 2.2 of the supporting text and this should be clarified. See for instance my summary email of 11 March 2013.</p>                          | <p>We have had no responses which describe the Development Limits as incorrect and causing policy confusion (i.e. for example splitting a dwelling in two). This clearly is a different matter to a dwelling or parcel of land (including domestic curtilage) being not included within the Limits, which would have been a conscious decision to exclude that land for planning reasons. The ambiguity you refer to concerning Inset map 7 and the text, has been examined by the Local Planning Authority. It is clear that there is no ambiguity and the Development Limits are drawn to retain open land that would otherwise be subject of development pressure. This includes some visually important undeveloped areas, and the land to west of Main Street, including your client's land, which is identified as being in the Conservation Area.</p>   |

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| <p>The other argument I have made is that the existing mid-20C agricultural buildings on site are an eyesore. They continue to deteriorate. Removal of them would be a benefit to the Conservation Area, as would be their replacement with appropriate development. Your Conservation Officer Emma Woodland agreed that their removal would be acceptable when commenting on planning application 05/00937/FUL.</p>   | <p>The state of dilapidated, modern farm buildings and their adverse effect on the Conservation Area may be a fact, but it is not in itself a material consideration which would lead to a departure from the established Development Plan. Such buildings can be removed from the site if they are so dilapidated by other regulatory frameworks.</p>  |
| <p><b>White Young Green obo Fitzwilliam Malton Estate</b></p> <p><b>Site 248:</b></p> <p>Concerned about the scale of sites 578 and 579, well exceeds the outstanding requirement of 10.63 ha with the additional 8ha to be released during the life of the plan. The scheme at Eden House Road is not yet established, and so focusing on this site and the land adjacent could be unsustainable and undermine economic growth in the District. None of the evidence base documents regarding employment land and economic development are sufficiently up to date to provide assessment of the likely demand for land at the new business park at Edenhuse and no assessment appears to have been undertaken in this regard.</p> <p>Some additional land should be allocated at Edenhuse, but the scale of this should be reduced /phased appropriately, and that land should be allocated at York Road. Site 248 is located adjacent to the existing York Road Industrial Estate, a well-established business park with excellent transport links. Planning permission has already been secured on part of the site with development underway, demonstrating demand in this location.</p> <p>Concerns were raised regarding the access, FME have acquired a legal right to access site 248 from the adjacent employment site (details enclose). So access can be achieved safely.</p> | <p>It is acknowledged that sites 578 and 579 are a larger land take that would be expected for the residual employment land, there is however, the need to bear in mind that there will be reductions in the developable area to deal with surface water and pylons. These sites represent the direction of travel, with a planning permission on Eden House Road, and being served by a Grade- separated junction which does not require traffic in a north-bound state to go through Malton, which is the case at York Road. The sites represent a longer-term aspiration, and clearly would require phasing due to their size. They are accordingly identified as a Broad Location, rather than a specific site allocation.</p> <p>Planning permission was secured in 2010 at York Road, 7 years later, there are still a number of vacant areas on the site. The transport links are not as flexible as those where sites have a fully grade separated junction off the A64 by which to access sites. Sites would have to come into Malton to access an east bound direction.</p> <p>It is helpful know that access rights are available to access the land for which planning permission has been given. However, the existing land approved at York Road was subject to a transport assessment, which was stringent in how many vehicles would be using the access. The Highway Authority have confirmed that the entirety of 248 requires two access points, which is not achievable on the site without being off the A64 at the Musley Bank Junction. This would not be supported by Highways England.</p> |

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|  | <p>Whilst improvements to the A64 are welcomed, this should not be at the expense of allocating site 248. Plans to configure the junction are at an early stage, and the scale of 248 is such that development can be achieved whilst still safeguarding land for future improvements. FME are willing to work with Highways England to agree an element of land to be safeguarded, based on appropriately evidenced junction designs and capacity assessments.</p> | <p>Because of the fact that there is no firm proposals or to create such a grade separated junction, there is still a need to be mindful of the potential. Safeguarding the land is a means to ensure its protection, but in the absence of a detailed study, the precise land-take cannot be ascertained.</p>  |
|  | <p>Should re-evaluate 248 and include it and the amount of land at 578 and 579 reduced. A more sustainable pattern of employment development, and phased, based on up to date evidence of demand.</p>   | <p>The Local Planning Authority has undertaken traffic modelling. Vehicles needing to travel east would still have to go through the town centre. Vehicles at 578 and 579 would not need to go through the town centre.</p>   |
| <p><b>Stovell and Millwater Ltd. obo GR and E Hull</b></p> | <p><b>Site 341:</b></p>   | <p>This response is made on the most recent representation and the 2013 scheme submission.</p>  |
|  | <p>Attaches response (Planning Statement/PS) of Dec. 2013. Site extent has not been extended to include Low Lane as requested in the PS. It is a track, and provides access to community facilities and businesses. The scheme would improve the road between the Meadow filed Close junction and the junction with the access road to the sports club, bringing it up to an adoptable standard.</p>  | <p>The map identifies the extent of Low Lane to be considered. In the text it does describe it as a general upgrade between the Meadowfield Close junction and the junction with the access road to the sports club. The Local Planning Authority (and Highway Authority) cannot assume what this would precisely mean. A map should be provided demonstrating in detail the means of access and any road improvements, in cross section, including the legal capability to widen any road. Even from the preliminary scheme, Low Lane remains not as wide as the roads proposed within the estate. Furthermore the Local Planning Authority would need to understand the viability of such a scheme. Road infrastructure costs are very substantial, particularly in taking a road to an adopted standard.</p> |
|  | <p>Swinton is an accessible settlement with convenient access to Malton and a range of facilities</p>   | <p>Acknowledged, this is why Swinton and Amotherby are twinned as a 'Service Village'.</p>  |
|  | <p>Provide affordable (35%) and elderly accommodation, which use of life time home standards, with improved links to the sports and social complex and commercial workshops.</p>  | <p>The intention to provide 35% affordable housing with Life Time homes Standards are clearly in compliance with the Local Plan Strategy, but the Local Planning Authority is not convinced that the financial viability is available to meet the proposal as identified in this representation.</p>  |

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|                                 | <p>The site is contained by mature hedgerow and tree planting, to the west are open fields, to the south and east development. Hedgerows on the boundary of the field would be retained, enhanced and extended as appropriate.</p>  | <p>The Local Planning Authority would need to be satisfied that any landscaping scheme, and boundary treatment was in keeping with the character and appearance of the settlement it is not convinced that extending boundary fencing or screening would resolve Officers concerns.</p>  |
|                                 | <p>The scrap metal merchants has a 3-4m high mature hedgerow planting with trees along the western boundary. Views onto the site are limited to when the gates are open. It is not an intrusive use. Site is only open during the day. Do not consider that the amenity of residents is compromised by the presence of the scrap metal merchants.</p> | <p>The Scrap metal merchants is legitimately operated, and currently has regular hours of operations, but is not subject to restrictions on its hours of operation. Hours of operation could change, and intensification of use could occur, which could lead to a 'statutory nuisance' which the Local Planning Authority could enforce against. Fettering the operation of the site. Also at two storey units, eastern elevations would look onto the scrap yard, which at the time of visiting on site contained rusting piles of metal piled up against, and above, the western boundary, which is fenced to a considerable height. The Local Planning Authority needs to be satisfied that the occupants of future properties have an acceptable outlook afforded to them. Currently, the built Meadowfield Close manages to avoid any proximal views of the site. This site would not be able to achieve that, and presents challenges in terms of efficient use of the land in terms of considering layout, design and amenity considerations. A boundary treatment which screens the site does not create an visually inclusive, well-integrated scheme, which reflects the character and features of Swinton. Furthermore, the layout submitted in December 2013 is of very poor design, and would not be considered acceptable, or even practicable in its implementation.</p> |
| <b>Constructive Individuals</b> | <b>Site 346</b>   |  |
|                                 | <p>Propose a scheme with 35% affordable housing. Been discussing the site with the Local Authority. It is our view that the comments and hence the scoring for this site do not accurately reflect the current position for the reasons below:</p>  | <p>The SSM is not a numerical approach, it noted the proposed affordable housing. The key concern with this site is the fact that it is separated off from the main settlement, accessed down a sub-standard road.</p>   |
|                                 | <p>Q2D had a flood risk assessment been undertaken? Site is outside flood zone 2 and 3. FRA would be required as part of a planning application- no special provisions expected.</p>  | <p>The SSM identified that it was not in flood zone 2 or 3 but that a FRA may be required to assess surface water run off. This is required by the Environment Agency to establish surface water attenuation.</p>  |

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| <p>Q3 Do not contest that improvement in Low Lane is required, but through new development this can be achieved. The site does not include sufficient frontage to enable access of acceptable standards to be formed onto the public highway". The site frontage is 114m in length.</p>  | <p>The Local Planning Authority (and Highway Authority) cannot assume what is meant in terms of "improvement of Low Lane". A map should be provided demonstrating in detail the means of access and any road improvements, in cross section, including the legal capability to widen any road for both Low Lane and Lowfield Lane. All that is submitted is the site extent, no details are provided of how the road would be improved. Furthermore, the Local Planning Authority would need to understand the viability of such a scheme. Road infrastructure costs are very substantial.</p> |
| <p>Regarding Green Infrastructure- it could certainly be provided, our original proposal discussed tree planting to blend with landscape and improve the microclimate. Hedging would be retained as far as possible.</p>   | <p>The Local Planning Authority is aware that Green Infrastructure could be provided, and this is applicable to many sites, and the absence of information would not necessarily be a reason to discount the site.</p>   |
| <p>Landscape Impact- originally submitted a 1 1/2 dwellings to minimise impact on the open countryside, with the use of natural materials. There are large buildings nearby the sports centre impact on the openness of the countryside and visually suggest a broader edge to the village. Recent development of barns and a dwelling with an agricultural occupancy tie. To argue that our proposed development is 'separated from the settlement' ignores the fact the fact that the settlement has grown adjacent to our site.</p> | <p>The buildings which are referred to are historic agricultural and community buildings, which are expected features in the open countryside. Officers have viewed the site, and maintain that this area is experienced as being out with Swinton , and the development of residential development, irrespective of the height of the buildings, would not be physically related to Swinton.</p>  |
| <p>Q8- impact on nationally designed landscapes - identifies would harm the character of Swinton, but doesn't say how, landscape character references - this site is hidden from view by the B1257 and elongated nature of the village, and would be read visually simply as a northern part of the continuous village development. (Photos of farm buildings added)</p>   | <p>Disagree. The SSM identifies that the harm identified is localised, and concerned more with settlement form, and that it is a site which is physically and visually distanced from the site. The SSM recognised that impact on the designated landscapes of the AONB and national park would be negligible.</p>   |
| <p>Q10- capability to utilise existing landscape features-Low lane itself has substantial mature trees on both sites, which link the site to the main part of the village. There are a number of belts of trees, which run through the northern part of the village, which suggest former field boundaries.</p>  | <p>The SSM commentary still stands. No landscaping scheme has been provided. The presence of trees on Low Lane is a landscape feature which is outside the site extent, and whose presence would be undermined in terms of road widening. The site is visible from longer distance views.</p>  |

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| <p>Q13 impact on non-designated heritage assets - contest view that site would not pay reference to the existing character of Swinton. Site would set between the sports centre and the rest of the village. There is a desire to maintain a separation of the villages along the B1257, and so development will have to be along the north, and should focus new development where these streets join low lane, and to the north of this. Developments which run counter to this pattern, Cherry Avenue/Pearson's Yard) are more harmful to the character of the village.</p> | <p>Remain of the view that development of this site would not pay regard to the historic form of Swinton. Site is currently surrounded from all aspects by open fields (save for the eastern elevation).</p>  |
| <p>Happy to engage archaeology professional concerning an archaeological methods statement.</p>  | <p>Noted.</p>   |
| <p>Q21: density. Consider that site contain 24 2-3bed houses and 2 bed bungalows.</p>  | <p>The Local Planning Authority has made theoretical density assumptions, which given the scheme proposed 1.5 storey schemes, it is considered that c.16 dwellings is a more realistic density to that of 24.</p>   |
| <p>Q35- resilience to climate change. - proposals are based on Passivhaus design and specification, which is extremely robust in the face of climate change, avoidance of overheating, and minimising of heating needs in the winter.</p>  | <p>Noted, the Passivhaus features were considered in other aspects, but note that resilience to climate change is multi-faceted, but that being able to efficiently manage thermoregulation of the property is one such aspect. This needs to be considered within the wider performance of the site through the SSM.</p> |
| <p>Q40. attraction of balanced living and or working population reducing inequality of opportunity- Council referred to " no details have been provided concerning the nature and type of dwellings that are proposed. On site affordable housing would need to be provided. The proposal showed an initial mix of 2 and 3 bed houses and 2-bed bungalows, supported by later correspondence confirming interest from a local social housing provider.</p>   | <p>This response is standardised based on policy compliance. The proposal could be assessed against the information provided in 2009. Discussions would be required to see if the proposal was meeting identified needs within the Parish, but that would be done through the submission of a planning application.</p>   |
| <p>Q42, affordable housing, SSM refers to 2009 scheme, refers to limited potential for delivery. No evidence is given as to why the potential for delivery is seen as limited.</p>   | <p>The limited potential for delivery is concerning the number of affordable homes based on compliance with SP3 and the Local Planning Authority's own assessment of yield . Not limits in terms of delivery on site.</p>   |

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|                     | <p>49. SSM states proposals seek to improve Low Lane, which provides access to the sports pitches and sports centre- but then fails to acknowledge this as a positive measure contributing to community facilities, utilities and infrastructure.</p>  | <p>Material with the submission indicated such a proposal, but there is no evidence which confirms that aspect of the proposal in any detail. Furthermore, officers would consider that improving Low Lane and Lowfield Lane which provides access to the sports facilities would render the scheme unviable. Officers acknowledge this should be added to the SSM to explain why there is no recognition in the SSM of any positive benefit.</p> |
|                     | <p>50. SSM identified within 400m of a WWTW. The Yorkshire Water facility is a pumping station. Furthermore the original proposal stated:" The proposals will.... include major improvements to surface water drainage to eliminate current flooding problems. This will be combined with sustainable drainage systems and rainwater collection within the new housing site".</p>  | <p>The proximity of the WWTW/pumping station is not necessary a matter which would render the scheme unacceptable in principle. It is noted that the submission identifies that surface water flooding is an issue on the site, despite having Flood Zone 1 status, which makes it even more pertinent to have a Flood Risk Assessment undertaken on the site.</p>  |
|                     | <p>Q56. Category 3 in SHLAA, Owner and prospective developer has continued development with social housing providers with a view to having a ready development partner should the site be considered part of the local Plan.</p>   | <p>The 2009 SHLAA is scheduled to be updated. All sites will be reconsidered. The presence of a ready development partner is not enough to consider a site part of the Local Plan.</p>  |
| <b>D. Whattam</b>   | <p><b>Site 194:</b>Q46 refers to two access points to two individual properties, this is incorrect, the access point to the north of 72 Welham Road (an old car track) also serves as an access point to this property, especially the rear garden. It forms part of the property deeds since the late 1800s. As part of the deeds it clearly is identified as a distinct and important part of the property and therefore any access/usage of it should be done in the knowledge of what rights this property enjoys over said access points.</p> | <p>The rights to access are a civil matter, and not within the remit of the Local Planning Authority to make comment upon. The SSM identifies that the site submission identifies specifically that access route. There is also the access to the south. It is an observation based on the submitted material how the site submission is accessed at present, not in terms of which properties can/cannot utilise the access.</p>                 |
| <b>S Helme, R M</b> | <b>Site 40 (158)</b>   |   |

**Simonson, C J Coats  
and K E Burgess**

Proposed that the site be used for retirement flats. (submitted sketch of proposals). It could be a care home (employment for local people). Three-storey scheme was a major objection by neighbours, but a two storey scheme could be adequate, could have various garden areas to provide amenity and recreation. Developers interested in the pleasant, central site could begin work soon. No major problems with the site apart from coalescence between Kirkbymoorside and Keldholme. These places would easily retain their own identifies, and there are also two houses at the Kirby Mills end of the site. If one additional, attractive building fulfilled a need, surely that is an important mitigating fact and with gardens all round, the building would not fill the whole site. It seems to be a sad waste of a small piece of land which is not even a public open space, and is only visible from the top of a double-decker bus, which it could be put to good use to serve the community.

The use as a community facility would not overcome the Local Planning Authority's concerns regarding the overdevelopment of the site, and in developing the site further contribute to coalescence between Kirby Mills, Keldholme and Kirkbymoorside. This is identified within the Local Plan Strategy as being a particular sensitivity for Kirkbymoorside, and with a range of less sensitive sites to be considered for such uses. The site is an important green wedge, providing a distinct open space between the settlements. The water colouring does not provide the Local Planning Authority with a clear position on matters such as: access, parking, relationship to neighbouring properties, siting of the building the ratio of building to residual open space. Notwithstanding this, Officers have viewed the site, and do not consider any building, and particularly of significant scale and form should occupy this site. The site although being flood zone 1 has high surface water flood risk.

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| <p><b>J K Billingham</b></p> | <p><b>Site 414:</b> Semi-developed, containing a large bungalow, detached double garage and assorted outbuildings, with grassland and mix of tree planting of 1.4acres. Adjacent to the plot is a replacement dwelling. Extensive development to the west of the plot, directly opposite this site. Would have minimal impact on the character of the surrounding area, whereas the new estate has had a significant impact. The plot is sloped, reducing the visual impact from the road. Site is well screened with mature trees and hedges. Development of single storey construction will complement the existing development, with construction materials selected accordingly, with locally sourced labour and materials. With its screening it has the same visual impact on the approach to Pickering as it did in 1986, and additional development would do very little to diminish this.</p> | <p>The development referred to is a scheme granted consent in 2010, in the absence of a 5 year land supply, and undertaken in accordance with the principles of the emerging Development Plan. The Local Planning Authority is not undertaking a whole-scale review of Development Limits, and where site-specific circumstances have not changed, then the Development Limits will not be adjusted. On the elevated land to the south of Whitby road, the development Limits only go as far as Highfield House and do not include those dwellings beyond this point. The response indicates that the site as the same visual impact as it did in 1986. In considering sites for allocation, sites which have progressed to the option stage are sites which in landscape/settlement form an character terms are less sensitive, and have the clear capacity to deliver key priorities of the Ryedale Plan which include provision of a range of affordable housing tenures, green infrastructure and public open space, land for primary schools. These are important features which the Local Planning Authority must seek in where it allocates land for new development. Site 414 has both landscape sensitivity, and is also not of a size which the Local Planning Authority considers is an appropriate focus for releasing land for housing. Officers have been to the site, and viewed it from a number of publically accessible vantage points.</p> |
| <p><b>S. C. Wright</b></p>   | <p><b>Site 652:</b> Confirm that land is still available as future building land at any time in the future. As and when development fills up in other areas. Site is deliverable and developable and would tidy up the village boundaries and tidy an otherwise untidy area.</p>   | <p>The Local Plan Strategy sets out the Spatial Strategy, which does not identify Wombleton as a Service Village. The village is considered under SP2 as an Other Village, and not subject to allocations.</p>  |
| <p><b>C. Wilson</b></p>      | <p><b>Site 206</b> and those immediately adjacent. Fit well within the accessibility criteria of access to public transport, school, health and employment for site selection. In addition they provide an opportunity to provide additional housing in Pickering in an area which is relatively well-screened and located within the natural road boundaries. This should allow the development to occur with minimal impact on the attractive western approach to Pickering. Suitable for family housing with junior and senior schools nearby and no main road to access schools.</p>   | <p>This site, and those site submissions immediately adjacent to the site were assessed through SSM, and they performed poorly for two interrelated reasons, the first is the identified harm to the setting, character and appearance of Keld Head Conservation Area. The Local Planning Authority has a statutory duty to ensure that development does not compromise the Conservation Area. Furthermore, the site (alone or in combination with other adjacent sites) is not of a size which would bring any demonstrable community benefits which are achievable on larger sites.</p>   |

**P Sutor obo B  
Newcome**

**Site 125:** Regrets the site is regarded as too small to be considered for housing in this Service Village. It could have allowed a neglected site in a visually important location viewed from the village to be approved. The adverse impact on the landscape is overstated, as it is well below the rising ground of the site. Site is higher than the adjacent block, so would not flood easily. The lack of provision of affordable housing should not be seen as a reason to reject the site, as an off-site commuted sum could be used. There are two PRoWs adjacent. The footpath to the west is across the beck, and would not be adversely affected. Neither would the RUPP to the east (the access to Ellis). No need to transect the PRoW. Much of the reasoning for the rejection revolves around the trees. There are no actual trees of any significance on our plot. They do overhang and appear to be in the plot on Google Maps- perhaps this is how the site has been assessed. We would want to ensure retention of the trees, to preserve the rustic charm of the site. Accessibility- remains grey suggesting no assessment. The site is in the up to 5 minutes walking time category. "There is an existing timber building, which the site submitter proposes to replace with a new dwelling. It is unlikely to cause wider landscape impacts by virtue of its size, but an adverse localised impact would be present. Q.11- disagree with this, suggest neutral impact. Q13. disagree that it would be intrusive development in the street scene, as no archaeology within the vicinity of Rillington, however, we accept that it must be legally addressed. respectfully suggest "development would not adversely affect". Q16 E site is capable of incorporating low carbon technologies such as voltaic panels.

In order for the Local Planning Authority to manage consideration of sites for allocation, it needed to impose a threshold so that sites which offered a meaningful level of housing, including affordable housing, would be considered. At 0.08ha this is a very small site. As such, any other site matters are not outweighed by the site's size given it is only capable of a single dwelling. This is the principle reason for the site's failure through the site selection methodology. The site was viewed on site by officers who consider that the site is prominent within the street scene. Building on this site would need very careful consideration, particularly due to the site's elevated position relative to the road. The trees which border the site could still be affected by development on the site, and remain a material consideration. No details of the scale, massing or design of the building have been provided, nor details of the means of access. The dilapidated state of the existing building, whilst being unfortunate, is not in itself a reason to grant permission for a development. Otherwise such an approach could be used as a matter of principle, and undermine the established approach of the Development Plan. It is noted that the hedge which borders the site is well maintained. The (lack of) use of green technologies is not the reason for the site's poor performance through the SSM.

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| <p>Q3 contradicts with the assessment for Q3, "conflicts with anticipated playing pitch access. One small dwelling access teed off the adequately wide playing field access road; its not really likely to cause any conflicts. Q53 respectfully suggest that, given the responses above, that the "The site has no adverse impact etc." or at the very least 'Site does not have significant adverse impact etc." would be more appropriate.</p>   | <p>Officers continue to have reservations about the access with a publicly accessible sports facility. The site was only assessed through the SSM in brief terms, due to the site size.</p>   |
| <p><b>L. Coulson obo Mrs P Barber and Mr B Booth</b></p> <p><b>Site 417:</b></p> <p>Submit that site should be considered as an alternative housing allocation. With the access issue resolved, it performs generally well through each of the stages of the SSM, and mitigation can be used to achieve an acceptable form of development, and much needed housing in this part of Norton. Access information: existing (southern) site access onto Welham Road is to be retained as a emergency vehicle and pedestrian /cyclist access. Proposed new access off Beechwood Road, on the corner between Leat House and 1 Beechwood Road. Consider that in light of access details the site should be reconsidered. The access proposed by Sanderson Associates meets required standards, and is within the control of the vendors. The emergency access also has an established right of way. The access could serve between 100-400 properties.</p> | <p>Before the LPA could comment on this, the access would need to be considered by the Highway Authority. Whilst access is a significant matter, there is also the need to consider what impact a site has on the strategic transport network. Sites on Welham Road contribute significantly, and adversely to congestion problems in the crossing locality. Conversely sites which have the capability to access Scarborough Road without going through town place much less strain, despite being bigger sites, on the road infrastructure network.</p> |
| <p>Reconfirm no know constraints (ownership, planning or technical). Opportunities to provide appropriate mitigation and enhancement. Discussions taking place with potential developers regarding an Option Agreement , and its deliverability is therefore confirmed. Representation summaries the housing requirement and distribution issues pertinent to Norton as per the adopted LPS, and other planning policy requirements and consideration.</p>  | <p>The Local Planning Authority consider the matters of flood risk and impact on the River Derwent remain technical considerations which need further investigation. The Flood Risk however is a significant matter, as the site would fail the sequential test as sites are available which are of low flood risk.</p>   |

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| <p>LPS states that it would <b>not</b> rely on the identification of Strategic Sites, but use a range of small, medium and large sites. 4 large sites are proposed to be allocated to provide circa 1,500 dwellings. It is questionable whether this is in accordance with the adopted Strategy.</p> | <p>It is important to note, that in terms of the Spatial Strategy planning permission has already been granted on a range of site sites, reflective of the spatial approach. Strategic Sites are sites which are integral to the delivery of the Plan, the Local Planning Authority is considering a range of sites, and not a strategic site. The Local Planning Authority has consciously chosen larger sites due to the ability of such sites to deliver wider community and infrastructure requirements. The Local Planning Authority has not chosen which sites should progress at the towns, but consulted upon options. The LPA must respond to and reflect the nature of the site submissions that the Local Planning Authority has to provide views on. It also identified that there is a residual requirement to meet. Having granted permission for nearly 1100 homes at Malton and Norton. Only two sites, of very different sizes are proposed as allocations.</p>   |
| <p>Of the four sites, three are in the same ownership. Caution should be applied to an over-reliance on a small number of landowners to deliver housing land supply.</p>   | <p>Of the four option sites, two sites are within the Fitzwilliam Malton Estate, with the other being the Fitzwilliam Trust Corporation, which is a different company and the third is a group of Landowners and developers. This is a function of landownership. Site 450 is owned by the District Council.</p>   |
| <p>Note that the site performs mainly in positive way. Subject to the submission of the FRA.</p>   | <p>The presence of the FRA is particularly important consideration. Within the site assessment process balanced choices can be made about which sites progress. However, sites with a flood risk of more than Flood Zone 1 are immediately disadvantaged because of the Local Planning Authority's need to sequential consider allocation of land for development to those areas of least flood risk. Whilst the majority of this site is in flood zone 1, there are also pockets of flood zone 2 and 3, as identified in the SFRA, which, based on advice from the Environment Agency would need to be avoided, because of the availability of land in flood zone 1. It is also a tributary to the main river, and identified within the Critical Drainage Areas. This means that the FRA would be particularly complex and parts of the site would be discounted, or become land-locked. The implications for the Derwent would require a Habitat Regulations Assessment, and based on the assessment undertaken in terms of screening, an Appropriate Assessment would be required.</p> |

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| <p>Whilst it is known that the Council wishes to focus much of the new housing in Malton, there is still 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. Betterment for the local community, and would be acceptable in principle to the vendors, subject to other policy/development requirements.</p>   | <p>The Local Planning Authority has granted permission for a number of residential schemes in Malton. The findings of the transport modelling, have helped the LPA in considering where best to deliver the residual requirement for housing at the Principal Town. The Local Plan Strategy did not specify proportions of development between Malton and Norton, but to consider the best sites for development. The Transport modelling has identified a Norton focus is best- but only when the link road between Scarborough Road and Beverley Road is included.</p> |
| <p>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 the surrounding dwellings, whilst also providing a green and ecologically sensitive scheme. A well-designed scheme would provide an attractive setting for properties. Some element of the Beck would in all likelihood be incorporated into the design layout. Unique opportunity to create an exceptional housing development, using the natural resource of the Beck at its heart. Create an attractive sustainable green lung (amenity area).</p> <p>An initial sweeping ecological assessment, will full survey of affected species would be undertaken during the appropriate season, and commissioned in due course.</p> <p>Regarding Trees there are no TPOs which affect the site. Any trees worthy of retention, or contribute to the amenity of the land, the vendors would be willing to work with the Council's Tree Officer</p> | <p>These matters are noted, but the access flood risk and impact on River Derwent SAC remain the primary considerations. The existing trees already contribute significantly to providing a green wedge, and the overall contribution is greater than the sum of its parts. The proposal would need to be subjected to Appropriate Assessment, as all sites in Malton and Norton being considered as option choices have been subjected to such assessment, and this site has the ability to directly link into the Derwent, with Mill Beck.</p>                         |

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| <p>The site is designated a group 2 site due to access delivery is not demonstrated to be viable, nor consideration of the remediation of the fish ponds. Sanderson Associates have designed what they consider to be a satisfactory access solution, they can also in due course provide information about the remediation of the fish ponds and FRA. 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.</p> | <p>In terms of further evaluation as a option site, there are specific issues concerning the remediation of the fish pond, impacts on the river Derwent SAC, through Appropriate Assessment which need to be considered, and so information would be required to consider this in further detail. CIL will be used pool contributions for major infrastructure improvements, but those that are necessary for the granting of planning permission would be required on-site and would be subject to a s.278 Agreement. No mention is made in respect of viability considerations with CIL and the remediation costs associated with the site. Before the LPA could consider the site further, detailed specification of the fish ponds and FRA would need to be provided. This is particularly pertinent because of the River Derwent SAC, the HRA screening assessment established that because Likely Significant Effects cannot be ruled out, an Appropriate Assessment would need to be undertaken.</p>  |
| <p><b>Evolution Town Planning obo the North Cotes Farm Limited (Watts Family) and Carr Family</b></p> <p><b>Sites 319,320,321,322,645,646,648 (Watts Family) 103,187 and 302 (Carr Family)</b>Sites proposed in various configurations. Proposing the site as a single unit, landowners will work together to provide a comprehensive scheme. Should be allocated for the following reasons:</p> <p>Vehicular access from Welham Road between properties 143 and 147, emergency from Whitewall. Site has good access to the town.</p>   | <p>The SSM has considered the sites in their various configurations, and indirectly as a single unit.</p> <p>The Local Planning Authority would need to see detailed drawings which demonstrate that the access is capable of being achieved in line with recognised standards, without unacceptably affecting the amenity of the existing residents on Welham Road who are situated adjacent to the access. The Local Planning Authority is concerned that the access is not of sufficient width. There is also a need to evaluate the strategic implications on the road network of Malton and Norton. These sites have been subjected to modelling. The site is not as accessible to the town centres of Malton and Norton as other sites, which have been consulted upon as option choices. Sites on this side of Norton would either pass along the former Bridle Way of Bazeley's Lane, which is not of sufficient width, and the crossing point with County Bridge. Sites on the west of Norton result in greater levels of congestion.</p> |

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| <p>Sustainable location being on the edge of Norton.<br/>Residential development has occurred to the north, and there are residential properties in the form of detached, two story properties.<br/>The land is therefore screened from the south. Land is well related to the built up area of Norton, would not be visible in the wider landscape due to the homes along Welham Road, and the buildings and woods along Whitewall. Consider the land to be a logical location for development when considering the landscape impact, because it is well-contained by existing features. The ribbon development along Welham Road already gives the locality a suburban character. Filling in behind this development in an area that is not visible to the wider landscape would be a logical extension to the built up area.</p> | <p>The Local Planning Authority remains of the view that development of these collection of sites would be detrimental to the landscape character within the southern part of Norton, and would harm the setting of the town. The presence of residential development to the west, in the form of Ribbon Development, and modern estate development to the north, do not in themselves provide sufficient justification for allowing further development. Despite the presence of ribbon development, the area has retained its rural character.</p>   |
| <p>The north and west are established woods which contain the area within the landscape. The land is divided into three grazed fields. Inside the field boundaries there are no features except for the wood in the north east corner (proposed to be retained and used as a public area of open space).<br/>The land is isolated from the wider landscape by houses and woods. Norton extends by ribbon development along the east of Welham Road in a continuous line of houses to the junction with Whitewall. Development behind this frontage would be screened by trees to the east and south. Any development in this location would be isolated from the wider landscape whilst still being well related to the built up area of Norton .</p>   | <p>The Local Planning Authority is keen to stress that it is the quality of the landscape character in the locality which is valued, between both Welham and Langton Roads. It is noted that the land begins to rise so the south of the site, indeed it is within the Wolds Area of High Landscape Value. As part of the Local Plan Sites Document the Local Planning Authority have identified the area as a Visually Important Undeveloped Area. The field patterns in this area are distinct, and atypical, and are greater than the sum of their parts in terms of the contribution which they make to the setting of Norton. It is the features to which the representation refers to that make this part of Norton distinctive, rural character. The presence of the properties on Welham Road are a product of their time, and their presence still allows the wider reading of the site to be undertaken.</p> |
| <p>Land is grade 3, making it suitable for development, by not being one of the higher grades. Also site is not subject to any designation as a SSI, SAC or Scheduled Monument. Limited ecological value, largely being confined to field boundaries and hedgerows.</p>   | <p>The land is still potentially best and most versatile land. Like much of the land surrounding Malton and Norton, because 3a and 3b cannot be differentiated and 3a is still BaMVL. Therefore, in choosing sites for development there is an acknowledgement that BaMVL will be needed. Sites in Malton and Norton would be subject to Appropriate Assessment as part of the Habitats Regulations, in relation to the impact on the River Derwent SAC (Special Area of Conservation) as Likely Significant Effects could not be ruled out. These sites were not subject to the HRA, because of the poor performance through the SSM.</p>   |

The Council has suggested that development of the land would cause substantial harm to the setting of listed buildings. There are two Grade II Listed Buildings in the vicinity of the site. Both are on Whitewall and front the road: Whitewall House and outbuildings and Whitewall Cottage and Stables. These are opposite side of the road. Whitewall Cottages are partially screened from the site by the modern properties on Welham Road. Immediately to the east of Whitewall are two non-listed modern bungalows and a pair of Semi-detached homes. the setting of the listed building has therefore already changes significantly over time. Development can easily be designed to protect the setting of Listed Buildings to the south. Do not consider that a well-designed, laid out and landscaped development would cause substantial harm to the listed buildings as the Council suggests. Sensitive design will mean that substantial harm will not occur. This would mean that the benefits of the proposal would be weighed against the impact on the Listed Buildings. The benefits include provision of market and affordable housing, alongside open space, and the economic impacts of new development, and these benefits would outweigh any impact on the listed buildings from a well-designed development.

Given that there is no heritage statement, nor recently designed master plan which can articulate how the setting of Whitewall Stables can be preserved the Local Planning Authority remains unconvinced given the proximity of the assets to the site and the nature and scale of the site. The Local Planning Authority has a statutory duty to preserve and enhance Listed Buildings and their setting . The Local Planning Authority is aware of the presence of properties on Welham Road, which are representative of inter-war housing, and the existence of a small number of further dwellings have been build, but it is the open quality of the fields opposite which providing setting and context to the Listed Buildings.

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| <p>New development can be designed to safeguard the setting of these listed buildings. For example, by locating open space or undeveloped land close to the listed buildings so that the character of the buildings fronting countryside is preserved. A strong hedge along Whitewall or an area of open space or paddocks in front of the listed buildings would contain the views around the buildings. If hedging were provided along the back of the homes fronting Welham Road the setting of the Listed Buildings would be improved. The setting of the listed buildings comprises Welham Road and to road Whitewash Corner Hill to the west. These roads have modern buildings or trees along their frontages. To the south are outbuildings and gardens of the listed buildings and a modern home fronting Whitewash Corner Hill. To the north are the modern homes on the corner of Whitewall and Welham Road with a large outbuilding to the rear of these homes that is side on to Whitewall. These screen Whitewall Cottages from the site submission. Views of the fields are dominated by the rear gardens of the properties on Welham Road. There is no hedge along the edge of the field to limit views across the fields to the Listed Buildings.</p> | <p>The Local Planning Authority does not concur with the assessment that the existing, more modern dwellings have already changed the area significantly around the Listed Buildings, and as such provide the justification for the development of the site with the landscaping proposed, which acts as a screen to the buildings. The most important feature of the significance of these historic and currently in use buildings is their importance within the horse racing industry. These paddocks are to the front of the site, and that Bazeley's Lane is a former bridle way and views from Whitewall can clearly see these fields. Given that the Local Planning Authority has consulted on a number of other sites as option sites for housing land, and which do not present the same landscape and listed building sensitivities as identified on these site submissions, the public benefits do not outweigh the harm that the Local Planning Authority has identified.</p> |
| <p>PB Planning obo</p>   | <p>Site 252:</p>  |

**Wharfedale Homes**

- Adjacent to the built up area of Nawton north and east.
- Strong, defensible landscape boundaries to south and west.
- Site within 400m of a number of services and facilities, including the secondary school, Ryedale School.
- Site can be accessed by Beckett Close, and is 200m from the bus stops on the A170.
- Site is within Flood Risk 1.
- No detailed/technical planning policy matters that would preclude development of the site.
- Enclosed drawing covering the following matters:
  - Size, layout and configuration capable of supporting a sustainable housing scheme of up to 30 homes to meet a range of needs'
  - 35% affordable housing contribution (11 units- based on current policy requirements)
  - Appropriate vehicular access can be taken from Beckett Drive, with new proposed pedestrian and cycle connections to existing linkages to the north of the site
  - Enhanced boundary landscaping along the western and southern boundaries of the site.
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The material submitted to the Local Planning Authority for consideration reinforces the SSM appraisal of the site. The site performed well as an individual site. However, Nawton has already experienced a significant level of development (note development completed within the plan period), at over 30 dwellings.

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| <p>Consider that site can deliver a high standard of design that protect and enhances the local character and setting. The site largely enclosed on all sides with strong boundaries, and other potential housing sites in the settlement would have more of an impact on the countryside</p> <ul style="list-style-type: none"> <li>· Deliverability: Suitable- located in a suitable location, as identified above</li> <li>· Availability: site is available for development now. Wharfedale Homes have an interest in the site and by virtue of this submission are expressing an intention to develop the site for residential use.</li> <li>· Achievability: viable housing development can be delivered on the site within the next 5 years. Prior to the progression of development sites, Wharfedale Homes undertake a thorough marketing and economic viability assessment of each site, including an assessment of site-specific abnormal costs. The site is considered to be achievable for residential development within the next 5 years. Our assessment findings corroborates RDC's own assessment undertaken in their selection of preferred housing sites</li> <li>· The RDC's SHLAA identifies the site as being a category 1 deliverable residential site with the potential to provide 27 dwellings.</li> </ul> | <p>The material submitted to the Local Planning Authority for consideration reinforces the SSM appraisal of the site. The site performed well as an individual site. However, Nawton has already experienced a significant level of development (note development completed within the plan period), at over 30 dwellings.</p>   |
| <p>Nawton, with Beadlam is a Service Village in SP1.</p> <ul style="list-style-type: none"> <li>· Consider that in terms of what the sites at Service Village are proposed to do- this site fulfils the identified characteristics.</li> <li>· Policy SP2 seeks to identify 10% of all new homes at the Service Villages, and in distributing that 300 homes across the 10 service village groupings, would be 30 dwellings per settlement.</li> <li>· On the site assessment process, Beadlam and Nawton would score higher than a number of other Service Villages, and so should be allocated more that 30 dwellings over plan period, especially as the settlements are not proximal to the National Park or AONB, or other High Landscape Value designations.</li> </ul>  | <p>The role of Nawton/Beadlam as a Service Village within the Local Plan Strategy is unequivocal. In distributing the housing requirement across the Service Village tier two matters are primary: considering what development has occurred, or is subject to permission, within the plan period, and as equitably as possible distributing the residual development requirements across the Service Village Tier, without artificially reducing sites, and acknowledging important sensitivities. The Local Planning Authority's preferred sites take into account a 20% land supply buffer in order to ensure that there is enough land allocated/committed to deliver the requirements of the Local Plan Strategy.</p> |

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| <p>Comparing with RDC proposed housing options, the Council have only identified four potential housing allocations with the identified Service Villages.</p> <ul style="list-style-type: none"> <li>· Agree with all but one of those choices: Site 430(464) Land East of the Balk and South of Aspen Way. (73 units max)</li> <li>· Whilst we agree that the level of new homes to be distributed to each of the Service Villages shouldn't be a purely quantitative assessment, specific regard should be had to SP 1 which sets out development sites will be identified by the Council.</li> <li>· Consider that on account of the additional facilities that are available at Nawton/Beadlam, and the reduced impact on the character of the village and landscape setting, a proportion of the site in Slingsby should be off-set and the site in Nawton come forward, or be allocated in addition, given it can be considered a more sustainable and deliverable residential site.</li> <li>· Strong argument for the future allocation of Beckett Close, Nawton Site on account of the following: <ul style="list-style-type: none"> <li>· The number of local facilities and services, in particular, the presence of Ryedale School;</li> <li>· No known technical constraints to the site which would preclude development of the site</li> <li>· Site would not have an adverse impact on the character of the village or the wider landscape setting due to its location in the context of the village's settlement form.</li> <li>· All the above was noted by RDC in their own assessment of the site.</li> <li>· The site is 1% of the District's identified housing needs, a scale which would not be detriment to the spatial strategy of the District, and thus the site could be allocated without the need to reduce the size or lose other proposed allocations across the District. Its allocation could also provide further flexibility.</li> </ul> </li> </ul> | <p>Each housing site represents a significant development for the community in which it is located. The site assessment process is multi-layer, and it is not about scoring settlements in themselves, nor is it about the scoring of individual sites. Scoring is not terminology the Local Planning Authority wish to associate with the assessment process because it confers a numeric system which has not been undertaken. The Local Planning Authority notes the response to the Slingsby Site, and its deemed excessive size. Whilst the Local Planning Authority seek to distribute the housing requirement as equitably as possible across the Service Village Tier, the number of recent permissions and completions, and the nature of the supply of sites across the service village tier means that certain villages will not be having an allocation. The site in Slingsby will not be development in its entirety due to the trees of the Balk. The Local Planning Authority has identified that it will not actively reduce sites, unless there a valid planning reasons for undertaking a reduction in site size. Furthermore, in reducing the site size the Local Planning Authority have to be mindful of the existing development at Aspen Way, and how the two schemes would relate to each other. Aligned to the work undertaken on the Site Selection Methodology, and taken on board the above considerations, it is considered that reasonable and appropriate to pursue proposed allocation at Slingsby (430/464) for c.36 units (not 73 which was an error) and seek no allocations at Nawton/Beadlam.</p> |
| <p><b>O'Neil Associates<br/>obo Thomas Crown<br/>Associates</b></p>   | <p><b>Site 423:</b> Brownfield site -semi-derelict agricultural buildings. Highly sustainable location- 5-10 minutes walk of Malton Train Station , schools, shops and local facilities</p> <p>As Brownfield site, situated within the built up area if Norton, the Local Planning Authority investigated as part of the site selection work whether the site is capable of being developed. The Local Plan Strategy does, as per national planning guidance, support the preferential use of Brownfield land, particularly where it is within a sustainable urban context, and complies with other plan policies.</p>   |

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| <p>· The Council's SSM confirms that the allocation of the site would be consistent with the Local Plan Strategy and Settlement Hierarchy. These representations confirm that allocation would be in conformity with the NPPF. Other than flood risk (95% of site in Flood Zone 3- rest in flood zone2) the site performs extremely well in the SSM.· These representations demonstrate all outstanding concerns on flood risk can be successfully addressed and mitigated.· The site should be included as a housing allocation in the Local Plan.</p> | <p>This is not correct. The stage 1 assessment identifies the site being within flood zone 3a (because it is within Flood Zone 3 and developed). It is not Flood Zone 3b, which would have meant failing stage 1. However, in stage 2, the site's high flood risk is then considered in more detail. The NPPF, concerning Development Plan Production, is clear that there is a policy presumption of allocating development to areas of least flood risk, unless it is impossible to do otherwise. The level of flood risk identified on the site is such that sites which have a higher level of flood risk than flood zone 1 fail the Sequential Test, because the Local Planning Authority has a range of sites to meet housing requirements in areas of lower flood risk, and so it is compelled to direct development to those. Even the option choice sites, where some land is in flood zone 2/3, that land must be excluded from the developable area, on the advice of the Environment Agency. This is irrespective of any technical solution to address flood risk matters for proposed/existing development (as required by an FRA).</p> |
| <p>·The site is capable of development, available for development and deliverable within the first 5 years of the Plan.</p>   | <p>Aside from the fundamental issues of flood risk, this is a small parcel of land, of challenging configuration, and would not deliver any significant level of affordable housing, given that the level of affordable housing cannot be provided at this stage in the representations, gives weight to the Local Planning Authority's concerns. The proposed scheme is cramped, and represents a clear over-development of the site.</p>   |
| <p>Disagree that the site has multiple access issues. Highway Authority have responded to planning application with no objection subject to conditions.</p>   | <p>The SSM will be updated to reflect the commentary regarding access off Lakeside Way.</p>  |

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| <p>A technical solution is available to reduce the flood risk to an acceptable level. The mitigation scheme ensures dwellings will not be affected in the event of flooding. Density can be acceptably achieved, the technical solution does not compromise density.</p> <p>Disagree that the flood risk concerns should outweigh the Brownfield status of the site.</p> <p>SUDS scheme can address the flood risk and critical drainage area.</p> <p>Measures to address climate change are incorporated.</p> <p>Concerning affordable housing, viability is a normal part of the assessment of any site, conclusions as to the deliverability of affordable housing cannot be made at this stage of the process.</p> <p>The Site is to be accessed from Lakeside Way, to the satisfaction of the Highway Authority.</p> | <p>The Local Planning Authority is not compelled to allocate a Brownfield site for housing due to the level of flood risk. There are other sites which can deliver development requirements at lower levels of flood risk, irrespective of any other concern raised or any 'technical solution' which can be demonstrated. The sequential test undertaken by the site submitter has not considered all the sites which the Local Planning Authority is considering as option sites to meet identified needs. Accordingly, it fails the Sequential Test, and therefore cannot undertake the Exception Test.</p> |
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|  | <p>The technical solution demonstrates that development can be made flood resilient and resistance, including safe access and escape routes, and that any residual risk can be managed, including emergency planning, and gives priority to the use of sustainable drainage systems.</p> <p>Currently absorbs 2344m<sup>3</sup> water</p> <ul style="list-style-type: none"> <li>· Raise the access road 19.01AOD</li> <li>· east of the road filled to 18.93 AOD to lift properties 12-23 above flood level</li> <li>· west of road reduced to 17.2 AOD houses 1-11 will be constructed with sub floor voids, allowed to flood</li> <li>· Parking areas and road filled with polypropylene creates (95%) void and surfaced over for car parking.</li> </ul> <p>In the event of a flood to 18.93 AOD the volume of water stored is 2454m<sup>3</sup>, Site can be developed without loss of flood storage volume.</p> <p>SuD's report: Soakaways solution is feasible.</p> <p>Driveways and parking areas to be constructed using permeable paving and drain to ground.</p> <p>Roof water from the proposed dwellings will drain into individual private soakaways in the garden of each property 5 m from any building.</p> <p>Highway will be drained to an adopted soakaways or to existing adopted sewer network with below ground attenuation is required, subject to the relevant approvals.</p> <p>Sequential test undertaken, and exception test.</p> <p>Provided information about evacuation routes, and alleviation measures</p> | See above response. |
| Savills obo Halifax Estates and Brewis | Site 655 and 184 (various) (new ID 660)   |                     |

**Family**

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| <p>· 105ha of mixed-use allocation in LPSD.· Land is available for development and committed to working together to deliver a comprehensive scheme.· the east boundary is defined by the A64- which provides transport links and access. · The area is put forward for re-appraisal following agreement between the owners of the land to promote the to meet development requirements over the Plan period and beyond.· Create a robust urban extension site.</p> | <p>This representation seeks the Council to consider allocating 105 ha of land for a mix of uses. This would represent a new Development Plan. The site is of a scale which would be a Strategic Site (as discounted in the production of the Local Plan Strategy), and at 105ha of developable area, would be far in excess of Plan requirements. The site will be given a new ID, and publicised as such. The Council considered the capability of parcels of the site extent of this representation coming forward, but were concerned about site-specific matters, and that other sites performed better in the SSM process, and nothing contained within these representations leads the Council to a different view.</p>  |
| <p>· The zone of tolerance of 25% has not been factored in to the supply calculations, and should be considered in terms of a requirement when looking at allocations.</p>   | <p>· The approach proposed by Savills is not correct. The Zone of Tolerance is not part of the land supply. That is the role of the 20% land supply NPPF Buffer which is factored in across the district. It is a mechanism within the Plan to positively manage completions. To actively include this in the supply would, in effect be raising the housing supply target over 55% above the plan requirements. This would be a new plan. The Zone of Tolerance operates on the basis that it is a flexible buffer which allows the delivery of an annual 25% uplift on the 200 homes per year as set out in the Local Plan Strategy, without a deduction in the following 5 years of supply. This helps to respond positively to the small-scale windfall developments the Local Planning Authority will experience above and beyond the identified allocations/commitments. The Local Planning Authority has taken into account existing permissions, in accordance with the NPPG.</p> |

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| <p>· The Council's 4 identified sites have a number of issues which remain to be addressed and if any sites should be delayed in delivery there needs to be sufficient number of sites allocated to ensure the delivery plus excess anticipated by the LPS Inspector. If the Council fails to properly meet objectively assessed housing needs it will fail the tests of soundness in failing to be consistent with the overarching adopted Local Plan Strategy, and risks that it will be not 'effective'. Similarly, the employment land requirements need to be addressed in accessible and suitable locations. The proximity of this land to the A64 provides a suitable location for such uses.</p> | <p>· The Local Planning Authority is working with the site submitters of the option sites to ensure that sufficient information is provided concerning deliverability and developability. The representations provided for the promotion of this site are not sufficient for the Local Planning Authority to consider the site as deliverable and developable, but since the site could only be considered as a Strategic Site, which is not in accordance with the LPS, then the Local Planning Authority do not intend to ask for further information about the developability/delivery of the site.</p>   |
| <p>The SSM is a blunt tool, as it does not appear to acknowledge in the assessment process how development might address matters such as providing land uses which enhance a sites' sustainability criteria, or reducing boundaries to avoid issues of flood risk. We recommend that the next stage is more robust in this respect.</p>  | <p>· The SSM is informed by information provided to the Council about how sites could be developed. The Local Planning Authority consider that the SSM represents a transparent and robust component of site assessment. The Local Planning Authority will be supplementing the SSM with a background papers for each settlement. If there are deficiencies in considering how sites could be refined, this is a reflection of the paucity of information which accompanied the submission. The Council remain of the view that components of this site submission still have concerns: this representation proposes a strategic site, which is not what the Local Plan Sites Document is capable of delivering- based on conformity with the Local Plan Strategy.</p> |
| <p>(655) The site scores negatively on the impact on the highway network and significant transport infrastructure improvements required. The comprehensive development solution where owners work together would provide infrastructure improvements and employment uses could be located towards the recently improved A64 junction as part of a comprehensive development area on this eastern fringe of the Town. There is the potential for the area to link into the new road link planned as part of the sites 649/651 to provide integrated planned development and the combined length of Scarborough Road frontage between the two landowners could provide for highway improvements.</p>       | <p>No clear precise information is available to evaluate the impact, although due to the scale of the site, it would a Strategic Site and subject to consideration by Highways England.</p>  |

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| <p>Site 655 negative score on basis of flood risk and impact on setting of St. Mary's in Old Malton. Avoid through containing development to the south of the railway line, and including only compatible uses within Flood Zone 3. The existing bank to the railway offers protection to the south of the Railway. Build development to the south of this boundary would also avoid visual impact on heritage assets of Old Malton and its setting.</p>   | <p>The site is low lying, with a strong intervisibility to Old Malton. Reducing the site extent, i.e. excluding the land to the north of the railway line would not be sufficient to address the harm identified. The NPPF concerning Development Plan Production is clear that there is a policy presumption of allocating development to areas of least flood risk, unless it is impossible to do otherwise. The level of flood risk identified on the sites (655a and 655b and northern part of 655c) is such that in the Development Plan production process, such sites which have a higher level of flood risk than flood zone 1 instantly fall foul of the sequential test, because the Local Planning Authority has a range of sites to meet housing requirements in areas of lower flood risk. Even the Local Planning Authority's 2 option sites, where some land is in flood zone 2/3, that land must be excluded from the developable area, on the advice of the Environment Agency. This is irrespective of any technical solution to address flood risk matters for proposed/existing development (as required by an FRA).</p> |
| <p>The site scores negatively in the Council's assessment of the basis of accessibility of schools, doctors etc. this could be scored more positively through the consideration of a large comprehensive allocation, as economies of scale would provide the opportunity to include facilities as required. The site has regular bus services to the train station and town centre.</p> <ul style="list-style-type: none"> <li>· Site scores medium landscape sensitivity and that trees and hedgerows could be retained.</li> <li>· Site scores negatively in relation to the existing settlement boundary and be isolated development edge inconsistent with settlement form, this would be overcome with a more comprehensive development approach.</li> <li>· The site scores negatively in relation to being in a critical drainage area. There is no reason to suggest that this could be addressed through mitigation.</li> <li>· The site scores negatively on the impact on the highway network and substantial assess mitigation required. This assessment has been based on the assessment of land to the north of the railway</li> </ul> | <p>655 site was assessed in its respective components a, b and c to allow the consideration of the site in components. Irrespective of considering the sites in their totality (with other land -184) as in this submission, those concerns remain. Given that the Local Planning Authority is not looking to deliver sites which are critical to the delivery of the spatial plan, and therefore defined Strategic Sites, there is no strategic policy approach to consider this site. As discussed above, the commentary identifies that the absence of access was in relation to site submission which is transected by railway (655 a and b), which is a very significant access constraint and not to the entire site, as clearly access to Scarborough Road is present for 655c and 655b. Site 651 has been discounted due to the level of flood risk and the site fails the sequential test. Being of flood Zone 1 site 649 is now identified as the proposed allocation at Norton.</p>   |

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| <p>Site 184 - has only been considered for employment uses and the negative scores for impact on the setting of heritage assets are likely to have been considered positively had the assessment been undertaken for residential uses. The sites 184a-c score negatively on the basis of flood risk and setting of St. Mary's' Old Malton. This can be overcome by developing south of the railway and using flood compatible uses, this would avoid visual impacts on the heritage assets. The site scores negatively in the Council's assessment on the basis of accessibility of schools, doctors etc. this could be scored more positively through the consideration of a large comprehensive allocation, as economies of scale would provide the opportunity to include facilities as required. The site has regular bus services to the train station and town centre.</p> | <p>Site 184 was submitted for employment uses, and assessed on that basis, however, residential development would have further sensitivities concerning flood risk and still have sensitivities with heritage assets. See comments above regarding flood risk and intervisibility of site in relation to Old Malton and St. Mary's .</p> |
| <ul style="list-style-type: none"> <li>· 184d- scores negatively on the basis that commercial development could: <ul style="list-style-type: none"> <li>Significant tree loss</li> <li>Impact on residential amenity</li> <li>Not compatible size for employment</li> </ul> </li> <li>· Re-appraising the site a comprehensive proposal with residential uses would result in a positive score for this element</li> </ul>   | <ul style="list-style-type: none"> <li>· The Local Planning Authority would need to reconsider 184d as a residential site- which is not what this submission asks because it seeks for the site to be considered within a much larger site. 184d would also be a small site in relation other sites being considered.</li> </ul>         |
| <ul style="list-style-type: none"> <li>· 184e scores negatively due to the impact of commercial development would have on the setting of Norton Grove Stud. A comprehensive development solution to this location would provide the opportunity for compatible uses such as residential in proximity to the Stud Buildings.</li> </ul>   | <ul style="list-style-type: none"> <li>· Part of 184e has also been considered as site 478 as a residential site - residential development was also considered to have an adverse impact on the setting of Norton Grove Stud. Which, whilst not being listed, provides an attractive setting to this part of Norton.</li> </ul>          |

**Carter Jonas obo  
Hovingham Estate**

**Site 643:**Submission also contained scoping and draft Hovingham Master Plan. Revised site extent to 374. Concerns lack of conformity with the vision, objectives and spatial development strategy within the Local Plan Strategy and national government guidance. The lack of sustainability appraisal of the approach adopted towards the service villages. Hovingham is a Service Village (Local Service Centre), and identified as a tertiary focus for growth. Policy SP2 identifies that the main source of new housing in Hovingham will be in and adjacent to the built up area and redevelopment of previously developed land and buildings within Development Limits. It states allocations "will be made having taken account of the outstanding commitments at each location at the point at which the Local Plan Sites Document is prepared." In this regard there are no 'outstanding commitments' in Hovingham. Equally "sites to be distributed as far as possible, amongst all villages in this category" is an objective, but of course within the parameters of The Vision and possibly achieving broader sustainability objectives such as heritage benefits/considerations.

The Local Plan Strategy was submitted in 2012, and adopted the following year. The sites component of the development plan is being prepared now in the context of planning permissions being granted (commitments) and completions taking place within the Plan period. It is entirely appropriate that these are reflected in the supply position, and reflected in the nature of proposed allocations to meet the requirements of the Local Plan Strategy. The eventual purpose of commitments is to become completions. The designation of Hovingham as a Service Village recognises that of the numerous settlements in the district it has key services including primary school, shop and regular bus service. The council has been mindful of the need to as equitably as possible distribute the Residual housing requirement across the Service village tier, being mindful of recent commitments/completions, the Council must also look at the characteristics of the sites submitted. For example, at the village of Staxton, a Service Village, which has not seen any development/permissions in the Plan period, no sites have been considered suitable for allocation due to various constraints and concerns around deliverability. The Council notes the sentence "parameters of The Vision and possibly achieving broader sustainability objectives such as heritage benefits/considerations". This is not the policy justification for allocation of land for housing. That is through the implementation of SP1 and SP2 , through the application of the SSM which is the actual functional workings of the Sustainability Appraisal. If housing sites come forward on the basis of "heritage benefits/considerations", this is on the basis that they are being considered as "Enabling Development" which is development coming forward under exceptional circumstances out with the approach of the Plan. Policy SP12 of the Local Plan Strategy sets out the approach to consideration of proposals.

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| <p>No objections to the allocations in principle, However significant concerns in regards to distribution across the settlements. The LPS states that sites will be distributed across the villages (SP2). However, the sites document is proposing to concentrate 59% of the planned growth over the whole of the plan period on the village of Slingsby. This does not represent an equitable division of growth, but a disproportionate focus, irrespective of whether such settlements have recently seen development.</p> | <p>This response fails to take into account that the allocations are to meet the residual plan requirements. The Slingsby Site is for 36 dwellings (not 73 as previously described) (subject to design/trees consideration). This has been incorrectly described as being 59% of the planned growth over the whole of the plan period. The planned growth is 300 dwellings. As such it is not correct that the Slingsby site is making up 59% of the planned supply, and it is closer to c.13%. This is entirely in accordance with the Local Plan Strategy; distributing as equitably as possible, development across all the villages in the category, meaning existing permissions and completion have to be factored in. Sites are unlikely to be artificially reduced unless there are constraints which warrant such an approach.</p> |
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The Sites Document states that it is not proposing to bring forward any planned growth within Hovingham, and focus development in settlements where there has not been any recent residential development, with an effective moratorium elsewhere. Contrary to local and national policy. The role of the Sites Document is realise the vision, objectives and development strategy of the Local Plan Strategy. It should be in conformity with the Local Plan Strategy, which states that sites will be distributed across the 10 service villages. This has been subjected to public examination and sustainability appraisal. There has been no material change in circumstances to justify this significant deviation from the adopted Development Strategy. The approach seems to be premised on the basis that there is a maximum amount of development that can be delivered with the Service Villages, which cannot be breached. However, such an approach is clearly contrary to the Framework requirement to 'significantly boost the supply of housing' and need to 'support thriving rural communities'. Insufficient flexibility to meet the housing needs in this part of Ryedale, and fail to reflect the traditional pattern of development within the range of service settlements across the District. Contrary to the objectives of the LPS and NPPF. The NPPG makes clear that all settlements can play a role in delivering sustainable development and so blanket policies restricting housing development in some settlements and preventing other settlements from expanding should be avoided unless their use can be supported by local evidence. Clearly no such evidence has been provided which demonstrates why Hovingham is unsuitable for expansion. As a counterbalance, we would suggest that the Council should seek to identify additional sites in all the Service Villages. The Council should bring forward our client's site 643 for housing to ensure the vibrancy and vitality of the village of Hovingham as well as meeting local housing needs over the plan period.

This statement fundamentally misunderstands Policy PS2 in the Local Plan Strategy, and the role of local buffer. In the Examination of the LPS, the Inspector concluded it was both the right approach to distributing development, and that the quantum of development was also appropriate. This notion of a "maximum amount of development, which cannot be breached" is incorrect. SP2 outlines scenarios where residential development can take place at the full range of settlement types which exist within Ryedale. The 300 homes to the Service villages is a floor, not a ceiling, which is to be as equitably as possible distributed across the service village tier, taking into account permissions and completions in the plan period. The operation of the local buffer allows for a 25% uplift in completions without reduction in the following years land supply position. This does not specify where this comes from, and is very likely to represent infill development in the smaller settlements. To allocate sites to all the service villages in conjunction with those already consented would be akin to doubling the level of housing to the Service Village Tier. The Local Plan Strategy is clear that development should be split across the Service Village Tier. That is precisely what the Local Planning Authority is achieving through the proposed allocations, whilst being mindful of completions, permissions and the sustainability appraisal findings. It is considered that the consideration of sites and the evaluation of those sites is compliant and consistent with national and local policy.

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| <p>The soundness of the approach for the Council in terms of its treatment of 'Service Villages' is significantly flawed because it has never been subject to a sustainability appraisal.</p>   | <p>Disagree. The defining of Service Villages and their development strategy has been the subject of sustainability appraisal as part of the production of the Local Plan Strategy. The Local Planning Authority refreshed the SA scoping to take account of settlement-specific sustainability matters. This was published as part of the sites consultation, and a document which sought to demonstrate how the sustainability appraisal process has been imbedded into the site assessment process. The Site Selection Methodology Tables are the site-focused sustainability appraisal process. The Local Planning Authority have also produced settlement-specific background papers which clarify in specific detail the approach taken in the context of the sustainability appraisal, in conjunction with the Site Selection Methodology.</p> |
| <p>The site borders Hovingham Conservation Area, and a number of Grade II listed buildings. It is accessed via Mowbray Crescent, with agricultural buildings to the north and open countryside to the east. Residential development is to the west and south.</p>   | <p>Noted.</p>   |
| <p>There are no public rights of way which cross the site.</p>  | <p>Noted</p>  |
| <p>The SSM identifies that there are allotments on the site. They are not allotments. They are individual garden licenses for domestic garden purposes. Alternative provision to the south of Mowbray Crescent , or elsewhere as part of the Hovingham Master Plan- the existing playground area. The land is currently rented to various residents, including occupants of Mowbray Crescent under a garden license for domestic garden purposes.</p> | <p>The Sites Consultation was undertaken and demonstrated to represent the point in time, and the sustainability appraisal process can only reflect that position, and be guided by evidence upon which to make judgements. The SSM will note that the gardens are subject to a garden licence. The Local Planning Authority would expect some form of equivalent provision.</p>  |

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| <p>Consider that the site would be suitable for a medium-density scheme, in keeping with the neighbouring residential properties and wider village. The site could accommodate up to 30 dwellings, subject to providing an appropriate relationship with neighbouring built development, and active (agricultural buildings). The agricultural buildings could remain in situ as part of the anticipated incremental development of this site until a time when the prospect of relocation is available buildings away from dwellings is realised if necessary. this is not an undue constraint on the delivery of the site. The commercial uses within the traditional range of buildings are key to the sustainability of the village and would remain unaffected. Development could consist of a mix of dwellings: (1-2 storey) and tenures with small and medium sized family houses, including a significant element of affordable housing,</p>   | <p>The site performed better as an individual site, when reduced in extent from the original (374) submission, because of the flood risk to the north, and the setting of the Worsley Arms. However, there remains some sensitivities- concerning the setting of the Worsley Arms. Given the need to factor in recent developments, there is no need to release further land. There are particular sensitivities concerning Listed Buildings.</p> |
| <p>Properties would be arranged to take account of the setting of neighbouring listed properties and working agricultural buildings and give rise to improved access arrangements for those existing properties upon Mowbray Crescent. The existing hedgerow on the eastern edge of the site could be preserved and reinforced through additional planting and the creation of a significant landscape buffer and development edge.</p> <p>The vehicular access to the site would be taken from Mowbray Crescent with possible pedestrian links to the side of the Worsley Arms, giving access to the heart of the village and permeability to the site.</p> <p>Our client has commissioned an access appraisal which demonstrates that the site is fully deliverable from a highway perspective for the quantum of development proposed. However, if highways improvements to Mowbray Crescent are required (width and alignment) they could be carried out on land owned by the client.</p> <p>It is anticipated that the site would be developed on a phased basis, in year 5 of the plan period, for the growing local need and in light of the recent development - which the local authority makes reference to as a reason for not allocating land.</p> | <p>There is no detail to consider the nature of the impact on the setting and significance of the Worsley Arms complex. Matters such as landscape setting, access would be considered in greater detail had Hovingham not already had the recent development of Pasture Lane.</p>   |

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| <p>Consider there is a need to allocate land for housing within Hovingham to ensure it can enhance and maintain its local services, and there is a clear heritage imperative given the wider obligations of the Estate in terms of heritage conservation and community building.</p>   | <p>The Local Planning Authority are of the view that significant recent development has recently occurred in the settlement. A "heritage imperative" is not in itself a determinant of the implementation of the spatial strategy. Where development is sought as "Enabling Development", on the basis that it is to finance a conservation deficit (based on Historic England guidance and SP12 of the Local Plan Strategy). 'Wider obligations of the Estate' is not sufficiently precise to articulate what the conservation deficit is.</p>   |
| <p>The Council has stated that there is no requirement for further sites to be brought for housing in Hovingham because the housing need has already been substantially met by recent housing developments in the village. However, most of the recent development in Hovingham was, in reality suitable for retired individual and couples and high income families from outside the district. There is no evidence that this development would meet all the indigenous housing needs in Hovingham and its hinterland, with local families and young adults who wish to remain in the village. This reflected informal discussions undertaken with Hovingham Parish Councillors, in November, where a need for smaller properties was identified to help bolster the local school role from the resident population of Hovingham and not outlying areas. Therefore there is a critical need to bring forward additional housing within the village to deliver the vision and objectives of the Local Plan in terms of rebalancing the population structure as well as meeting local housing needs and requirements.</p> | <p>The Local Planning Authority agrees with the representation that the majority of the housing on the Pasture Lane scheme has been occupied by retired couples and individuals and couples/families on higher incomes. Housing allocations need to be reflective of meeting the broad-ranging housing requirements. It is regrettable that the proportion of affordable housing on the Pasture Lane site, could not have been increased, particularly since the land was in the Hovingham Estate's ownership. The Local Planning Authority would welcome the undertaking of a housing needs survey which would demonstrate what the indigenous needs are and how they could be met. Policy SP3 of the LPS is concerned with the provision of Exception sites, to meet identified local needs, which can be subsidised by market housing, where it is necessary for viability. Whilst it should not be inferred that site 643 is an acceptable site, the LPS is clearly supportive of the delivery of housing which meets identified local needs.</p> |

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| <p>Site 643 is: is fully deliverable:</p> <ol style="list-style-type: none"> <li>1. Be available now;</li> <li>2. Offer a suitable location for development now</li> <li>3. Be achievable with a reasonable prospect that housing will be delivered on the site within 5 years and in particular that the site is viable.</li> </ol> <p>Our response has been informed by the site selection methodology. In that respect we consider that rating is incorrect and should be a category group 4 site against the SSM as outlined below- providing the local authority with 7 deliverable sites in total across the service villages at this level.</p> <p>The site is available, no legal impediments, need for third party ownership or known constraints that would impede deliverability. Our client is committed to bringing forward the site when required by the Local Planning Authority. It is Deliverable. Deliver significant public benefits, particularly in regards to meeting local housing needs through the delivery of a mixture of housing types and tenures including affordable housing, housing suitable for the elderly. Enhancing the setting of the Conservation Area, and reinforcing the positive role of the Hovingham Estate in this community.</p> | <p>The deliverability matters do not outweigh the other considerations around the sites assessment: namely impact on heritage assets, and access. Also, fundamentally, the settlement's experience of recent, substantial levels of development.</p> |
| <p>Achievability: Para.47 of the NPPF states that to be achievable, there should be a reasonable prospect of housing will be delivered on the site within 5 years, and is viable. This site is such as site, within this or a longer timeframe, if required by the Local Authority and that there are no insurmountable constraints what would prevent deliverability of the site. As a leading Agency, Carter Jonas considers that there is a market demand for housing development on the site.</p>   | <p>See above.</p>  |
| <p>Consistency with planning policy: The site is adjacent to the built up area of Hovingham (defined as a Service Village), adjacent to Development Limits. The Site could accommodate up to 30 dwellings (extending beyond the present plan period)</p>  | <p>The proximity of Development Limits is but one of many considerations. The SSM identifies its proximity to existing Development Limits.</p>   |

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| <p>Highway considerations: Transport Assessment (2009) considering access- Since the site extent was reduced- in respect of concerns. Mowbray Crescent has sufficient capacity to deliver the proposed development, with modifications to the existing highway width/alignment within the ownership of the Estate. The local highway network has sufficient capacity to serve the proposed development.</p>   | <p>Noted. The Highway Authority would assess the access.</p>  |
| <p>Accessibility: The site is well related to the village and enjoys a high level of accessibility - easy walking distance of primary school, community centre, church, public house bakery and tearooms.</p>   | <p>Noted. The Site is designated as a Service Village due to its relatively good levels of accessibility.</p>   |
| <p>Physical constraints<br/> Site is greenfield, relatively flat, and regularly shaped. It is recognised that development would abut up to an existing farmstead. An appropriate landscape buffer between the farm and residential properties to ensure that there would be no loss of amenity to the residential properties or equally loss of utility for the farm. Never the less, given the rural location of the site, a level of activity from such an agricultural use would not be unexpected in this location. As indicated previously, the incremental development of this site would enable alternative options for the siting of this agricultural use which would be possible given pending available alternative options within the Estate land ownership (the occupant being an existing tenant).</p> <p>Flood risk<br/> The site is in Flood Zone 1, and therefore not subject to flooding. The attached FRA demonstrates that surface water drainage could be effectively managed on the site, through a SuDs drainage scheme.</p> <p>Infrastructure Capacity<br/> Site would benefit from existing utilities serving the neighbouring residential properties.</p> <p>Ground Conditions<br/> Since the site has been used as an ancillary garden land, there is no reason to suggest that the site would be subject to any form of contamination, and non prohibitive.</p> | <p>The Environment Agency have advised that a small part of the site (the north eastern corner) remains in Flood Zone 2, and that it would, in performing the sequential test, expected to be discounted from the developable area. The information regarding other matters in noted, and will be reflected in the SSM.</p> |

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| <p>Landscape Impact: Site is contiguous with the existing built up area, and the Development Limits are adjacent to the site. Bordered on two sides south and west by development and farm buildings to the north. The site has little intrinsic landscape value and the mature hedgerows on its eastern boundary would provide a clear defensible development limit. Site is well-related to the existing pattern of development and would represent an appropriate consolidation and rounding off of the south eastern edge of the village. The site is visually contained and would respect the traditional form and character of the area. The proposed development would not impinge on any landscape designations, or heritage constraints. It would not lead to the incongruous outward spread of development. Impact on AONB- recognised as being of high significance. Small domestic garden areas to the south of the modern farmyard. Would not lead to encroachment of development into the surrounding countryside or the AONB. Consider that the site holds negligible significance to the wider AONB. (noted variance between the 2002 inset map and the Howardian Hills Map )</p> | <p>The site has not been discounted on 'landscape impact' . Significance of Howardian Hills AONB is not in dispute. It is a landscape designation of national significance, which is afforded great weight in the decision making process. The Local Planning Authority does not concur with the view that there would be negligible significance. The AONB boundary abuts the site, being concurrent with the Conservation Area extent, and the proposed development would change how this part of Hovingham is experienced. The current semi-rural edge provides a softening, and entirely expected transition into the open countryside from the existing development. The Local Planning Authority is aware of the discrepancy with the AONB boundary between the Inset Maps and the AONB extent map (produced 2009). The Local Planning Authority has used in the site assessment process the correct, digitised version, which corresponds with the AONB unit's map.</p> |
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| <p>Attached heritage report demonstrates development to the north of Mowbray Crescent would be possible without undue harm both to the landscape setting of Hovingham, the immediate locality, and also designated heritage assets within/adjacent to the site. clear capacity and ability for the site to accommodate further development and be well-integrated into the existing fabric of the village. It would result in potential enhancement in this regard and no substantial harm. The general topography of the site, the orientation of heritage assets and presence of intervening development would enable development to be accommodated within this context without any negative impact on heritage significance. Suitable parameters could be established as part of the planning framework to minimise the impact on the historic environment still further and mitigate the effects of existing features which may not add to the prevailing character of the Conservation Area and its setting. The Estate is mindful of the need to devise a suitable detailed scheme within the parameters of the proposed site, which itself is identified so as to minimise harm in the first instance. A positive and active role as custodian is taken by the Estate, as evidenced by their involvement in the Pasture Lane development and other ad-hoc schemes in the village.</p> | <p>See responses to the heritage statement below:</p> |
| <p>Heritage Report: Impact on designated heritage assets- Listed Buildings. • Coach House to Worsley Arms Hotel – Grade II</p> <ul style="list-style-type: none"> <li>• Lumley House, High Street – Grade II</li> <li>• Worsley Arms Farmhouse – Grade II</li> <li>• Worsley Arms Hotel – Grade II</li> </ul> <p>These Listed Buildings are within the context of the potential residential land allocation.</p>  | <p>Noted.</p>   |

It is evident that the general significance associated with the listed buildings under review is of Medium Significance given the above initial categorisation. This puts the significance and importance of these heritage assets in context as a starting point. Given the location and general extent of the site under consideration as part of this assessment it is considered that the main focus of attention is the likely consequences in terms of impact upon their significance should the identified site be allocated for development.

These particular heritage assets are Grade II listed and in active use; presently used as hotel, business premises and residential properties. These buildings are largely front onto High Street and their significance is considered to lie in their aesthetic and historical/associative value to the village as a wider entity as opposed to stand alone landmark buildings. They are attractive limestone buildings which are good examples of mid to late 19th Century architecture exemplifying the prosperity of the village as a result of its role as a Victorian Spa destination. The general layout emphasises their group value and significance of their immediate setting as a consequence. Existing land uses and development to the south and east do not positively contribute to significance in this respect and, if anything, detracts from this setting. This is particularly so with regards to the large agricultural building which defines the eastern edge to this complex at present. Equally, ad hoc development and use for garden purposes dilutes the transition to open countryside in this area and does not relate well to character and appearance of the rest of the village or specific listed buildings under consideration. The historic in depth individual plot divisions to the rear of properties fronting onto High Street have long been lost visually/physically (in terms of boundary realignment) and functionally (in terms of multiple users) diluting the significance in this respect of this area.

The Local Planning Authority do consider that the complex of listed Buildings in the Worsley Arms complex are a very significant heritage asset, and their setting is important to maintain. The Local Planning Authority must, as a requirement of the s.66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) have...."special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses". This is in response to exercising planning functions. Noted whilst some of the farm buildings are of a scale which is detracting, the complex of outbuildings and parcels of land which are used as gardens are entirely to be expected on the edge of a village. The Local Planning Authority is aware that the elevations which are most sensitive in terms of demonstrating the significance of the site are the western and northern elevations, and this is recognised in the designation of the land to the north as a VIUA, which links into already established VIUAs on the garden area of the Worsley Arms. This open area affords important views of the north eastern part of the Worsley Arms, including the Coach House, which is Listed in its own right, but included for group value. This allows the depth of the property to be experienced.

The principal and most important aspect of the setting of these buildings is to the west and north thus away from the site under consideration where historic plot layout and building form remain. As such it is considered that these listed buildings have medium sensitivity to change to the historic environment to the west and north i.e. the current green space used as a 'beer garden'.

The aspect and significance of setting to the south and east of the heritage assets is less defined and largely obscured from important public views and is therefore considered to be of 'low sensitivity' in this respect. As such, the main sensitive aspects of these heritage assets, in terms of views onto and from, is away and distinct from the proposed development site. The consequence upon the setting (the key element of significance in this respect) will be a 'slight impact' of insignificant consequence upon the heritage assets in this regard, or at the very worst 'moderate impact' dependent upon the quality and sensitivity of any forthcoming development scheme at the detailed level. Appropriately detailed layout proposals are capable of resolving this in due course.

There are considered to be no substantive requirements to ensure that the significance of the identified heritage assets are preserved or enhanced or any harm reduced or mitigated above and beyond the preparation of an appropriate scheme of development at the detailed planning stage should the site be allocated for residential development.

Based on these representations the Local Planning Authority would require clarification. In the absence of 'appropriately detailed layout plans' which also consider the scale and massing of the building in relation to the Worsley Arms, it is not possible for the Local Planning Authority to confirm acceptability of the proposal. No substantial harm is still harm. As the report states, the impact could vary significantly in terms of impact on setting and significance, depending on the layout: siting scale and massing of development. The requirements placed on the Local Planning authority are clear, that in order for the Local Planning Authority to consider making a judgement on the acceptability of development on the site, this cannot be assessed on simply the principle. But, since there is no compelling need for the site to be allocated

Heritage Report: Impact on designated Heritage Assets -Conservation Area  
The village is also a designated Conservation Area, which covers the majority of the village and the parkland to Hovingham Hall. This designation also has implications for any future proposals. The Local Planning Authority has a duty to ensure that the special architectural and historic interest, its character and appearance, are preserved and enhanced. The Conservation Area only directly abuts the south western edge of the site. It is also worthy to consider the wider context and role of the Hovingham Estate as custodian of a substantial proportion of the village (and significant heritage assets). This places an obligation upon the Estate to facilitate sensitive change over a longer timeframe than the Local Plan (on an intergenerational basis) with a bigger picture being appreciated in this respect.

The Hovingham Conservation Area covers the majority of the village, except for the proposed development site and the adjacent Mowbray Crescent. This would suggest that the proposed development site is considered to be of lesser importance to the historic character and appearance of the village. The Conservation Area is characterised by late 19th Century properties constructed from local limestone with largely pantiled roofs. The post war development upon Mowbray Crescent, due to the elevated position, design and external appearance give rise to such being overly prominent within the setting of the conservation area; especially when viewed from the north across the eastern outskirts of the village. It is also seen, at present, as an adjunct to the village that would benefit from being suitably integrated into the wider settlement. The open land to the north is fragmented and discordant in visual terms and somewhat at odds with the formality of the remainder of the village.

The Local Planning Authority does not concur with the view that there would be negligible significance, and that because the area is excluded that it provides a legitimacy to undertake development . The statement states that there would be a slight impact. But this is not qualified by whether it is positive or negative. Based on the following sentence it is assumed that this impact is assessed as being positive. The Local Planning Authority remains unconvinced that the impact on the Conservation Area has been fully articulated. This is in no small part due to the absence of master plan of a scheme. But given that the Local Planning Authority is not making an allocation at Hovingham, there was no need to require a master plan.

The Hovingham Conservation Area is considered to be a heritage asset of medium to high significance because of its architectural and historic interest as a coherent entity. However the proposed development site itself is considered to hold negligible historical significance in terms of the setting of the Conservation Area – its exclusion reinforcing the legitimacy of this area being the focus for future positive change. The field eastern field boundary would be enhanced where possible through further structural planting to provide a definitive edge, thereby combining with the retained agricultural building complex to largely screen and contain the development from any important public views from the east and north.

The proposed development site is not considered to provide any significant wider contribution to the character or appearance of the village. Any new development would be seen within the context of existing residential development forming Mowbray Crescent. The public views of the Conservation Area, from Public Rights of Way to the north, would be partially obscured by the existing intervening hedgerows which run alongside the path. Equally, development of a suitable scale and layout would be an improvement on the current views towards Mowbray Crescent which do not reflect the underlying character and appearance of the Conservation Area. It is considered therefore that there would be a slight impact upon the conservation area, given the identified capacity for appropriate change in this area, with significant opportunity for enhancement.

The Local Planning Authority would counter such a view that due to exclusion the site is therefore a de facto site for redevelopment. The site is not within the Conservation Area but the mixture of outbuildings and gardens, with the farm buildings (whilst being modern and large) are nevertheless reasonable and accepted features of an edge of village situation, irrespective of their absence from the Conservation Area. The site is immediate adjacent to the Conservation Area, and the complex of buildings concerning the Worsley Arms. As such development has the potential to have a significant impact on the character and appearance of the Conservation Area in respect of the setting. Although since no scheme is available to consider, the nature of the impact cannot be ascertained.

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| <p>Heritage Report archaeology : The available archaeological data indicates that there are strip fields within relatively close proximity to the site. However aerial photographs and historic maps demonstrate that there are no features of archaeological interest within the site itself. Equally, the earthwork remains of the field divisions survive in an incomplete state and, at best, is of local archaeological interest. The potential residential development of the land subject to this report is not anticipated to have any impact on significant archaeological heritage assets.</p> | <p>Strip Field Systems are a heritage asset, and would not necessarily be defined as archaeological asset. The Local Planning Authority consider that an archaeological watching brief would be a minimum. Based on the archaeological evidence within the Vale of Pickering. The County Heritage Unit have advised for sites in the vicinity of this site: Site (32) has already been subject of a DBA, geophysical survey and trial trenching. We have recently had verbal reports that Bronze Age cremation burials have been found on site, so would advise that any further development here is subject to a programme of archaeological mitigation recording. It is noted that some groundwork have been undertaken- denoted by the historic maps, which is likely in that part of the site affected deposits.</p> |
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| <p><b>North York Moors National Park Authority</b></p> | <p>New site submission Thornton le Dale 662: It seemed apparent that the Council has sufficient number of sites put forward to meet the need and as such, none of the sites in Thornton le Dale were likely to be allocated, is this still the case?</p> <p>Prominent entrance to the village. Presence of trees provide screening to the Care and Retirement Home. Easthill Farm house is now a farm shop and holiday cottage business. There is limited small scale development at the site and property retains an agricultural/farm land setting.</p> <p>Development of this site is likely to result in the removal of the trees. The visual impact of residential development in this location is likely to create a more urban appearance which will have a negative impact on the current agricultural nature of the immediate and wider landscape and the rural character of the village.</p> | <p>The Local Planning Authority cannot prevent new sites from being considered through the allocations process. The onus is however, on the site submitter to demonstrate that their site performs better than a site which the Local Planning Authority consider is the preferred site. The consideration of sites through the Site Selection Methodology has been undertaken, however, the LPA must be mindful of existing permissions which have been granted/implemented. The Care Home on Hurrell Lane was subject to permission for the development of a number of dwellings, (plus the change in occupancy of other properties to be no longer non-retirement only). The brownfield redevelopment could have occurred at any point in the plan, and the change of occupancy does not represent a new development.</p> <p>This site performed reasonably well through the SSM, attaining a Group 3 status, and is less sensitive than other sites at the settlement. It is also a brownfield site. The Trees were subject to a TPO which was primarily instigated for landscaping to the former care home.</p> |
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| <p><b>Norton Town Council</b></p> | <p>Representation on site <b>656</b>: A large parcel of land lying between Langton Road and Beverley Road and to the south east of Langley Drive. Members were firmly against the potential development, as with all other sites in the town at this time as significant problems still remain. These significant problems relate to traffic congestion, air quality, inadequate sewer capacity, flooding and drainage and these should not only be addressed, but fixed before any development takes place in the town. This site does not have any bearing with the current shape of the town.</p> | <p>The Local Planning Authority cannot prevent new sites from being considered through the allocations process. The onus is, however, on the site submitter to demonstrate that their site performs better than a site which the Local Planning Authority consider is the preferred site. This is challenging when sites require strategic consideration, and cumulative impacts consideration (transport/air quality) when sites have been considered on that basis. The Site Selection Methodology has been applied to this site, with the above matters borne in mind. The Local Planning Authority is aware of the infrastructural capacity concerns, however, further studies have evaluated the impact of sites on internal junctions and the resulting impact on air quality to ensure that there are no unacceptable impacts. Regarding utilities infrastructure, Strategic Infrastructure Providers have a long-standing awareness of the overall Plan requirements, and have factored this within their capital programmes. In examining sites, they are expected to at the very least not exacerbate existing issues, i.e. mitigate their own impact. This includes the matters referred to in the representation. Development proposals can also bring the opportunity to improve existing adverse situations, but it is not the within the remit of the Local Planning Authority to compel a developer to undertake such proposals, but they can be a positive by- product. Compared to current sites the site is not proposed as an allocation.</p> |
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| <p><b>Norton Town Council</b></p>         | <p>Representation on site <b>660</b>: The site is a large parcel of land lying to the east of Norton adjacent to the Norton Grove Industrial Estate and stretching as far as the a64 bypass. Members were firmly against the potential of development, as with all other sites in the town at this time as significant problems still remain. These significant problems relate to traffic congestion, air quality, inadequate sewer capacity, flooding and drainage and these should not only be addressed, but fixed before any development takes place in the town. This site is of an inappropriate size and also does not have any bearing worth the current shape of the town. Please note and record these objections.</p> | <p>The Local Planning Authority cannot prevent new sites from being considered through the allocations process. The onus is, however, on the site submitter to demonstrate that their site performs better than a site which the Local Planning Authority consider is the preferred site. This is challenging when sites require strategic consideration, and cumulative impacts consideration (transport/air quality) when sites have been considered on that basis. The Site Selection Methodology has been applied to this site, with the above matters borne in mind. The Local Planning Authority are of the view that this site, at 105ha of developable area, could only be considered as a Strategic Site, i.e. it is essential to the delivery of the Plan. The Local Plan Strategy, being the strategic component of the Ryedale Plan, did not propose Strategic Sites - had it done so they would have been included. The Local Planning Authority is aware of the infrastructural capacity concerns, however, further studies are evaluating the impact of sites on internal junctions and the resulting impact on air quality to ensure that there are no unacceptable impacts. Regarding utilities infrastructure, Strategic Infrastructure Providers have a long-standing awareness of the overall Plan requirements, and have factored this within their capital programmes. In examining sites, they are expected to at the very least not exacerbate existing issues, i.e. mitigate their own impact. This includes the matters referred to in the representation. Development proposals can also bring the opportunity to improve existing adverse situations, but it is not the within the remit of the Local Planning Authority to compel a developer to undertake such proposals, but they can be a positive by- product.</p> |
| <p><b>Kirkbymoorside Town Council</b></p> | <p>Representations on site <b>657 and 661</b>: The Town Council would reiterate the comments provided in support of the nearby site 622 and retains its support of industrial/employment development of this site.</p>  | <p>Noted. The Local Planning Authority cannot pursue allocation of 622, because it fails the sequential test because the land was in Flood Zone 3b. The site 657 has been granted planning permission, and as a commitment allows Kirkbymoorside to achieve an employment land supply which is plan-compliant. This does not preclude the favourable consideration of planning applications for employment land/activities, as set out in the Local Plan strategy, notably Policy SP6.</p>  |

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| <p><b>Sheriff Hutton Parish Council</b></p> | <p>Representations on site <b>658</b>: Parish Council request that this site is unsuitable, citing the following reasons: serious concerns over sewage and drainage issues on this site; There is no clear access and access onto this site would be dangerous; The site already has a history with planning applications with two previous applications being rejected due to the site being unsuitable for development.</p> | <p>Noted. The presence of previous planning applications would be a material consideration in assessing the site for future development purposes, but their presence in themselves does not constitute reason to discount a proposal. The site must be considered within the context of the Development Plan in its current form. Previous applications may have been refused under a different policy context. There may have been specific matters which would require further examination, such as impact on designated heritage assets, or if recent refusal was made, the reasons behind that refusal would need to be assessed as to whether they still stand.</p> <p>The access has not been assessed by the Highway Authority. The site has an undulating road, and is close to the 60mph. In order for a site to come forward, there would be an expectation that the speed limit would be reduced in order to provide a safer means of ingress/ egress.</p> <p>Matters concerning sewage treatment and surface water drainage would require further information to consider these matters. The connection of sewerage and water supply is a matter for Yorkshire Water. Surface water drainage matters would be subject to advice by the Environment Agency, and requires that surface water run off rates of the development site must not exceed run off rates for greenfield sites.</p> <p>The onus is on the site submitter to demonstrate that their site performs better through the site assessment than the site which the Local Planning Authority has identified as a preferred or option site. As such, further information has been requested in order to make that judgement.</p> |
| <p><b>Mr B Corfe</b></p>                    | <p>Site <b>205/387</b>, South of Firthland Road.</p>  | <p>This site is not identified as an allocation due to lack of need, and due to some site-specific sensitivities, including the presence of Strip Field Systems and complex archaeology.</p>   |

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|  | <p>I have serious issues regarding the plan as it appears in RDC documentation dated 2015, which are largely connected to vehicular access to and from town.</p>  | <p>Noted. The Highways Authority are satisfied with the volume of traffic and the proposed alleviation measures</p>   |
|  | <p>At the moment, residents on the Barratt estate where I live (including Greenlands Rd, Garden Way and many other connected roads) have two options if we wish to travel into the centre of Pickering or to head East out on the A170 or A169. Any residents of the proposed development would have the same routes to negotiate:</p> <ol style="list-style-type: none"> <li>1. We can head towards the A170 via Firthland Rd using Greenlands Rd to enter it. We then encounter the curving length of Firthland road heading East - due to parked cars and the curve it is not possible to see approaching traffic and with cars parked on both sides of the road it is always necessary to hope that there is a gap between the parked cars to duck into when another car approaches. Then we have a Z-bend to enter Vivis Lane, skirting the back of the Council Road Depot after which we encounter the new Lidl Supermarket car-park. This is regularly full, with cars queuing to enter and exit and blocking access to traffic trying to reach the traffic lights onto the A170.</li> <li>2. We could use the single-track Anchorite Lane (which starts opposite the entrance to the proposed development) with the potential hazards of traffic trying to enter the single lane from the A170 at the same time, plus the issue of exiting onto the busy A170 with very limited view in either direction due to parked cars, plus the real probability in holiday periods of stationary queues of traffic heading East towards the centre of town.</li> </ol> <p>Clearly, both of these options are far from satisfactory even with the present volume of traffic using them.</p> | <p>The Local Plan Highway modelling has identified that there will be a level of increased pressure on the Vivis Lane, which in the view of the Highways Authority is acceptable.</p> |

Vehicles wishing to head West along the A170 from my estate have two options:

1. Anchorite Lane, as above, single lane/ single file traffic, then joining the West-bound traffic stream with very limited visibility of approaching traffic to the right.

2. Further West via Firthland Rd then Manor Drive, again through a welter of cars parked on either side of both of these roads.

My main objection to the proposed development:

of a very large quantity of extra traffic, from 300+ families, trying to use the present completely inadequate access into and out of this section of the town. In my view this is unsustainable with the present road layout.

As it is at present, with current levels of traffic, both I and a good few of my neighbours, resort to using the country lanes from Goslipgate south - Mill Lane and/ or Haygate Lane, to avoid the existing snarl-ups which prevent us accessing town in a straightforward way. (I appreciate that this is not a very sensible option from several points of view - increasing traffic past very rural properties and risking single file traffic and requiring reversing in places, however at busy holiday times it is sometimes necessary). This situation can only deteriorate if there is a large quantity of extra traffic.

Although it is unconnected to the above issues, I am also concerned with some of the advertising material being circulated by Persimmon Homes, regarding the planned development/s in Pickering. For example, prospective customers are being told that there are multiple GPs' surgeries in town (not true, indeed it is common at present to have to wait 3 weeks for an appointment with a doctor at the sole surgery in Pickering); that there is a cinema (it closed several years ago) and that a new school will be built, whereas NYCC Education Committee have ruled that none is required at present.

The Local Education Authority has confirmed that a new school would not be triggered by the Plan requirement of housing- this is due to current house-building and the existing housing stock, in combination with demographic projections that the number of school-age children is less than previously estimated, and that there is no demand for a new primary school at this time (or within the Plan period). The shortages in coverage for Doctor's surgeries are a result of challenges in recruitment as much as facilities. Although in the preparation of the Local Plan Strategy practices have been made aware of development requirements. New developments are not required to remedy a pre-existing deficiency. Members will, in any re-evaluation of the Reg 123 decide if CIL monies are to be spent on health infrastructure, but this will be within the context of other infrastructure requirements, and their respective priorities.

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| <p><b>Nineteen47</b></p> | <p>Supports the identification of site 666 as an allocation for c.40 dwellings. Site is adjacent to a Local Service Centre. Site is adjacent to site 156 which is identified as a option choice. A concept master plan is submitted, demonstrating permeability into site 156. Two pairs of bungalows are proposed to rear of existing housing for amenity considerations: existing trees and hedges will be retained. Provides a good mix of housing, including bungalows, smaller 1,2 and 3 bedroom housing and some larger 4-5 bedroom family dwellings. The site is subjected to a site assessment (see specific representation) which identifies that the site should be accorded group 3 status. Committed to delivering a plan-compliant level of affordable housing and CIL contributions. Site demonstrates good accessibility to services and facilities. Compatible with adjacent residential and recreational land uses. Consider that if 156 is excluded from the VIUA designation, then this site could be reasonably undertaken, and this is also relevant to the site being currently in the Area of High Landscape Value. The loss of the Strip Field can be mitigated with landscaping. Access to be achieved from Swineherd Lane, but also potentially through 156. According the site is suitable - as evidenced by representations; the site is available for development without constraint or impediment; achievability: the site can be delivered on the site in 5 years. The site can be demonstrated as being deliverable. Critiques the other site options of 454/259 around deliverability and connectivity issues. The size of site 265 resulting is lack of delivery of affordable housing, and being more detached from the settlement, and in respect of 201 poorer accessibility, elevated- skyline development, limited contributions, and 345 also having similar constraints, without access details and being in a mineral safeguarding zone.</p> | <p>The site has been added into the Sustainability Appraisal under site ID 666. The site has not been necessary to bring forward in terms of the residual requirement. No confirmation has been received from either land owner that legally both site 156 and 666 will be developed together. The detailed layout of site 156 is yet to be established in any detail. The Council's own SSM evaluation accorded Group 2 status to both site 156 and to this site: this is due to the sites both being part of the VIUA for eastern Kirkbymoorside, being within the Area of High Landscape Value, and being part of a strip field system. As an incursion, site 156 was deemed to be sufficiently well integrated. There are also further site assessment considerations with site 666, including that it has yet to been subjected to bird survey in respect of Golden Plover (a HRA requirement). The sites 454/259 and 345 have not been identified as allocations.</p> |
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RYEDALE  
DISTRICT  
COUNCIL



Planning Services

Rachael Balmer

Ext: 357

Email: rachael.balmer@ryedale.gov.uk

5 October 2016

Dear Sir/Madam,

### Consultation on Identification and Review of Visually Important Undeveloped Areas

As part of the production of the Ryedale Plan-Local Plan Sites Document the Council is undertaking a review of existing Visually Important Undeveloped Areas, and this has led to a select number of VIUAs to be removed; and some VIUA designations to be amended in their extent.

Furthermore, as a result of evaluating responses received in the 2009 Consultation; consideration of new evidence; and work undertaken to assess sites submitted for consideration as potential development sites, the Council proposes a series of VIUAs in: Amotherby, Ampleforth, Hovingham, Old Malton, Norton, Pickering, Slingsby and Welburn.

Helmsley is not part of this review, it is covered by the Helmsley Plan, and the VIUAs were considered as part of the production of that document.

This consultation is not about the principle of Visually Important Undeveloped Areas; they are an established policy approach of the Development Plan: The Local Plan Strategy. We seek your views on the whether these changes to existing VIUAs, and proposed new VIUAs, are appropriate.

Members will consider the responses to this consultation as part of work leading up to further consultation on the Local Plan Sites Document early next year.

This consultation is running for six weeks. Please provide a response to the address below by **5pm 9 November 2016**. The report can viewed at Ryedale District Council Offices within normal opening hours 9-4.30 Monday - Friday.

Alternatively it can be viewed on line at: <http://www.ryedaleplan.org.uk/> following the link in the 'Latest News'.

Yours faithfully,

*R. Balmer*

Mrs. Rachael Balmer  
Planning Officer  
Forward Planning and Conservation

# Appendix 18 – Consultation Responses on the Identification and Review of Visually Important Undeveloped Areas

## Identification and Review of Visually Important Undeveloped Areas

### Appendix 3 Consultation Statement - Representation and Response

| Respondent   | Representation   | Council's Response   |
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| <p>Ian Conlan obo West Malton Resident's Association</p> | <p>Please would you consider the 2 greenfield sites North and South of Castle Howard Rd between Malton and the Howardian Hills as visually attractive areas for inclusion in the Ryedale Plan Local Sites Document on the grounds of:</p> <p>(1) providing a setting for the Howardian Hills AONB, adjacent to the AONB, a visually attractive site, where any development would have a very significant visual impact on the AONB</p> <p>(2) it would have a significant visual impact on the approach to the AONB from Malton.</p> <p>(3) it would have a significant and detrimental visual impact on the attractive approach to Malton along the Castle Howard Road, and recognise that development along this route would be a significant intrusion onto this attractive approach.</p> <p>We would be grateful for any guidance onto a suitable set of words to insert into the plan which would protect this site from inappropriate development.</p> | <p>The Group were advised that to support a case for a VIUA designation, a site would need to make a significant contribution to the form and character of the settlement, and were made aware of the following criteria:</p> <ul style="list-style-type: none"> <li>• Contribution the space makes to the setting of the settlement viewed either from publicly accessible view points within the settlement or from approach roads or paths</li> <li>• Contribution the space makes to the setting of a building or groups of buildings either listed or of historical or architectural interest</li> <li>• Contribution the space makes to the overall form and character of the settlement</li> <li>• Extent to which the space provides a vista/viewpoint into the surrounding countryside</li> <li>• Extent to which trees, boundary hedges or walls contribute to the character of the space</li> <li>• The archaeological or historic interest of the space</li> </ul> |
| <p>Rosemary Dummott</p>                                  | <p>Please would you consider the 2 greenfield sites North and South of Castle Howard Rd between Malton and the Howardian Hills as visually attractive areas for inclusion in the Ryedale Plan Local Sites Document on the grounds of:</p> <p>(1) providing a setting for the Howardian Hills AONB, adjacent to the AONB, a visually attractive site, where any development would have a very significant visual impact on the AONB</p>   | <p>See above</p>   |

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|                        | <p>(2) it would have a significant visual impact on the approach to the AONB from Malton.</p> <p>(3) it would have a significant and detrimental visual impact on the attractive approach to Malton along the Castle Howard Road, and recognise that development along this route would be a significant intrusion onto this attractive approach.</p> <p>We would be grateful for any guidance onto a suitable set of words to insert into the plan which would protect this site from inappropriate development.</p> |  |
| Cllr. Paul Andrews     | <p>Please accept this letter as my support for a Visually Attractive designation of the above land ("High Malton" area), made by Malton residents for the reasons they have specified.</p> <p>My recollection is that this was agreed at the Forward Planning Group of the Neighbourhood Plan which you attended, but seems to have dropped out when it went to the "Steering Group". I cannot recall the reason for this having been given to the Forward Planning Group.</p>  | <p>It is recognised however that whilst these sites are attractive and characteristic areas of landscape which form an attractive soft edge to the town. However, it is considered that they do not make a significant contribution to the form and character of the town- which is the purpose of the VIUA designation.</p> <p>Protection of the sites has been suggested to the Neighbourhood Plan Group and can continue to be progressed through that process.</p> |
| Cllr. Lindsay Burr MBE | <p>Please accept my support for a visually attractive identification area for the "High Malton" area. I understand this has also been made from Malton residents.</p>   | See above response.  |
| Emma Paragreen         | <p>The area's outlined and identified for Ampleforth: Knoll Hill, Main Street, Station Rd, Millway, Birdforth I agree that these are important features that give the village it's character and should be protected where possible. The views across the valley are spectacular as are the views from Millway back up to Knoll Hill and the village. However, I appreciate that on Main Street, cars parked</p>  | Noted. However, the verges are an important part of the character of the village. In this respect, it would be preferable if other measures to improve car parking are employed.   |

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|  | <p>on the main road does cause issues, perhaps some consideration should be made in future if required that some of the green verges could be cut into to reduce the congestion, the creation of some parking? Or the provision of off-road parking where possible.</p>  |   |
| <p>Andy Stephenson<br/>Assistant<br/>Environment &amp;<br/>Land Use Adviser<br/>NFU North East</p> | <p>I write in the capacity of local representative of the National Farmers' Union in the North East with particular interest in planning and economic development in rural areas. We welcome the aim to preserve the character of villages with rural settings, preventing over-development and ensuring the countryside can be enjoyed by all.</p> <p>Having looked through the report I note the criteria that a site is designated as a VIUA on grounds, amongst others, that the site 'Contribution the space makes to the overall form and character of the settlement'. In terms of the rural landscape, I would reinforce the contribution that agricultural land makes to the character, and how ensuring the viability of agricultural businesses is essential in preserving the landscape.</p> <p>Whilst it is noted that VIUAs can be developed in circumstances where 'the economic or social benefits of the development would significantly outweigh the loss' or where 'a development would not have a material adverse effect upon the character or appearance of the area', I would hope that a realistic approach is taken to permitting development. The diversification of farm buildings in order to strengthen the business is vital in order to ensure viability with a degree of flexibility enabling the business to adapt to demand.</p> <p>In addition to the above point, I would also like to raise</p> | <p>The contents of this letter considers wider policy considerations than those of designating areas for their specific contribution to the character of a place, which is the role of the VIUA designation.</p> <p>If the contribution of agricultural land in itself were to be added into the VIUA criteria, then all land, excluding the built up areas of Ryedale, would be included under that designation. Agricultural activity plays an important role in influencing landscape character. This is, however, not part of the role/operation of the VIUA designation, which looks at areas for which is identified as being important for them to remain open and undeveloped. This is considered within the context of the Local Plan Strategy, and the Spatial Strategy; there are a range of other policy considerations, which take account of the importance of best and most versatile agricultural land.</p> <p>Furthermore, the VIUA designation is not concerned with broad Landscape Character, which is of a different, larger scale of consideration. VIUAs can be smaller, discrete areas, which make a significant contribution to the form, character and setting of a settlement.</p> |

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|                        | <p>the importance of farm worker's dwellings and agricultural buildings typically located within the confines of the farms land. Whilst conversion of outbuildings can often be utilised, with appropriate planning consent, it is sometimes necessary to build new structures when need can be demonstrated. I would again hope that a flexible approach is taken when considering such applications when there may be an impact on VIUAs, where a clear economic benefit to the agricultural business, and therefore the community as a whole can be demonstrated.</p>  | <p>Pre-existing buildings are subject to other planning legislation, in respect of barn conversions and prior approval. The VIUA designation is applicable to areas which are usually devoid of buildings, or do not cover buildings, nor the consideration of occupancy conditions.</p> <p>Proposals involving agricultural development requiring permission, would, firstly, be considered within the context of the Local Plan Strategy, in terms of their acceptability in principle. The operation of the VIUA designation is undertaken within policy SP16 of the Local Plan Strategy.</p> |
| Pickering Town Council | <p>The council agrees that The Lodge, 103 Middleton Road, should be deleted from the Proposals Map and that the undeveloped area of a collection of strip fields known as Mickle Hill, and land to the south of Mickle Hill extending south to land to the north of Roger's Nursery should be designated a VIUA, both for the reasons given in the consultation document.</p>   | <p>Noted</p>   |
| Mr. Clive Smith        | <p>I am very pleased that some new VIUA's have been proposed for Ampleforth. As we live in Birdforth Way we have a wonderful view of the field to the north, the trees beyond and the hill of the National Park. This view cannot be seen from the Main Street due to the houses but as the land falls away to the south of the village. The old part of the village is hidden by the trees and a completely rural scene appears rising up to the top of the National Park hill. The field to the north of Birdforth Way has not been ploughed for many years and the ancient ridge and furrows can be seen. As Ampleforth is in the North York Moors National Park and the Howardian Hills AONB, it is important that rural areas are protected.</p> | <p>Noted. This area of land is identified as part of a VIUA.</p>   |
| Philip Benham          | <p>I have studied the proposed new VIUA adjacent to the</p>   | <p>Noted.</p>  |

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|                       | <p>Church of St John in Welburn. Any development on this site would have a significant adverse effect on the environment around the church and I fully support the proposed designation.</p> <p>I have also noted Appendix 2 where there is reference to my earlier proposal for a VIUA around the Castle Howard. This was of course some years ago, and whilst disappointed that the Council did not support this I understand the reasoning for this set out in the response.</p> | <p>Wider landscape-scale issues are not the remit of VIUA designations, whose purpose is to look at discrete areas of land which significantly contribute to settlement character, and have other site-specific sensitivities.</p> <p>The land surrounding Castle Howard is subject to a nationally significant landscape designation (Area of Outstanding Natural Beauty), and the Grade I Listed Castle Howard, accompanied by the various Listed structures within the Grade I Registered Park and Garden mean that the land around this area is already subject to particularly stringent designations.</p> <p>The VIUA designation needs to be applied judiciously with specific criteria, to ensure that it remains of value, and provides robust policy protection to areas which are subject to particular sensitivities.</p>  |
| Nawton Parish Council | <p>The Parish has lost one site already site ID 55 which was a VIUA and would like you to consider site 252 &amp; 173 which are basically the same field, to replace the one that has been developed.</p> <p>This is an important field to the village offering vast views to the countryside. People enjoy seeing the countryside from their windows both nearby and across the A170 and the pear trees blossom in spring are a joy.</p>   | <p>The operation of VIUA designation looks at the specific merits of sites in their own right. Land is not capable of being identified as a VIUA only if it is to replace land which was subject to the designation but was on balance allowed to be developed. To do so would undermine the designation's purpose. Historically they may have been part of the same field, but the land in question has been for some time separated from site 55 (former VIUA) by Beckett Close.</p> <p>It is not considered to make a significant contribution to the form and character of the village, based on the assessment of the six tests of the VIUA criteria. It is relatively enclosed, without any significant feature which identifies it as being significant different to other areas of land surrounding Nawton. Site 105 was already identified as a VIUA, and that designation remains justified for this area of open land which clearly contributes to the form and character of the village.</p> |

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| <p>Sarah Oswald</p> | <p>I have viewed the proposals being promoted through the emerging Ryedale Local Plan with a significant degree of concern. This has most recently been reflected in the current consultation of changes to the Plan's Visually Important Undeveloped Areas, principally the area of land to the west of Old Malton.</p> <p>Whilst I strongly support the rationale for extending the VIUA to the west of Old Malton, this needs to be significantly expanded to ensure the setting of the Grade I listed St Mary's Priory Church is preserved. Given the dominance of the church over the Old Malton skyline, it is also essential to ensure the character and appearance of the Old Malton conservation area can be preserved.</p> <p>All of the fields to the south of Westfield Lane, extending to Rainbow Lane to the west, should also be included as an extended VIUA. These fields clearly serve the same purpose as the proposed new VIUA to the north of Westfield Lane. There are clear views across all of these fields of the church, which will only become more prominent in winter months (when the surrounding trees are no longer in leaf). The fields also provide a very clear separation between Malton and Old Malton, preventing the coalescence. On this point I would direct you to my comments on the previous sites consultation and the deficient site assessment that has been prepared and published for the sites covering these fields. I have been maintaining a photographic record of this area, which clearly shows the importance the fields play to protecting the setting of the (grade I) listed church, which I will continue as the landscape changes throughout the transition to winter.</p> | <p>The support for the designation of proposed extended VIUAs and new VIUAs is noted.</p> <p>The Local Planning Authority must consider the sites submitted for consideration to ensure that development requirements are met. The identification of policy choices for sites is an iterative process, and is informed by evidence.</p> <p>At the time of VIUA consultation the Council was preparing the draft of the Publication of the Local Plan Sites Document, and had consulted the previous year on the Option Choices for sites to deliver the residual requirement. Site 324 had performed well enough in the appraisal process to be considered as an Option Choice.</p> <p>Re-evaluation of the site 324 by Officers, including the Council's Conservation Officer, has been undertaken.</p> <p>This response is made on the basis of both the further evaluation of the site, and that a position has been reached which identifies which sites are identified as allocations to meet the residual requirements.</p> <p>It is not considered that the open land contributes to the setting of Malton. However it is considered that the land contributes significantly to the settlement identity of Old Malton. Whilst Officers had considered that some of site 324 may have been acceptable in principle for development, Historic England did identify the importance of maintaining a gap between the two settlements, and raised concerns that even with the pre-existing VIUA designation which covers the first field, know as 'the Flatts', this may not be sufficient to provide an acceptable break in the built extent.</p> <p>Aligned to this the Council's Conservation Officer concludes that</p> |
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|  | <p>I have also noted Historic England's concerns regarding the proposed development of these sites, which were submitted in response to the last sites consultation. This would give very clear support to the further extension of the VIUA's to the west of Old Malton. This area clearly meets the criteria established by the council, and the assessment outputs would be very similar to those expressed for the proposed new VIUA to the north of Westfield Lane (as set out in Appendix 2 of the consultation document).</p> <p>I fear that failure to take sufficient account of these comments, as well those I have made previously, and those by Historic England would mean there is significant risk that the Plan would not be consistent with the NPPF (I would draw your particular attention to paragraphs 126 and 132). As such it would not be sound, or there is risk any proposed development, if approved, would be at risk of challenge through judicial review.</p> <p>I have copied this response to Historic England, as well as the Town Council, my Ward Councillors and the chair of the Planning Committee.</p> | <p>the fields do provide a very important aspect of providing a rural setting to the Old Malton Conservation Area:</p> <p><i>“The Conservation Area of Old Malton can be summed up as a predominantly traditional vernacular village in a rural setting. The rural setting of Old Malton is an important aspect of the character which it is desirable to preserve or enhance. At present there is a defined rural edge which separates Old Malton from the more urban centres of Malton and Norton. This is an important separation and creates a visual buffer to the conservation area. The fields in question provide expansive views of the western edge of the village, and set it within its rural context. “</i></p> <p>She also identified that the site forms a very important part of the setting to the Grade I Listed St Mary's Priory church. This setting contributes to its significance as a building within a tranquil rural village setting. <i>“Due to the available expansive views over the fields, the large scale of the church and the height of the tower, the church can be clearly seen rising above this village setting. This juxtaposition of massive church and small rural settlement greatly contributes to the historical and aesthetic value of the church. This emphasises not only the importance of the church to its immediate rural community, but in addition, due to its large size which can clearly be discerned from the fields in question, it is clear that the significance of the church extends beyond that of the localised village community. “</i></p> <p>As such it is considered that the fields submitted and identified as site 324 warrant their inclusion as a VIUA in respect of the following criteria:</p> <ul style="list-style-type: none"> <li>• Contribution the space makes to the setting of the settlement viewed either from publicly accessible view points within the settlement or from approach roads or paths</li> <li>• Contribution the space makes to the setting of a building or groups of buildings either listed or of historical or architectural</li> </ul> |
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|                            |   | <p>interest.</p> <p>On that basis the reasons for its designation would be</p> <ul style="list-style-type: none"> <li>• The site makes a significant contribution to the character or setting of the settlement; and</li> <li>• The site provides an attractive setting for buildings within it;</li> </ul> <p>The Local Planning Authority is entitled to consult on options to meet development needs, and refine those options into defined site allocations based on the application of evidence, and the exercise of judgement. The development of planning policy is also an iterative process.</p> |
| <p>Norton Town Council</p> | <p>I write on behalf of Norton Town Council to comment on the proposals for additional Visually Important Undeveloped Areas as they relate to Norton.</p> <p>Members of the Council are in total agreement with the proposal to include the land between Welham Road and Langton Road, north of Whitewall and Bazeley's Lane.</p> <p>The view looking towards the town from the vantage point of Bazeley's Lane is outstanding and contributes greatly to the setting of the town, with the green space acting as a buffer in front of the main built edge of the town.</p> <p>Members understand that part of this area is now subject to a planning application passed earlier this year on appeal, but hope that the first part of the land to the south of Mill Beck extending along Welham Road can be included in the Visually Important Undeveloped Areas, thus giving a certain amount of protection from</p> | <p>Noted. It has not be possible to identify the land at Langton Road as being capable of being included as a VIUA in the event of the permission expiring, the indications are that the permission will be implemented.</p> <p>Notwithstanding the above, the Council is committed to the identification of the remaining land between Welham and Langton Roads, south of Mill Beck as a VIUA. To date, no planning application has been submitted on this part of this proposed VIUA.</p>   |

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|                             | development, and that if by any chance the development on the other part of the land does not take place and the planning permission expires then this land can also be protected.  |   |
| Scarborough Borough Council | Having looked through the document I do not consider that a formal response is required and have no comments to make on the document.   | Noted.  |
| G Lamb                      | <p>Should designation site to the west of Northway, Pickering (site 116 ) as a VIUA.</p> <ul style="list-style-type: none"> <li>• Affords magnificent views of the surrounding area for casual walkers and surrounding residents</li> <li>• Established Mature Trees and hedges are visually attractive and support an important ecosystem</li> <li>• Highly productive agricultural land;</li> <li>• Import demarcation between Pickering and Middleton, and avoids linear developments along major tourist commuter links.</li> </ul> | <p>It is important to be aware of the role of VIUA designations, and the basis on which they are designated, is focused on the public interest of the land retaining its open qualities for specific reasons unless there is an overriding social or economic need.</p> <p>The reasons for designating VIUAs one or more of:</p> <ul style="list-style-type: none"> <li>• The site makes a significant contribution to the character or setting of the settlement;</li> <li>• The site provides an attractive setting for buildings within it;</li> <li>• The site is of importance in terms of the historical form and layout of the settlement;</li> </ul> <p>As part of that assessment the VIUAs must meet at least 1 of the 6 tests:</p> <ul style="list-style-type: none"> <li>• Contribution the space makes to the setting of the settlement viewed either from publicly accessible view points within the settlement or from approach roads or paths</li> <li>• Contribution the space makes to the setting of a building or groups of buildings either listed or of historical or architectural interest</li> <li>• Contribution the space makes to the overall form and character of the settlement</li> <li>• Extent to which the space provides a vista/viewpoint into the surrounding countryside</li> <li>• Extent to which trees, boundary hedges or walls contribute to</li> </ul> |

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|           |  | <p>the character of the space</p> <ul style="list-style-type: none"> <li>• The archaeological or historic interest of the space</li> </ul> <p>Applying these criteria and considering the reasons for the VIUA designation, it has been concluded that site 116 does not display the features required of an area of land to warrant the VIUA designation.</p> <p>Whilst attractive fields- typical of the linear scarp farmland landscape character area identified in the Landscape Character Assessment, and one field being a 'strip field'. The site is already identified in the Area of High Landscape Value which recognises the qualities of this Fringe of the Moors landscape, which surrounds most of the north of Pickering. There is no features which sets this land apart from the rest of the land to the north of Pickering on the west and east of the Dale. There is no significant contribution made by this site to the character or setting of Pickering.</p> <p>It is not considered that the site's situation is such that coalescence issues with Middleton are sufficient to warrant the VIUA designation. The two settlements would still remain distinct, despite the reduced gap and landscaping would be sought to improve that resulting edge, which would be an improvement on the current edge.</p> <p>Ecological considerations and those around the use of best and most versatile land are different policy considerations.</p> |
| F Hodgson | <p>Should be designation site to the west of Northway, Pickering (site 116 ) as a VIUA.</p> <ul style="list-style-type: none"> <li>• Prime farm land</li> <li>• breathing space between Pickering and</li> </ul> | <p>It is important to be aware of the role of VIUA designations, and the basis on which they are designated, is focused on the public interest of the land retaining its open qualities for specific reasons unless there is an overriding social or economic need.</p>  |

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|  | <p>Middleton- retain individual character and corridor for wildlife</p> <ul style="list-style-type: none"> <li>• The view of the fields when approaching from Middleton, with Northway in the distance, Pickering is really a large village set in lovely countryside, and it is view worth preserving</li> </ul> | <p>The reasons for designating VIUAs one or more of:</p> <ul style="list-style-type: none"> <li>• The site makes a significant contribution to the character or setting of the settlement;</li> <li>• The site provides an attractive setting for buildings within it;</li> <li>• The site is of importance in terms of the historical form and layout of the settlement;</li> </ul> <p>As part of that assessment the VIUAs must meet at least 1 of the 6 tests:</p> <ul style="list-style-type: none"> <li>• Contribution the space makes to the setting of the settlement viewed either from publicly accessible view points within the settlement or from approach roads or paths</li> <li>• Contribution the space makes to the setting of a building or groups of buildings either listed or of historical or architectural interest</li> <li>• Contribution the space makes to the overall form and character of the settlement</li> <li>• Extent to which the space provides a vista/viewpoint into the surrounding countryside</li> <li>• Extent to which trees, boundary hedges or walls contribute to the character of the space</li> <li>• The archaeological or historic interest of the space</li> </ul> <p>Applying these criteria and considering the reasons for the VIUA designation, it has been concluded that site 116 does not display the features required of an area of land to warrant the VIUA designation.</p> <p>Whilst attractive fields- typical of the linear scarp farmland landscape character area identified in the Landscape Character Assessment, and one field being a 'strip field'. The site is already identified in the Area of High Landscape Value which recognises</p> |
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|              |  | <p>the qualities of this Fringe of the Moors landscape, which surrounds most of the north of Pickering. There is no features which sets this land apart from the rest of the land to the north of Pickering on the west and east of the Dale. There is no significant contribution made by this site to the character or setting of Pickering.</p> <p>It is not considered that the site's situation is such that coalescence issues with Middleton are sufficient to warrant the VIUA designation. The two settlements would still remain distinct, despite the reduced gap and landscaping would be sought to improve that resulting edge, which would be an improvement on the current edge.</p> <p>Ecological considerations and those around the use of best and most versatile land are different policy considerations.</p>  |
| R and G Heal | <p>Is the Pickering Town Council's view that "it is essential to preserve the countryside between the eastern built edge of Middleton and the built west edge of Pickering" to be upheld?</p> <p>The areas between Middleton and Pickering do meet the criteria of VIUA in that they do provide:</p> <ul style="list-style-type: none"> <li>• The fields and spaces provide a green buffer between the two dwelling areas;</li> <li>• The field patterns between Crook Lane and the west of built Pickering are ancient fields with the rolling furrows and bordered by old/ancient trees</li> <li>• Crook lane is walked by walkers and trekkers and ourselves to take in the views of both Middleton and Pickering, and the Vale of Pickering</li> </ul> | <p>It is important to be aware of the role of VIUA designations, and the basis on which they are designated, is focused on the public interest of the land retaining its open qualities for specific reasons unless there is an overriding social or economic need.</p> <p>The reasons for designating VIUAs one or more of:</p> <ul style="list-style-type: none"> <li>• The site makes a significant contribution to the character or setting of the settlement;</li> <li>• The site provides an attractive setting for buildings within it;</li> <li>• The site is of importance in terms of the historical form and layout of the settlement;</li> </ul> <p>As part of that assessment the VIUAs must meet at least 1 of the 6 tests:</p> <ul style="list-style-type: none"> <li>• Contribution the space makes to the setting of the settlement viewed either from publicly accessible view points within the</li> </ul> |

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|  | <p>There is no consideration of the environmental impacts of developing the site, in terms loss of biodiversity, including protected species and impacts on infrastructure.</p> | <p>settlement or from approach roads or paths</p> <ul style="list-style-type: none"> <li>• Contribution the space makes to the setting of a building or groups of buildings either listed or of historical or architectural interest</li> <li>• Contribution the space makes to the overall form and character of the settlement</li> <li>• Extent to which the space provides a vista/viewpoint into the surrounding countryside</li> <li>• Extent to which trees, boundary hedges or walls contribute to the character of the space</li> <li>• The archaeological or historic interest of the space</li> </ul> <p>Applying these criteria and considering the reasons for the VIUA designation, it has been concluded that site 116 does not display the features required of an area of land to warrant the VIUA designation.</p> <p>Whilst attractive fields- typical of the linear scarp farmland landscape character area identified in the Landscape Character Assessment, and one field being a 'strip field'. The site is already identified in the Area of High Landscape Value which recognises the qualities of this Fringe of the Moors landscape, which surrounds most of the north of Pickering. There is no features which sets this land apart from the rest of the land to the north of Pickering on the west and east of the Dale. There is no significant contribution made by this site to the character or setting of Pickering.</p> <p>It is not considered that the site's situation is such that coalescence issues with Middleton are sufficient to warrant the VIUA designation. The two settlements would still remain distinct, despite the reduced gap and landscaping would be sought to improve that resulting edge, which would be an improvement on the current edge.</p> |
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|   |  | Ecological considerations and those around the use of best and most versatile land are different policy considerations.  |
| West Malton Residents Association<br>(Ian Conlan)<br>C M Howarth<br>Mr. S.P. & Mrs.H.L. Bell,<br>Mr P J Nicholson<br>P G Lodge<br>M Stephens<br>C Turner<br>S Ruddick<br>A Ruddick<br>T Stephenson<br>T and H Jones<br>E Parlett Rhodes<br>K and C Howden<br>M and S Hope<br>J Rowe<br>P Ibbotson<br>J L Wright<br>S Wright<br>K and A Cuthbertson<br>A Sykes<br>A and B Hale<br>A Young<br>I and C Gibson<br>B and A Kemp<br>A Swainston | <p>Application for VIUA designation for the area north and south of Castle Howard Road, its boundary on the east (of) the built edge of Malton, on the west the edge of the Howardian Hills AONB, to the south by the York Road Industrial Estate and to the North by Broughton Road.</p> <p>The A64 cuts through the area but is hidden in a deep cutting from most viewpoints inside and outside the designated area. The area should also include the allotments called 'California Gardens' on the western edge of Malton south of Castle Howard Road adjacent to Fitzwilliam Drive.</p> <p>Application submitted with a number of photographs.</p> <p>The area fulfils the following categories for designation as a VIUA:</p> <ul style="list-style-type: none"> <li>Contribution the space makes to the setting of the settlement viewed either from publically accessible view points within the settlement or from approach roads or paths:</li> </ul> <p>The area forms an important contribution to the setting to the western edge of Malton from its principal approach on the York Road (B1248), and one leaves the A64 and approaches the town, and from the minor rural Castle Howard Road, into Malton, along which forms a popular footpath leading to the Howardian Hills AONB,</p> | <p>It is noted that the West Malton Residents have sought to extend a VIUA designation beyond the original site submissions including the full extent of land to the north of York Road, and up to Broughton Road, extending to the west as far as the A64:</p> <p>The land between Middlecave road and Broughton Road is school playing fields and as such is subject to other policy designations which would seek to ensure playing pitch provision is maintained.</p> <p>California Fields- the allotments are subject to their own policy considerations, and as there is a number of structures on the site, which mean that the site is not open.</p> <p>The Council has very carefully considered the capability of the fields to the north and south of Castle Howard Road to be identified as being Visually Important Undeveloped Areas.</p> <p>The fields which form part of this suggested VIUA are attractive fields, with strong landscape intervisibility to other Landscape Character Areas. In terms of landscape character they are aligned with the Howardian Hills LCA, and contribute to the setting of the AONB.</p> <p>However, when the specific reasons and criteria are examined for the purposes of designating VIUAs. It is considered that the sites do not make a significant contribution to the purpose of the VIUA designation.</p> <p>The reasons are that:</p> |

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| <p>S Wormald<br/> J, B and U<br/> Chestnutt<br/> P and D Bowers<br/> Mr &amp; Mrs Lawless<br/> J Boyes<br/> Mrs S Hayes<br/> J Cunningham<br/> S Fiore<br/> B Wood<br/> P Riley<br/> R Neal<br/> J Donaldson<br/> G Fiore<br/> R Watmore<br/> R and GA Pollard<br/> A Riley<br/> S and M<br/> Hetherton<br/> S Pearce<br/> B Wood<br/> J Gallagher<br/> S and A Hague<br/> A Elks</p> | <p>and also footpaths and bridleways within the AONB.</p> <ul style="list-style-type: none"> <li>Contribution the space makes to the overall form and character of the settlement:</li> </ul> <p>The space enables the settlement to blend in with the countryside and not intrude into an area that is contiguous within and of the same character as the Howardian Hills AONB and forms its setting;</p> <p>It enables the AONB and the area in-between the AONB and the settlement to be experienced with a gentle transition from rural to urban landscape by virtue of the shape of the landscape and the distance between the edge of Malton and the edge of the AONB</p> <p>The area sits on an area of land relatively high compared to the surrounding area, and is therefore contributes better to the area as a VIUA than one whose prominence would intrude into the countryside and the edge of the AONB.</p> <p>The area is very visually prominent from the busiest road into Malton, the B1248 as it leaves the A64 and approaches Malton, and provides and attractive and much locally valued approach to the town.</p> <ul style="list-style-type: none"> <li>Extent to which the space provides a vista/viewpoint into the surrounding countryside</li> </ul> | <ul style="list-style-type: none"> <li>The site does not make a significant contribution to the character or setting of the settlement; it does not influence it, and the settlement is not well-read from the fields.</li> <li>The site provides only a limited setting for buildings- it is part of the wider Howardian Hills landscape</li> <li>The site is not of importance in terms of the historical form and layout of the settlement; the land has not influenced the form and character, the edge of the settlement is post war housing.</li> </ul> <p>These points are expanded below:</p> <p>In considering whether land could be identified as a VIUA one of the following six tests would need to be met, and the Council have assessed the site against those tests. In evaluating the evidence the following conclusions were made:</p> <ul style="list-style-type: none"> <li>There are no features which identify The archaeological or historic interest of the space</li> <li>There are no features which identify Contribution the space makes to the setting of a building or groups of buildings either listed or of historical or architectural interest</li> <li>Ecological matters are subject to other policy considerations.</li> <li>The trees do not in themselves are sufficient to warrant the VIUA designation. There are trees which are not an integral, dominating feature within the site; they are boundary features.</li> </ul> <p>In respect of the following tests:</p> |
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|  | <p>The space forms open views toward the Howardian Hills AONB, the Wolds and the Moors from various angles along the footpaths and bridleways around its edge.</p> <ul style="list-style-type: none"> <li>• Extent to which trees, boundary hedges or walls contribute to the character of the space.</li> </ul> <p>The hedgerows and trees form an important contribution to the character of the space</p> <p>These characteristics are prominent as viewed from public footpaths and bridleways through it and around its edge, York Road (B1248), and along Castle Howard Road, as demonstrated in the enclosed photographs</p> <p>Further comments made:</p> <ul style="list-style-type: none"> <li>• Golden Plover sited, which would not be seen in gardens.</li> </ul> | <ul style="list-style-type: none"> <li>• Contribution the space makes to the setting of the settlement viewed either from publicly accessible view points within the settlement or from approach roads or paths</li> <li>• Contribution the space makes to the overall form and character of the settlement</li> <li>• Extent to which the space provides a vista/viewpoint into the surrounding countryside</li> </ul> <p>The two large areas of open, undeveloped land are attractive and characteristic areas of landscape which form an attractive soft edge to the town. However, they do not perform a specific influence on the settlement form of Malton. The town has extended up to the field boundary, and there is a regular edge with TPO'd trees. The ability to view Malton is limited, and such views are achieved to differing extents across the areas of land, a function of the site's size, changes in topography, elevation.</p> <p>In these regards they perform a similar role to most land which surrounds settlements.</p> <p>There are points within and between the areas of land in question where the level of intervisibility into the wider countryside is unparalleled in any other part of the edge of the towns, views of the North York Moors, Howardian Hills and The Wolds can be achieved via a wide panorama. This is a function of the land's elevation and position. However, this is not universally experienced across the site, only within discrete points, and particularly from the road, this is also not a factor which influences the form and character of Malton.</p> <p>Both sites are capable of being viewed at distance. The land of site 1 is sloping foot of the Howardian Hills LCA which extends across much of Malton.</p> |
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|              |   | <p>Site 1 (South) is viewable in part from York Road, but holistic views are achieved from the elevated parts of the A64 from the west, at distance.</p> <p>Site 2 (North) is high on the plateau of the Howardian Hills foot slope, which is viewable from the Howardian Hills and land to the south and west of Norton.</p> <p>Development of this site has the capability to affect the setting of the AONB- but this is a landscape character consideration, under Policy SP13, rather than a form and character issue.</p> <p>The VIUA designation needs to be applied judiciously with specific criteria, to ensure that it remains of value, and provides robust policy protection to areas which are subject to particular sensitivities. Therefore, applying the designation in a more generalised approach, would result in a situation where there is a dilution and consequential devaluation of the designation, which would make it harder to resist applications for development of VIUA sites in general, when balanced against social and economic objectives. There are other policies which are more appropriate to consider the impact of development on the site, and the impact on the AONB and Malton.</p> <p>The fact that the sites were considered as option choices in 2015 has not been a factor in the consideration process of whether the sites are capable of being a VIUA. Whilst these sites have not been identified as allocations, the decision to identify land as a VIUA is based on evidence of how the site performs in relation to the specific assessment criteria. The VIUA policy approach recognises that sites may be developed, where social and economic considerations outweigh the contribution the site makes to the form and character of the settlement.</p> |
| Local Access | Designation of VIUA's generally falls outside the remit | Noted.   |

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| Forum   | of our Local Access Forum, but we would like to applaud Ryedale's use of VIUAs and it is particularly gratifying to see proposals for new land areas to be added to the VIUA designation.  |  |
| R Bigg  | <p>I am in full support of the proposed VIUA's in Norton &amp; Malton.</p> <p>I personally think, I and I am sure many others would like to see a VIUA on the field west of Welham road in front of the golf course, this is a lovely setting and is also on the entrance to Norton, especially the south of the town has a rural feel to it which it should maintain, not turn into a concrete jungle .</p> | <p>The fields to the north and east of the Golf Course do not influence the form and character of Norton significantly. It is not considered that these areas of open land to the south west of Norton are capable of demonstrating features which would warrant the VIUA designation.</p> <p>The open, undeveloped land between Langton and Welham Roads influences the form and character of the settlement, with the belt of Trees and Mill Beck, and allows the form of the settlement to be read, and influences the form of Norton.</p> <p>All rural land surrounding a settlements plays a role in contributing to the setting of that settlement, but it does so to varying degrees. In designating VIUAs, the Local Planning Authority needs to identify what sets these distinctive areas of land out from the land surrounding settlements, and how they contribute to influencing settlement form and character.</p> <p>The VIUA designation needs to be applied judiciously with specific criteria, to ensure that it remains of value, and provides robust policy protection to areas which are subject to particular sensitivities.</p> |
| L Tyler | I fully support the proposed VIUA's for Norton & Malton. There soon won't be any countryside left around here, Norton/Malton will be known as a city before long not a town, our roads already struggle as it is without any extra developments being done   | <p>Noted. It has not be possible to identify the land at Langton Road as being capable of being included as a VIUA in the event of the permission expiring, the indications are that the permission will be implemented.</p> <p>Notwithstanding the above, the Council is committed to the identification of the remaining land between Welham and Langton Roads, south of Mill Beck as a VIUA. To date, no</p>  |

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|                                |  | planning application has been submitted on this part of this proposed VIUA. |
| North Yorkshire County Council | <p>Officers from our service areas have reviewed the consultation document. While this does not appear to raise any strategic issues of significance to the County Council, we support the process and the objectives, including ensuring that the VIUAs are fully justified and the boundaries clarified.</p> <p>We welcome the opportunity to continue to liaise with Ryedale DC as part of our Duty to Co-operate on the Local Plan.</p>  | Noted.  |
| Historic England               | <p>Many of the areas identified as VIUAs the 2002 Ryedale Local Plan made an important contribution to the character of the District's Conservation Areas, to the landscape setting of its towns and villages, and to the setting of its numerous Listed Buildings and other heritage assets.</p> <p>The VIUAs in have proved to be a very successful Policy tool and have helped to safeguard some of the District's most important open spaces. As such, they have ensured that many of the open spaces which are important to the distinct identity of Ryedale's settlements have been safeguarded.</p> <p>Given that the existing VIUAs are now some 14 years old it is wholly appropriate that the existing areas are reviewed and that consideration is given as to whether there are any other areas which would warrant protection through the provisions of this Policy.</p> <p>In terms of those that are proposed to be deleted or amended, we would concur with the amendments</p> | Noted.  |

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|  | <p>suggested which appear to better-reflect definable boundaries or take account of planning permissions.</p> <p>We have the following comments to make regarding the proposed new VIUAs:-</p> <p>Welburn: Wedge of Land to west of Church of St. John, This open area lies within the boundary of the Welburn Conservation Area and contributes to the setting of the Grade II Listed St John's Church. Therefore we support its identification as a VIUA.</p> <p>Land to north of Slingsby Castle and west of the Lawns This area contributes to the setting of the Grade I All Saints Church, to the Scheduled Monument at Slingsby Castle, and to the Slingsby Conservation Area. Therefore we support its identification as a VIUA.</p> <p>Hovingham: Land to the north of the Worsley Arms and south east of the Village Hall and Tennis Courts This area contributes to the setting of the Hovingham Conservation Area and of views towards the village from the east. Therefore we support its identification as a VIUA.</p> <p>Ampleforth: Land known as Knoll Hill, and land to the west of The Bungalow. Land to the south east and west of Brookfield. This area contributes to the setting of the Ampleforth Conservation Area and to the setting of the Grade II Listed Building at Fern Villa. Therefore we support its identification as a VIUA.</p> <p>Ampleforth: Land to the south of St. Hilda's Church This area contributes to the character of this part of the Ampleforth Conservation Area and to the Grade II Listed Church of St Hilda. Therefore we</p> |  |
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|  | <p>support its identification as a VIUA.</p> <p>Ampleforth: Land to the rear of Ludley House This area contributes to the character of this part of the Ampleforth Conservation Area. Therefore we support its identification as a VIUA.</p> <p>Ampleforth: Green verges along Main Street, between the White Swan Public House and Ford End House. These green verges contribute to the character of the Ampleforth Conservation Area and the setting of its Listed Buildings. Therefore we support its identification as a VIUA.</p> <p>Ampleforth: Land east of St. Benedict's School and properties of St. Hilda's Walk. This area contributes to the setting of the Ampleforth Conservation Area. Therefore we support its identification as a VIUA.</p> <p>Pickering: Undeveloped area of a collection of Strip Fields known as Mickle Hill, and land to the south of Mickle Hill extending south to land to the north of Rogers Nursery. The historic field pattern is still legible on this site and forms part of an extensive network of medieval strip fields around Pickering. This network of historic field boundaries is a distinctive feature of the landscape setting of the town and make a significant contribution to its character. With increasing pressure for development around Pickering, this landscape is becoming increasingly threatened. Therefore we support its identification as a VIUA.</p> <p>Old Malton: Triangular shaped area of land to the west of Old Malton, north of Westgate Lane, and south of the A64. These fields contribute to the setting of the</p> |  |
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|                 | <p>Old Malton Conservation Area. Therefore we support its identification as a VIUA.</p>  |   |
| <p>C Turner</p> | <p>I would like to endorse all the comments from West Malton Residents Group. Malton is a fast growing town with infrastructure being stretched to far. We must be in a position to preserve as much green space within the Malton boundaries. I hope you and your fellow planning officers consider green space and its preservation is as important as the majority of Malton residents.</p> <p>I would like to add an additional green space at the junction of Middlecave Road and Folliot Ward Close.</p> | <p>It is noted that the West Malton Residents have sought to extend a VIUA designation beyond the original site submissions including the full extent of land to the north of York Road, and up to Broughton Road, extending to the west as far as the A64:</p> <p>The land between Middlecave road and Broughton Road is school playing fields and as such is subject to other policy designations which would seek to ensure playing pitch provision is maintained.</p> <p>California Fields- the allotments are subject to their own policy considerations, and as there is a number of structures on the site, which mean that the site is not open.</p> <p>The Council has very carefully considered the capability of the fields to the north and south of Castle Howard Road to be identified as being Visually Important Undeveloped Areas.</p> <p>The fields which form part of this suggested VIUA are attractive fields, with strong landscape intervisibility to other Landscape Character Areas. In terms of landscape character they are aligned with the Howardian Hills LCA, and contribute to the setting of the AONB.</p> <p>However, when the specific reasons and criteria are examined for the purposes of designating VIUAs. It is considered that the sites do not make a significant contribution to the purpose of the VIUA designation.</p> <p>The reasons are that:</p> <ul style="list-style-type: none"> <li>• The site does not make a significant contribution to the character or setting of the settlement; it does not influence it, and</li> </ul> |

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|  |  | <p>the settlement is not well-read from the fields.</p> <ul style="list-style-type: none"> <li>• The site provides only a limited setting for buildings- it is part of the wider Howardian Hills landscape</li> <li>• The site is not of importance in terms of the historical form and layout of the settlement; the land has not influenced the form and character, the edge of the settlement is post war housing.</li> </ul> <p>These points are expanded below:</p> <p>In considering whether land could be identified as a VIUA one of the following six tests would need to be met, and the Council have assessed the site against those tests. In evaluating the evidence the following conclusions were made:</p> <ul style="list-style-type: none"> <li>• There are no features which identify The archaeological or historic interest of the space</li> <li>• There are no features which identify Contribution the space makes to the setting of a building or groups of buildings either listed or of historical or architectural interest</li> <li>• Ecological matters are subject to other policy considerations.</li> <li>• The trees do not in themselves are sufficient to warrant the VIUA designation. There are trees which are not an integral, dominating feature within the site; they are boundary features.</li> </ul> <p>In respect of the following tests:</p> <ul style="list-style-type: none"> <li>• Contribution the space makes to the setting of the settlement viewed either from publicly accessible view points within the</li> </ul> |
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|  |  | <p>settlement or from approach roads or paths</p> <ul style="list-style-type: none"> <li>• Contribution the space makes to the overall form and character of the settlement</li> <li>• Extent to which the space provides a vista/viewpoint into the surrounding countryside</li> </ul> <p>The two large areas of open, undeveloped land are attractive and characteristic areas of landscape which form an attractive soft edge to the town. However, they do not perform a specific influence on the settlement form of Malton. The town has extended up to the field boundary, and there is a regular edge with TPO'd trees. The ability to view Malton is limited, and such views are achieved to differing extents across the areas of land, a function of the site's size, changes in topography, elevation.</p> <p>In these regards they perform a similar role to most land which surrounds settlements.</p> <p>There are points within and between the areas of land in question where the level of intervisibility into the wider countryside is unparalleled in any other part of the edge of the towns, views of the North York Moors, Howardian Hills and The Wolds can be achieved via a wide panorama. This is a function of the land's elevation and position. However, this is not universally experienced across the site, only within discrete points, and particularly from the road, this is also not a factor which influences the form and character of Malton.</p> <p>Both sites are capable of being viewed at distance. The land of site 1 is sloping foot of the Howardian Hills LCA which extends across much of Malton.</p> <p>Site 1 (South) is viewable in part from York Road, but holistic views are achieved from the elevated parts of the A64 from the</p> |
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|  |  | <p>west, at distance.</p> <p>Site 2 (North) is high on the plateau of the Howardian Hills foot slope, which is viewable from the Howardian Hills and land to the south and west of Norton.</p> <p>Development of this site has the capability to affect the setting of the AONB- but this is a landscape character consideration, under Policy SP13, rather than a form and character issue.</p> <p>The VIUA designation needs to be applied judiciously with specific criteria, to ensure that it remains of value, and provides robust policy protection to areas which are subject to particular sensitivities. Therefore, applying the designation in a more generalised approach, would result in a situation where there is a dilution and consequential devaluation of the designation, which would make it harder to resist applications for development of VIUA sites in general, when balanced against social and economic objectives. There are other policies which are more appropriate to consider the impact of development on the site, and the impact on the AONB and Malton.</p> <p>The fact that the sites were considered as option choices in 2015 has not been a factor in the consideration process of whether the sites are capable of being a VIUA. Whilst these sites have not been identified as allocations, the decision to identify land as a VIUA is based on evidence of how the site performs in relation to the specific assessment criteria. The VIUA policy approach recognises that sites may be developed, where social and economic considerations outweigh the contribution the site makes to the form and character of the settlement.</p> <p>Regarding the land identified at the staggered junction between Folliot Ward Close, Middlecave Road and Hospital Road. Officers have conducted a site visit. It is considered that there</p> |
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|           |  | <p>are two areas of land, diagonally positioned on the junction, which do contribute significantly to the character and appearance of this part of Malton. The areas represent prominent, corner sites. The Folliot Ward Close site is bounded by a post and rail fence. The Hospital Road site is unenclosed. The trees situated on the sites contribute to the well-treed character of Middlecave Road. There is a mix of species, which are primarily deciduous.</p> <ul style="list-style-type: none"> <li>• Contribution the space makes to the overall form and character of the settlement</li> <li>• Extent to which trees, boundary hedges or walls contribute to the character of the space</li> </ul> <p>It is concluded that it provides an attractive setting for the buildings within the settlement.</p>  |
| L Harland | <p>Writing to deter housing development between Northway and Crook Lane- Middleton and Pickering will have no distinction. Pickering is town which relies heavily on tourism, but will lose its rural town quaintness and beauty. Concerns about traffic</p> | <p>It is important to be aware of the role of VIUA designations, and the basis on which they are designated, is focused on the public interest of the land retaining its open qualities for specific reasons unless there is an overriding social or economic need.</p> <p>The reasons for designating VIUAs one or more of:</p> <ul style="list-style-type: none"> <li>• The site makes a significant contribution to the character or setting of the settlement;</li> <li>• The site provides an attractive setting for buildings within it;</li> <li>• The site is of importance in terms of the historical form and layout of the settlement;</li> </ul> <p>As part of that assessment the VIUAs must meet at least 1 of the 6 tests:</p> <ul style="list-style-type: none"> <li>• Contribution the space makes to the setting of the settlement viewed either from publicly accessible view points within the settlement or from approach roads or paths</li> </ul> |

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|  |  | <ul style="list-style-type: none"> <li>• Contribution the space makes to the setting of a building or groups of buildings either listed or of historical or architectural interest</li> <li>• Contribution the space makes to the overall form and character of the settlement</li> <li>• Extent to which the space provides a vista/viewpoint into the surrounding countryside</li> <li>• Extent to which trees, boundary hedges or walls contribute to the character of the space</li> <li>• The archaeological or historic interest of the space</li> </ul> <p>Applying these criteria and considering the reasons for the VIUA designation, it has been concluded that site 116 does not display the features required of an area of land to warrant the VIUA designation.</p> <p>Whilst attractive fields- typical of the linear scarp farmland landscape character area identified in the Landscape Character Assessment, and one field being a 'strip field'. The site is already identified in the Area of High Landscape Value which recognises the qualities of this Fringe of the Moors landscape, which surrounds most of the north of Pickering. There is no features which sets this land apart from the rest of the land to the north of Pickering on the west and east of the Dale. There is no significant contribution made by this site to the character or setting of Pickering.</p> <p>It is not considered that the site's situation is such that coalescence issues with Middleton are sufficient to warrant the VIUA designation. The two settlements would still remain distinct, despite the reduced gap and landscaping would be sought to improve that resulting edge, which would be an improvement on the current edge.</p> |
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|           |   | Ecological considerations and those around the use of best and most versatile land are different policy considerations.  |
| J T Smith | Site 116 Pickering - Almost join up Pickering with Middleton. Would despoil a view into the surrounding countryside. Concerns about traffic. Prime agricultural land. | <p>It is important to be aware of the role of VIUA designations, and the basis on which they are designated, is focused on the public interest of the land retaining its open qualities for specific reasons unless there is an overriding social or economic need.</p> <p>The reasons for designating VIUAs one or more of:</p> <ul style="list-style-type: none"> <li>• The site makes a significant contribution to the character or setting of the settlement;</li> <li>• The site provides an attractive setting for buildings within it;</li> <li>• The site is of importance in terms of the historical form and layout of the settlement;</li> </ul> <p>As part of that assessment the VIUAs must meet at least 1 of the 6 tests:</p> <ul style="list-style-type: none"> <li>• Contribution the space makes to the setting of the settlement viewed either from publicly accessible view points within the settlement or from approach roads or paths</li> <li>• Contribution the space makes to the setting of a building or groups of buildings either listed or of historical or architectural interest</li> <li>• Contribution the space makes to the overall form and character of the settlement</li> <li>• Extent to which the space provides a vista/viewpoint into the surrounding countryside</li> <li>• Extent to which trees, boundary hedges or walls contribute to the character of the space</li> <li>• The archaeological or historic interest of the space</li> </ul> <p>Applying these criteria and considering the reasons for the VIUA</p> |

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|               |   | <p>designation, it has been concluded that site 116 does not display the features required of an area of land to warrant the VIUA designation.</p> <p>Whilst attractive fields- typical of the linear scarp farmland landscape character area identified in the Landscape Character Assessment, and one field being a 'strip field'. The site is already identified in the Area of High Landscape Value which recognises the qualities of this Fringe of the Moors landscape, which surrounds most of the north of Pickering. There is no features which sets this land apart from the rest of the land to the north of Pickering on the west and east of the Dale. There is no significant contribution made by this site to the character or setting of Pickering.</p> <p>It is not considered that the site's situation is such that coalescence issues with Middleton are sufficient to warrant the VIUA designation. The two settlements would still remain distinct, despite the reduced gap and landscaping would be sought to improve that resulting edge, which would be an improvement on the current edge.</p> <p>Ecological considerations and those around the use of best and most versatile land are different policy considerations.</p> |
| G and J Lloyd | Site 116 Pickering- the Town Council have already minuted that this site should be a VIUA, and that new properties would be more prominent than those of Northway. Fields are important for preserving the separation from Middleton. The remaining gap would be minimal and do little if anything to reduce the impression of continuous buildings from Aislaby, through Middleton into Pickering. Such a small gap would actually encourage future fill in development, | <p>It is important to be aware of the role of VIUA designations, and the basis on which they are designated, is focused on the public interest of the land retaining its open qualities for specific reasons unless there is an overriding social or economic need.</p> <p>The reasons for designating VIUAs one or more of:</p> <ul style="list-style-type: none"> <li>• The site makes a significant contribution to the character or setting of the settlement;</li> <li>• The site provides an attractive setting for buildings within it;</li> </ul>  |

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|  | <p>particularly if site 500 is developed.</p> <p>The three fields are part of a historically important mediaeval strip field system, and there is evidence of Ridge and Furrow systems used, despite restoration to modern ploughing.</p> <p>The hidden ancient stone-lined well in the boundary hedge between the two eastern fields is an interesting historic feature. A Reduction in the overall area of strip field systems to which this sites contributes will considerably reduce the significance of this nationally known historic feature.</p> <p>Present possible sites exceed the housing requirement, it is a Ground Source Protection Zone, suffered drainage problems, and is good agricultural land.</p> | <ul style="list-style-type: none"> <li>• The site is of importance in terms of the historical form and layout of the settlement;</li> </ul> <p>As part of that assessment the VIUAs must meet at least 1 of the 6 tests:</p> <ul style="list-style-type: none"> <li>• Contribution the space makes to the setting of the settlement viewed either from publicly accessible view points within the settlement or from approach roads or paths</li> <li>• Contribution the space makes to the setting of a building or groups of buildings either listed or of historical or architectural interest</li> <li>• Contribution the space makes to the overall form and character of the settlement</li> <li>• Extent to which the space provides a vista/viewpoint into the surrounding countryside</li> <li>• Extent to which trees, boundary hedges or walls contribute to the character of the space</li> <li>• The archaeological or historic interest of the space</li> </ul> <p>Applying these criteria and considering the reasons for the VIUA designation, it has been concluded that site 116 does not display the features required of an area of land to warrant the VIUA designation.</p> <p>Whilst attractive fields- typical of the linear scarp farmland landscape character area identified in the Landscape Character Assessment, and one field being a 'strip field'. The site is already identified in the Area of High Landscape Value which recognises the qualities of this Fringe of the Moors landscape, which surrounds most of the north of Pickering. There is no features which sets this land apart from the rest of the land to the north of Pickering on the west and east of the Dale. There is no significant contribution made by this site to the character or</p> |
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|   |   | <p>setting of Pickering.</p> <p>It is not considered that the site's situation is such that coalescence issues with Middleton are sufficient to warrant the VIUA designation. The two settlements would still remain distinct, despite the reduced gap and landscaping would be sought to improve that resulting edge, which would be an improvement on the current edge.</p> <p>Ecological considerations and those around the use of best and most versatile land are different policy considerations.</p> |
| <p>A Cox<br/>Welburn Local History Group.</p> | <p>The area proposed in Welburn near Castle Howard has been a significant one since the building of the church here in the 1860s. George Frederick Howard, 7th Earl of Carlisle, largely financed the cost of the work in memory of his late mother, as recorded in an inscription in the porch. The church was sited on the hillside so that the Earl could see it from Castle Howard, as he stated in a contemporary speech.</p> <p>The green area beside the church, which is under consideration here, probably came into being at the same time, when Castle Howard gardeners levelled the site for building. The area has retained its character since then and now has mature trees, some of which were planted to commemorate 20th century coronations. It is the only quiet public area in the village, where people can and do sit to enjoy the view of the church and its surroundings, and in summer, walkers and other visitors picnic here under the trees. Other such open areas in Welburn, unlike this one, are small and situated on the busy village street.</p> | <p>Noted and welcomed. In the updating of the report on VIUAs, The Council include and retain this information.</p>  |

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|                                 | <p>The site of the church, donated by the Earl, was said at the time to be: "an admirable one and commands an extensive view of the landscape". The church and the proposed area which adjoins it, are still surrounded by open farmland and views of the Castle Howard Estate. The Centenary Way passes across this piece of land and the seats here serve as a resting place for walkers.</p> <p>It seems very appropriate that this attractive piece of land in question should be designated as a Visually Important Undeveloped Area.</p>   |   |
| <p>Amotherby Parish Council</p> | <p>Welcome the proposal to create a new VIUA at the single field between Amotherby and Swinton south of the B1257 in order to ensure the villages remain separated.</p> <p>Request that the two fields to the east and the field to the west of Lime Kiln Farm on the north side of the B1257 are also designated VIUAs for the same reasons as given in the report for the field south of the road.</p> <p>Why the field east of Station Farm, Amotherby (site 8 in the LDF) has not been included as a proposed new VIUA? The report indicates that the SSM should have triggered this as the site has been identified in the SSM as being significant to the character of a settlement and that it fulfils at least four of the six criteria for designation. Please see extracts from Report and our arguments below.</p> <p>Very serious consideration should be given to the addition of this site to the new VIUAs for the following reasons.</p> | <p>Noted.</p> <p>At the time of VIUA consultation the Council was preparing the draft of the Publication of the Local Plan Sites Document. Since that time, this response is provided on the basis that a position has been reached which identifies which sites are considered to be surplus to the requirements, and not performing as well in the site assessment process when compared to other sites. Site 8 has not been taken forward as a site for residential development.</p> <p>The VIUA designation needs to be applied judiciously with specific criteria, to ensure that it remains of value, and provides robust policy protection to areas which are subject to particular sensitivities.</p> <p>In considering these particular fields which make up site 8 the Local Planning Authority must consider whether these fields in themselves have a quality which merits their inclusion as a VIUA; i.e. The fields provide contribution to the form and character of the settlement which is above and beyond that provided by other areas of land which surround the village. In undertaking that assessment the Local Planning Authority do not consider the features referred to are sufficient to warrant the designation of</p> |

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|  | <p>The SSM clearly identifies this site as being significant to the character of Amotherby stating: -<br/> Q8-“in terms of the character of this site, its rural, pastoral qualities would be lost through development, harming the character of the settlement.”<br/> Q10-“there is a need to consider the impact of landscaping on the setting of the listed Church.”<br/> Q12-“the site extends close to the Listed Church, there is a concern that the setting and experience of the church &amp; churchyard has potential to be harmed by the presence of development in this location.”<br/> Q13- Parish Council comments in our response to SSM “Although the existing Station Farm House is not listed it perhaps should be? It dates back to around 1860 and is a typical traditional farmhouse of that period. Any threat to the building or its immediate surroundings is unacceptable. There is a strong likelihood of important archaeological remains in the field.”<br/> D Overall Rating for Culture and Heritage-rated as double minus/red, reflecting all the above concerns.</p> <p>This field fits criteria 1, 2 &amp; 4 of the aims Visually Important Undeveloped Areas:</p> <ul style="list-style-type: none"> <li>• Protect the setting of Listed Buildings and other historic and architecturally important buildings and the character of Conservation Areas</li> <li>• To prevent town and village cramming</li> <li>• To retain green areas, open space and trees</li> </ul> <p>Accordingly, it meets Criteria 1,2, 3 &amp; 6 of the VIUA Designation Criteria: -</p> <ul style="list-style-type: none"> <li>• Contribution the space makes to the setting of the</li> </ul> | <p>this site as a VIUA, and this reasons for this are set out below.</p> <p>Using such a designation in a more generalised approach, would result in a situation where there is a dilution and consequential devaluation of the designation, which would make it harder to resist applications for development of VIUA sites in general, when balanced against social and economic objectives.</p> <p>All open land to varying degrees informs the character of the settlement. In examining whether the land should be subject to VIUA designation the Local Planning Authority must consider the extent meets any of the 6 criteria.</p> <p>The status of Station House is that it is not Listed, but nevertheless is an attractive property which contributes to the street scene. That is not, in itself, a reason for the Listing of the building. Specific historic/architectural merits need to be demonstrated by Historic England to the DCMS.</p> <p>The space is only publically viewable from the cemetery (which is public but limited in its access) and glimpsed from the church yard of the Listed Church. It does not provide expansive views into the wider countryside in a publically accessible manner. Nor is capable of being clearly read within the context of experiencing the settlement.</p> <p>The impact of development of the site on the Church is a key consideration, in assessing the impact of development of the site, as required by primary legislation, and this was identified in the SSM. The fields in themselves do not make a demonstrable contribution to the setting of the church which would be lost through development. In assessing that potential impact it is more around how the setting could be affected; how that would effect the special qualities and the significance of the Church. The SSM identified that development had the potential to</p> |
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|  | <p>settlement viewed either from publicly accessible view points within the settlement or from approach roads or paths</p> <ul style="list-style-type: none"> <li>• Contribution the space makes to the setting of a building or groups of buildings either listed or of historical or architectural interest</li> <li>• Contribution the space makes to the overall form and character of the settlement</li> <li>• The archaeological or historic interest of the space</li> </ul> | <p>adversely affect the setting of the Church, but not absolutely adversely affect the setting. The key elevation is the front of the church, and the church is already sited with properties to its frontage. The northern elevation of the church is separated from the site, by the cemetery and is a more utilitarian elevation, with a later extension. The development of the site has the potential to be undertaken without harm the setting of the church, but the siting, scale, and orientation of properties and site extent would influence this. However, this has not be sufficiently evaluated by the information supplied to assist in the compilation of the SSM in making a firm judgement, due the need to consider other matters such as noise impacts, and the consequential impacts on layout and density.</p> <p>Archaeological sensitivity has been identified within the wider area. Accordingly, the County Council advised geophysical survey to be followed by trial trenching to clarify the nature and significance of any archaeological anomalies identified by that survey. As such there is no clear findings of significant archaeology on the site which is not capable of being appropriately treated. Since much of the land in the Vale of Pickering is identified as being subject to archaeological sensitivity, it is not possible to designate a site as VIUA on that basis. As discussed above, such a generalised approach would dilute and consequently devalue the designation.</p> <p>In conclusion, it is considered that site 8 does not display demonstrable significant features which would warrant its inclusion as a VIUA, the site is an area of land which whilst having potential sensitivities is no different that of land which surrounds the settlement as whole. It makes a limited contribution to the setting of the church.</p> <p>Regarding the inclusion of further land, the land to the north of the B1257, to the east and west of the Listed property of Lime</p> |
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|  |   | <p>Kiln Farm, is not designated as a VIUA. The land to the west of the farm is a long linear field extending out into the open countryside, between the former council houses and the farm. The field has, save for its openness no other features.</p> <p>The site which has been identified as a VIUA was submitted for development and represents a discreet parcel of land with an identifiable boundary which differentiates the land from the wider countryside. It represent the last field on the northern side between the two villages. The land is within the AONB, and also provides views into the AONB. On the other side of the road, and the land to the west of the farm is large fields which extend into the Vale of Pickering, and the wider countryside, although due to the topography views are not readily achievable.</p> |
| <p>R Simpson<br/>W I Linton<br/>J Walker<br/>J Machin<br/>N J R<br/>F Brown<br/>R and G Mort<br/>A Gordon<br/>Mr and Mrs J Pashby<br/>G Perry<br/>Mr and Mrs C Halliwell<br/>M J Linsley<br/>C Linsley<br/>Mr and Mrs S J Mead<br/>A Kelly</p> | <p>Strongly support the classification of the areas as a VIUA land between Welham Road and Langton Road, north of Whitewall and Bazeley's Lane.</p> <p>Firstly, the green space and the trees in these areas provide both a desirable view of the surrounding countryside and contribute to the distinctive character of this area. Indeed, these elements have influenced the value of the properties in this area, and is often a reason why residents choose to live in this location.</p> <p>Combined with the space on the other side of Welham Road, the golf course and the fishing pond, this wide spanse of countryside is a crucial part of the overall form and character of the settlement.</p> <p>In addition, Whitewall racing stables were one of the first public racing stables in the country, and there are associated listed buildings surrounding the stables. Therefore, the green space that currently surrounds</p> | <p>It has not be possible to identify the land at Langton Road as being capable of being included as a VIUA in the event of the permission expiring, the indications are that the permission will be implemented.</p> <p>Not withstanding the above, the Council is committed to the identification of the remaining land between Welham and Langton Roads, south of Mill Beck as a VIUA. To date, no planning application has been submitted on this part of this proposed VIUA.</p> <p>The wider area of land which has been referred to does not demonstrably influence the form and character of Norton, and warrant the designation of VIUA. The application of the VIUA designation needs to be applied judiciously. Some of the land is already identified as being within the Wolds Area of High Landscape Value.</p>                      |

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|                | <p>this area greatly contributes to the idyllic setting of these historical buildings.</p> <p>Moreover, many residents or people visiting the area walk around Scots Hill and surrounding areas, and areas A and B, which are visible from the associated footpaths often used by walkers, provide an attractive view that people have enjoyed for a long time. Areas A and B also makes the rural setting that provides an attractive approach for those travelling on the approach road into Norton/Malton.</p> <p>Furthermore, the road that connects with Welham from York and surrounding areas is already busy enough with traffic. Areas A and B need to be protected as vigilantly as possible to prevent further development congesting these areas any further and spoiling this quiet rural area. Securing areas A and B as VIUAs would be a major step in preventing this from occurring.</p> <p>As such, I am deeply disappointed that planning permission has been granted for the development of area B in an already heavily populated area. Nevertheless, I strongly support the classification of this area as a VIUA in the event that this planning permission expires, and it is because of this that it is now more important than ever to protect area A from such development.</p> <p>It is the preservation of such vital areas of land that makes towns like Norton and Malton the rural havens that Ryedale is loved and renowned for.</p> |   |
| C and M Hughes | <p>Propose that Site 116 be a VIUA:</p> <ol style="list-style-type: none"> <li>1. Extent to which the space provides a vista/viewpoint</li> </ol>   | <p>It is important to be aware of the role of VIUA designations, and the basis on which they are designated, is focused on the public</p> |

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|  | <p>to the surrounding countryside:<br/> Middleton Road has a footpath joining Pickering and Middleton. This is well used and form the corner of Middleton Road/Northway one obtains spectacular views way up across to Middleton Lane. With Site 116 developed these views will be lost for a substantial part of this footpath. Also site 116 itself provides outstanding views to the north across open field. Coming from the other direction, the sight of Beacon Hill, visible by pedestrian and motorist, could well be compromised by site 116 development.</p> <p>2. Prevent town and village cramming:<br/> The current separation of Pickering and Middleton, from Middleton Garage to Northway is some 0.5km. Moving the west boundary to the edge of Crook Lane will reduce this to half that value which getting dangerously close to blurring the Pickering and Middleton Boundary and the individual identifies of town and village.</p> <p>3. The historic interest of the space:<br/> The structure of the three fields comprising site 116 is of the strip field variety historically popular when farms clustered around the village edge and fields emanated away from the farm and subsequently the village.</p> <p>It contains green areas, open spaces and trees, and is prime farmland.</p> <p>Would there be any impact on Crook Lane, a popular footpath leading northwards. Although not directly involved in the site 116, its proximity to the western boundary would at least affect the views back over Pickering.</p> | <p>interest of the land retaining its open qualities for specific reasons unless there is an overriding social or economic need.</p> <p>The reasons for designating VIUAs one or more of:</p> <ul style="list-style-type: none"> <li>• The site makes a significant contribution to the character or setting of the settlement;</li> <li>• The site provides an attractive setting for buildings within it;</li> <li>• The site is of importance in terms of the historical form and layout of the settlement;</li> </ul> <p>As part of that assessment the VIUAs must meet at least 1 of the 6 tests:</p> <ul style="list-style-type: none"> <li>• Contribution the space makes to the setting of the settlement viewed either from publicly accessible view points within the settlement or from approach roads or paths</li> <li>• Contribution the space makes to the setting of a building or groups of buildings either listed or of historical or architectural interest</li> <li>• Contribution the space makes to the overall form and character of the settlement</li> <li>• Extent to which the space provides a vista/viewpoint into the surrounding countryside</li> <li>• Extent to which trees, boundary hedges or walls contribute to the character of the space</li> <li>• The archaeological or historic interest of the space</li> </ul> <p>Applying these criteria and considering the reasons for the VIUA designation, it has been concluded that site 116 does not display the features required of an area of land to warrant the VIUA designation.</p> <p>Whilst attractive fields- typical of the linear scarp farmland landscape character area identified in the Landscape Character</p> |
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|          |  | <p>Assessment, and one field being a 'strip field'. The site is already identified in the Area of High Landscape Value which recognises the qualities of this Fringe of the Moors landscape, which surrounds most of the north of Pickering. There is no features which sets this land apart from the rest of the land to the north of Pickering on the west and east of the Dale. There is no significant contribution made by this site to the character or setting of Pickering.</p> <p>It is not considered that the site's situation is such that coalescence issues with Middleton are sufficient to warrant the VIUA designation. The two settlements would still remain distinct, despite the reduced gap and landscaping would be sought to improve that resulting edge, which would be an improvement on the current edge.</p> <p>Ecological considerations and those around the use of best and most versatile land are different policy considerations.</p> |
| A Fuller | I would like to record my support for the addition of a VIUA for land to the south of Mickle Hill in Pickering.  | Noted.  |
| J Howard | <p>Support classify the fields and woods between Welham and Langton Road as a Visually Important Undeveloped Area.</p> <p>Whitewall House and attached outbuilding is a grade II listed building<sup>1</sup> built in the early 19th century with earlier origins. The Whitewall Stables have had connections with racing in Norton since the 18th century. The house was the residence of John Scott a notable 19th century trainer. Horse training continues there to this day and the fields in the VIUA provide grazing for horses and an uninterrupted view of the house, stables and adjoining cottages.</p> | <p>Noted. It has not be possible to identify the land at Langton Road as being capable of being included as a VIUA in the event of the permission expiring, the indications are that the permission will be implemented.</p> <p>Notwithstanding the above, the Council is committed to the identification of the remaining land between Welham and Langton Roads, south of Mill Beck as a VIUA. To date, no planning application has been submitted on this part of this proposed VIUA.</p>   |

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|                 | <p>Further along Bazeley’s Lane are the racing stables belonging to Brian Ellison. Mill Beck and the surrounding fields provide a natural buffer between Norton’s expanding residential boundary and the training of highly-strung racehorses. Bazeley’s Lane itself is an area of high amenity, in daily use by local people for walks. It is situated on rising ground and provides uninterrupted views of Norton and Malton over the fields in the proposed VIUA.</p> <p>Retaining the fields as a VIUA will prevent further development causing “town cramming”.</p>   |   |
| C and C Raettig | <p>We are writing in respect of the areas between The Built Eastern edge of Middleton and The Built Western edge Pickering. Pickering Town Council (PTC) wish to retain a countryside between Middleton and Pickering.</p> <p style="padding-left: 40px;">“The Town Council thinks it’s essential to preserve the countryside between the Eastern boundary of The Built Environment of Middleton and the western boundary of The Built Environment of Pickering”</p> <p>(refers to further emails)</p> <p>We believe that the areas between Middleton and Pickering do meet the criteria of VIUA in that they do provide:</p> <ul style="list-style-type: none"> <li>• Countryside between Built Middleton east and Built Pickering west - in that the collection of fields and spaces provide a green buffer between the two dwelling areas</li> <li>• The field patterns between Crook Lane and the</li> </ul> | <p>It is important to be aware of the role of VIUA designations, and the basis on which they are designated, is focused on the public interest of the land retaining its open qualities for specific reasons unless there is an overriding social or economic need.</p> <p>The reasons for designating VIUAs one or more of:</p> <ul style="list-style-type: none"> <li>• The site makes a significant contribution to the character or setting of the settlement;</li> <li>• The site provides an attractive setting for buildings within it;</li> <li>• The site is of importance in terms of the historical form and layout of the settlement;</li> </ul> <p>As part of that assessment the VIUAs must meet at least 1 of the 6 tests:</p> <ul style="list-style-type: none"> <li>• Contribution the space makes to the setting of the settlement viewed either from publicly accessible view points within the settlement or from approach roads or paths</li> <li>• Contribution the space makes to the setting of a building or groups of buildings either listed or of historical or architectural interest</li> <li>• Contribution the space makes to the overall form and</li> </ul> |

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|  | <p>west of built Pickering are ancient fields with the rolling furrows and bordered by some old/ancient trees.</p> <ul style="list-style-type: none"> <li>• Crook Lane is walked by walkers and trekkers and ourselves regularly to take in the views of both Middleton and Pickering, and the Vale of Pickering.</li> </ul> <p><u>Environmental Impact</u> – We note that Reference does not have any links(electronic) or statement with regard to the impact, that if the area were to be developed, it would have on the whole community infrastructure, flora and fauna, and the wildlife that these areas serve as a habitat. The area is home to much wildlife such as Bats, 3 species of Owl (Barn, Tawny and Little) and a plethora of other birdlife and animals of all sizes.</p> | <p>character of the settlement</p> <ul style="list-style-type: none"> <li>• Extent to which the space provides a vista/viewpoint into the surrounding countryside</li> <li>• Extent to which trees, boundary hedges or walls contribute to the character of the space</li> <li>• The archaeological or historic interest of the space</li> </ul> <p>Applying these criteria and considering the reasons for the VIUA designation, it has been concluded that site 116 does not display the features required of an area of land to warrant the VIUA designation.</p> <p>Whilst attractive fields- typical of the linear scarp farmland landscape character area identified in the Landscape Character Assessment, and one field being a 'strip field'. The site is already identified in the Area of High Landscape Value which recognises the qualities of this Fringe of the Moors landscape, which surrounds most of the north of Pickering. There is no features which sets this land apart from the rest of the land to the north of Pickering on the west and east of the Dale. There is no significant contribution made by this site to the character or setting of Pickering.</p> <p>It is not considered that the site's situation is such that coalescence issues with Middleton are sufficient to warrant the VIUA designation. The two settlements would still remain distinct, despite the reduced gap and landscaping would be sought to improve that resulting edge, which would be an improvement on the current edge.</p> <p>Ecological considerations and those around the use of best and most versatile land are different policy considerations.</p> |
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| <p>A Elks</p> | <p><b>Contribution the space makes to the setting of the settlement viewed either from publicly accessible view points within the settlement or from approach roads or paths</b></p> <p>Approach roads<br/>The approach to Malton from Braygate Street, and onto Castle Howard Road is a unique access road to Malton as it dips down from a ridge of hills with fantastic views across the town towards the coast, and then proceeds along a tree-lined country road into the town.</p> <p>Once you cross the by-pass bridge it remains a high road with extensive views across the valley towards the Yorkshire Wolds and the North York Moors, until it reaches the town. The view from this road, across to the Wolds, is particularly spectacular as you can see the town in the valley and obtain fantastic weather effects both rising from the valley and coming down from the high hills of Birdsall and Thixendale in the distance.</p> <p>The road itself is bordered by wide verges, mature hedges and trees that are unlike any other access road to Malton.</p> <p><b>WITHIN THE SETTLEMENT</b><br/>The paddock/hay meadow area around Mount Vets on Middlecave Road is extremely peaceful and beautiful, and is home to a wide variety of wildlife. It also allows for country views across the vale of Pickering to the North York Moors.</p> <p><b>Contribution the space makes to the overall form and character of the settlement</b></p> | <p>It is noted that the West Malton Residents have sought to extend a VIUA designation beyond the original site submissions including the full extent of land to the north of York Road, and up to Broughton Road, extending to the west as far as the A64:</p> <p>The land between Middlecave road and Broughton Road is school playing fields and as such is subject to other policy designations which would seek to ensure playing pitch provision is maintained.</p> <p>California Fields- the allotments are subject to their own policy considerations, and as there is a number of structures on the site, which mean that the site is not open.</p> <p>The Council has very carefully considered the capability of the fields to the north and south of Castle Howard Road to be identified as being Visually Important Undeveloped Areas.</p> <p>The fields which form part of this suggested VIUA are attractive fields, with strong landscape intervisibility to other Landscape Character Areas. In terms of landscape character they are aligned with the Howardian Hills LCA, and contribute to the setting of the AONB.</p> <p>However, when the specific reasons and criteria are examined for the purposes of designating VIUAs. It is considered that the sites do not make a significant contribution to the purpose of the VIUA designation.</p> <p>The reasons are that:</p> <ul style="list-style-type: none"> <li>• The site does not make a significant contribution to the character or setting of the settlement; it does not influence it, and the settlement is not well-read from the fields.</li> <li>• The site provides only a limited setting for buildings- it is part</li> </ul> |
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|  | <p>The beauty of this approach to Malton seems appropriate, as it is the main access route for tourists, walkers and travellers coming down from Castle Howard and the Howardian Hills. It continues the traditional, beautiful country environment right into the town (down into the built up area of Castle Howard Road with its super verges and protected trees).</p> <p>The space, and the road access, maintains the sense of a small and welcoming country town that visitors value so highly.</p> <p>It reflects the farming and country nature of the town, and its history and heritage.</p> <p>The farmland on both sides looks fantastic in various seasons (ploughed in winter, new growth in spring, dazzlingly beautiful ripe crops in summer).</p> <p>The California Gardens allotments create a gentle transition from farming land, to country town. They also visually represent the self-sufficient hard work of country people. The allotments are beautiful in their own right, as they show a different side of 'managed' land on a smaller scale, a miniature version of the larger pattern of the surrounding countryside. Each allotment offers a different small-scale beauty depending on the season and time of day.</p> <p>The area as a whole provides a subtle transition from the higher land of the Howardian Hills to the lower areas of the town. This transition prepares the traveller for the transition from country to town.</p> <p><b>Extent to which the space provides a</b></p> | <p>of the wider Howardian Hills landscape</p> <ul style="list-style-type: none"> <li>• The site is not of importance in terms of the historical form and layout of the settlement; the land has not influenced the form and character, the edge of the settlement is post war housing.</li> </ul> <p>These points are expanded below:</p> <p>In considering whether land could be identified as a VIUA one of the following six tests would need to be met, and the Council have assessed the site against those tests. In evaluating the evidence the following conclusions were made:</p> <ul style="list-style-type: none"> <li>• There are no features which identify The archaeological or historic interest of the space</li> <li>• There are no features which identify Contribution the space makes to the setting of a building or groups of buildings either listed or of historical or architectural interest</li> <li>• Ecological matters are subject to other policy considerations.</li> <li>• The trees do not in themselves are sufficient to warrant the VIUA designation. There are trees which are not an integral, dominating feature within the site; they are boundary features.</li> </ul> <p>In respect of the following tests:</p> <ul style="list-style-type: none"> <li>• Contribution the space makes to the setting of the settlement viewed either from publicly accessible view points within the settlement or from approach roads or paths</li> <li>• Contribution the space makes to the overall form and character of the settlement</li> </ul> |
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|  | <p><b>vista/viewpoint to the surrounding countryside</b><br/>         Castle Howard Road (between the town and the bypass bridge) provides open, extensive views across the valley towards the Yorkshire Wolds on one side, and the North York Moors on the other. These views continue until you reach the town.</p> <p>The view from this road across to the Wolds is particularly spectacular, as you can see the town in the valley and obtain fantastic weather effects both rising from the valley and coming down from the high ridge of hills near Birdsall and Thixendale in the distance.</p> <p>The view across to the North York Moors from Castle Howard Road is one of extremely traditional countryside, with open farmland and a scattering of nearby trees and hedges framing the low moors in the distance. Even low development would obscure this understated but wonderful view.</p> <p>If you walk down California Gardens allotments on the public footpath you get a particularly wonderful view of the Wolds in the distance with the valley, and the edges of Norton Town and the river, nestled below.</p> <p>If you stand at the farm road looking down towards Thixendale the view is panoramic, and includes the area where the train line flows towards York. If the light catches it at a certain time of day it looks like a silver river running through the trees.</p> <p><b>Extent to which trees, boundary hedges or walls contribute to the character of the space</b></p> <p>Castle Howard Road is bordered by wide verges,</p> | <ul style="list-style-type: none"> <li>• Extent to which the space provides a vista/viewpoint into the surrounding countryside</li> </ul> <p>The two large areas of open, undeveloped land are attractive and characteristic areas of landscape which form an attractive soft edge to the town. However, they do not perform a specific influence on the settlement form of Malton. The town has extended up to the field boundary, and there is a regular edge with TPO'd trees. The ability to view Malton is limited, and such views are achieved to differing extents across the areas of land, a function of the site's size, changes in topography, elevation.</p> <p>In these regards they perform a similar role to most land which surrounds settlements.</p> <p>There are points within and between the areas of land in question where the level of intervisibility into the wider countryside is unparalleled in any other part of the edge of the towns, views of the North York Moors, Howardian Hills and The Wolds can be achieved via a wide panorama. This is a function of the land's elevation and position. However, this is not universally experienced across the site, only within discrete points, and particularly from the road, this is also not a factor which influences the form and character of Malton.</p> <p>Both sites are capable of being viewed at distance. The land of site 1 is sloping foot of the Howardian Hills LCA which extends across much of Malton.</p> <p>Site 1 (South) is viewable in part from York Road, but holistic views are achieved from the elevated parts of the A64 from the west, at distance.</p> <p>Site 2 (North) is high on the plateau of the Howardian Hills foot</p> |
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|          | <p>mature hedges and trees that are unlike any other access road to Malton. The trees, hedges and verges provide a traditional and transitional movement from farmland to market town.</p> <p>The impact of tall, mature trees against low-lying farmland with long vistas in the background (both to the Wolds and to the North York Moors) is particularly striking and beautiful. I don't know of any other point in the Malton area where you can see both the Wolds and the Moors and obtain such fantastic effects of weather, countryside and view.</p> <p>This is a peaceful area that has public footpaths that are well used by Malton residents for walking and for access. Residents obtain health and wellbeing benefits from this direct access to the area.</p> <p>It is also an area containing a wealth of wildlife, including deer and barn owls, in addition to garden birds, rooks, migrating birds, rabbits and other small mammals.</p> | <p>slope, which is viewable from the Howardian Hills and land to the south and west of Norton.</p> <p>Development of this site has the capability to affect the setting of the AONB- but this is a landscape character consideration, under Policy SP13, rather than a form and character issue.</p> <p>The VIUA designation needs to be applied judiciously with specific criteria, to ensure that it remains of value, and provides robust policy protection to areas which are subject to particular sensitivities. Therefore, applying the designation in a more generalised approach, would result in a situation where there is a dilution and consequential devaluation of the designation, which would make it harder to resist applications for development of VIUA sites in general, when balanced against social and economic objectives. There are other policies which are more appropriate to consider the impact of development on the site, and the impact on the AONB and Malton.</p> <p>The fact that the sites were considered as option choices in 2015 has not been a factor in the consideration process of whether the sites are capable of being a VIUA. Whilst these sites have not been identified as allocations, the decision to identify land as a VIUA is based on evidence of how the site performs in relation to the specific assessment criteria. The VIUA policy approach recognises that sites may be developed, where social and economic considerations outweigh the contribution the site makes to the form and character of the settlement.</p> |
| K Calver | <p>It has very, very recently been brought to my attention that there are plans afoot to develop the land behind Langton Road adjacent to the green open fields behind Welham Road. I understand that it is only currently 'outline permission', and Ryedale Council offered objection but were over-ruled by the Planning Inspector</p>  | <p>The sites have been submitted (as part of a long-standing concern) for development as part of the Local Plan Sites Document. This consultation was to seek views and observations as to the retention of the land between Langton and Welham Roads as a Visually Important Undeveloped Area.</p>   |

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|               | <p>from the Superior Government Department. But the concern is how long before such permission is given to the land behind Welham Road?</p> <p>I am wholly against development of the rural area behind Welham Road. And Langton Road come to that. Aside from the peace and quiet that will be lost, it will only add to the over-loaded state of the infrastructure.</p>  | <p>It has not be possible to identify the land at Langton Road as being capable of being included as a VIUA in the event of the permission expiring, the indications are that the permission will be implemented.</p> <p>Not withstanding the above, the Council is committed to the identification of the remaining land between Welham and Langton Roads, south of Mill Beck as a VIUA. To date, no planning application has been submitted on this part of this proposed VIUA.</p>  |
| <p>J Baty</p> | <p>Site 116 – Land to the north of Middleton Road and east of Crook Lane.</p> <p>I believe that this area should be designated as a visually important undeveloped area, as it plays an important part in maintaining the rural character of Pickering and keeping the settlements of Pickering and Middleton separate.</p> <p>Crook Lane is an ancient green lane with views across to the Yorkshire Wolds and Howardian Hills from the top of the hill, which would be adversely affected by any development of site 116.</p> <p>This area is also part of a medieval strip field system. These historic field systems are becoming rare and as such should be preserved for future generations.</p> <p>It is also important to prevent the merging of Pickering and Middleton (as town and village cramming adversely impacts the nature and separate appearance and charm of the individual settlements as well as protecting the historic nature of the places) While this development does not merge the two settlements it does make this much more likely in the near future.</p> | <p>It is important to be aware of the role of VIUA designations, and the basis on which they are designated, is focused on the public interest of the land retaining its open qualities for specific reasons unless there is an overriding social or economic need.</p> <p>The reasons for designating VIUAs one or more of:</p> <ul style="list-style-type: none"> <li>• The site makes a significant contribution to the character or setting of the settlement;</li> <li>• The site provides an attractive setting for buildings within it;</li> <li>• The site is of importance in terms of the historical form and layout of the settlement;</li> </ul> <p>As part of that assessment the VIUAs must meet at least 1 of the 6 tests:</p> <ul style="list-style-type: none"> <li>• Contribution the space makes to the setting of the settlement viewed either from publicly accessible view points within the settlement or from approach roads or paths</li> <li>• Contribution the space makes to the setting of a building or groups of buildings either listed or of historical or architectural interest</li> <li>• Contribution the space makes to the overall form and character of the settlement</li> <li>• Extent to which the space provides a vista/viewpoint into the</li> </ul> |

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|         |  | <p>surrounding countryside</p> <ul style="list-style-type: none"> <li>• Extent to which trees, boundary hedges or walls contribute to the character of the space</li> <li>• The archaeological or historic interest of the space</li> </ul> <p>Applying these criteria and considering the reasons for the VIUA designation, it has been concluded that site 116 does not display the features required of an area of land to warrant the VIUA designation.</p> <p>Whilst attractive fields- typical of the linear scarp farmland landscape character area identified in the Landscape Character Assessment, and one field being a 'strip field'. The site is already identified in the Area of High Landscape Value which recognises the qualities of this Fringe of the Moors landscape, which surrounds most of the north of Pickering. There is no features which sets this land apart from the rest of the land to the north of Pickering on the west and east of the Dale. There is no significant contribution made by this site to the character or setting of Pickering.</p> <p>It is not considered that the site's situation is such that coalescence issues with Middleton are sufficient to warrant the VIUA designation. The two settlements would still remain distinct, despite the reduced gap and landscaping would be sought to improve that resulting edge, which would be an improvement on the current edge.</p> <p>Ecological considerations and those around the use of best and most versatile land are different policy considerations.</p> |
| C Knott | I am writing to support the proposal in the Ryedale District Council consultation (October 2016) to classify | Noted. It has not be possible to identify the land at Langton Road as being capable of being included as a VIUA in the event of the   |

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|              | <p>the land, fields and woods directly between Welham Road and Langton Road as a Visually Important Undeveloped Area. This wide expanse of countryside is a crucial part of the overall form and historic character of the area.</p> <p>The land and fields in the “VIUA” provide grazing for horses and an uninterrupted view of the house, stables and adjoining cottages. In more detail there is the grade II listed building Whitewall House (Historic England List Entry Number 1149544) known as Whitewall Stables. The stables have had connections with racing in Norton since the 18th century (John Scott) and horse training has taken place since.</p> <p>Bazeley's Lane and Scott's Hill are areas of high amenity, both of which are in daily use by local people for various activities. These areas are situated on rising ground and provide uninterrupted views of Norton and Malton over the fields in the proposed VIUA. On this lane, Spring Cottage racing stables belongs to Brian Ellison who is a leading dual-purpose racehorse trainer in the UK. Spring Cottage dates back over 200 years and was the home to William I 'Anson, trainer of Epsom and Derby winners in the 19<sup>th</sup> century.</p> <p>Mill Beck, local springs and surrounding fields provide a natural barrier between Norton's expanding residential boundary and the training of racehorses. Retaining these fields as a VIUA will prevent further development into the rural area.</p> | <p>permission expiring, the indications are that the permission will be implemented.</p> <p>Notwithstanding the above, the Council is committed to the identification of the remaining land between Welham and Langton Roads, south of Mill Beck as a VIUA. To date, no planning application has been submitted on this part of this proposed VIUA.</p> |
| M J Williams | I wish to support the application for VIUA status for High Marishes, Malton.  | There is no application for VIUA status at High Marishes, but the West Malton residents have submitted that parcels of land to the  |

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|                        | <p>Whilst also supporting the further areas listed in the West Malton Residents Newsletter, I am unable to give full support because my knowledge of the areas is less sure.</p>  | <p>north and south of Castle Howard Road - up to Broughton Road, and to the north of York Road.</p> <p>Noted</p>   |
| <p>Cllr. Ed Jowitt</p> | <p>I am pleased to confirm my support for this application to designate the site formerly known as High Malton as a Visually Important Undeveloped Area (VIUA).</p> <p>This site, both to the north and south of Castle Howard Road, represents a vital access from the Howardian Hills AONB into Malton providing uninterrupted views from AONB to the town and thence across to the Wolds and North Yorkshire Moors and indeed in the opposite direction from the Town out into the countryside.</p> <p>I note also that this view was supported in submissions by the officer responsible for the AONB during the recent failed planning application for this site.</p> <p>This area is traversed regularly both along the roads and the pedestrian tracks enhancing the recreational and tourism utility of both local residents and visitors to the town.</p> <p>I hope and believe that adoption of the protections requested in this application will enable the town to maintain the benefits, outlined above and also in the attached document, for both current and future generations.</p> | <p>It is noted that the West Malton Residents have sought to extend a VIUA designation beyond the original site submissions including the full extent of land to the north of York Road, and up to Broughton Road, extending to the west as far as the A64:</p> <p>The land between Middlecave road and Broughton Road is school playing fields and as such is subject to other policy designations which would seek to ensure playing pitch provision is maintained.</p> <p>California Fields- the allotments are subject to their own policy considerations, and as there is a number of structures on the site, which mean that the site is not open.</p> <p>The Council has very carefully considered the capability of the fields to the north and south of Castle Howard Road to be identified as being Visually Important Undeveloped Areas.</p> <p>The fields which form part of this suggested VIUA are attractive fields, with strong landscape intervisibility to other Landscape Character Areas. In terms of landscape character they are aligned with the Howardian Hills LCA, and contribute to the setting of the AONB.</p> <p>However, when the specific reasons and criteria are examined for the purposes of designating VIUAs. It is considered that the sites do not make a significant contribution to the purpose of the VIUA designation.</p> <p>The reasons are that:</p> |

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|  |  | <ul style="list-style-type: none"> <li>• The site does not make a significant contribution to the character or setting of the settlement; it does not influence it, and the settlement is not well-read from the fields.</li> <li>• The site provides only a limited setting for buildings- it is part of the wider Howardian Hills landscape</li> <li>• The site is not of importance in terms of the historical form and layout of the settlement; the land has not influenced the form and character, the edge of the settlement is post war housing.</li> </ul> <p>These points are expanded below:</p> <p>In considering whether land could be identified as a VIUA one of the following six tests would need to be met, and the Council have assessed the site against those tests. In evaluating the evidence the following conclusions were made:</p> <ul style="list-style-type: none"> <li>• There are no features which identify The archaeological or historic interest of the space</li> <li>• There are no features which identify Contribution the space makes to the setting of a building or groups of buildings either listed or of historical or architectural interest</li> <li>• Ecological matters are subject to other policy considerations.</li> <li>• The trees do not in themselves are sufficient to warrant the VIUA designation. There are trees which are not an integral, dominating feature within the site; they are boundary features.</li> </ul> <p>In respect of the following tests:</p> |
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|  |  | <ul style="list-style-type: none"> <li>• Contribution the space makes to the setting of the settlement viewed either from publicly accessible view points within the settlement or from approach roads or paths</li> <li>• Contribution the space makes to the overall form and character of the settlement</li> <li>• Extent to which the space provides a vista/viewpoint into the surrounding countryside</li> </ul> <p>The two large areas of open, undeveloped land are attractive and characteristic areas of landscape which form an attractive soft edge to the town. However, they do not perform a specific influence on the settlement form of Malton. The town has extended up to the field boundary, and there is a regular edge with TPO'd trees. The ability to view Malton is limited, and such views are achieved to differing extents across the areas of land, a function of the site's size, changes in topography, elevation.</p> <p>In these regards they perform a similar role to most land which surrounds settlements.</p> <p>There are points within and between the areas of land in question where the level of intervisibility into the wider countryside is unparalleled in any other part of the edge of the towns, views of the North York Moors, Howardian Hills and The Wolds can be achieved via a wide panorama. This is a function of the land's elevation and position. However, this is not universally experienced across the site, only within discrete points, and particularly from the road, this is also not a factor which influences the form and character of Malton.</p> <p>Both sites are capable of being viewed at distance. The land of site 1 is sloping foot of the Howardian Hills LCA which extends across much of Malton.</p> |
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|  |  | <p>Site 1 (South) is viewable in part from York Road, but holistic views are achieved from the elevated parts of the A64 from the west, at distance.</p> <p>Site 2 (North) is high on the plateau of the Howardian Hills foot slope, which is viewable from the Howardian Hills and land to the south and west of Norton.</p> <p>Development of this site has the capability to affect the setting of the AONB- but this is a landscape character consideration, under Policy SP13, rather than a form and character issue.</p> <p>The VIUA designation needs to be applied judiciously with specific criteria, to ensure that it remains of value, and provides robust policy protection to areas which are subject to particular sensitivities. Therefore, applying the designation in a more generalised approach, would result in a situation where there is a dilution and consequential devaluation of the designation, which would make it harder to resist applications for development of VIUA sites in general, when balanced against social and economic objectives. There are other policies which are more appropriate to consider the impact of development on the site, and the impact on the AONB and Malton.</p> <p>The fact that the sites were considered as option choices in 2015 has not been a factor in the consideration process of whether the sites are capable of being a VIUA. Whilst these sites have not been identified as allocations, the decision to identify land as a VIUA is based on evidence of how the site performs in relation to the specific assessment criteria. The VIUA policy approach recognises that sites may be developed, where social and economic considerations outweigh the contribution the site makes to the form and character of the settlement.</p> |
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| <p>P Riley and A Riley</p> | <p>I support the West Malton Residents' Group submission for the status of Visually Important Undeveloped Area for Land North and South of Castle Howard Rd. This is vitally important to preserve the character of the area and to provide a transition from the town to the AONB.</p> <p>I also support the request for protection of the other named green areas within the town, particularly the verges on the south side of Middlecave Road and within Castle Howard Road - these lend a difference and green amenity/space to these residential roads, important in order to provide character and diversity within the town.</p> | <p>It is noted that the West Malton Residents have sought to extend a VIUA designation beyond the original site submissions including the full extent of land to the north of York Road, and up to Broughton Road, extending to the west as far as the A64:</p> <p>The land between Middlecave road and Broughton Road is school playing fields and as such is subject to other policy designations which would seek to ensure playing pitch provision is maintained.</p> <p>California Fields- the allotments are subject to their own policy considerations, and as there is a number of structures on the site, which mean that the site is not open.</p> <p>The Council has very carefully considered the capability of the fields to the north and south of Castle Howard Road to be identified as being Visually Important Undeveloped Areas.</p> <p>The fields which form part of this suggested VIUA are attractive fields, with strong landscape intervisibility to other Landscape Character Areas. In terms of landscape character they are aligned with the Howardian Hills LCA, and contribute to the setting of the AONB.</p> <p>However, when the specific reasons and criteria are examined for the purposes of designating VIUAs. It is considered that the sites do not make a significant contribution to the purpose of the VIUA designation.</p> <p>The reasons are that:</p> <ul style="list-style-type: none"> <li>• The site does not make a significant contribution to the character or setting of the settlement; it does not influence it, and the settlement is not well-read from the fields.</li> <li>• The site provides only a limited setting for buildings- it is part</li> </ul> |
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|  |  | <p>of the wider Howardian Hills landscape</p> <ul style="list-style-type: none"> <li>• The site is not of importance in terms of the historical form and layout of the settlement; the land has not influenced the form and character, the edge of the settlement is post war housing.</li> </ul> <p>These points are expanded below:</p> <p>In considering whether land could be identified as a VIUA one of the following six tests would need to be met, and the Council have assessed the site against those tests. In evaluating the evidence the following conclusions were made:</p> <ul style="list-style-type: none"> <li>• There are no features which identify The archaeological or historic interest of the space</li> <li>• There are no features which identify Contribution the space makes to the setting of a building or groups of buildings either listed or of historical or architectural interest</li> <li>• Ecological matters are subject to other policy considerations.</li> <li>• The trees do not in themselves are sufficient to warrant the VIUA designation. There are trees which are not an integral, dominating feature within the site; they are boundary features.</li> </ul> <p>In respect of the following tests:</p> <ul style="list-style-type: none"> <li>• Contribution the space makes to the setting of the settlement viewed either from publicly accessible view points within the settlement or from approach roads or paths</li> <li>• Contribution the space makes to the overall form and character of the settlement</li> </ul> |
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|  |  | <ul style="list-style-type: none"> <li>• Extent to which the space provides a vista/viewpoint into the surrounding countryside</li> </ul> <p>The two large areas of open, undeveloped land are attractive and characteristic areas of landscape which form an attractive soft edge to the town. However, they do not perform a specific influence on the settlement form of Malton. The town has extended up to the field boundary, and there is a regular edge with TPO'd trees. The ability to view Malton is limited, and such views are achieved to differing extents across the areas of land, a function of the site's size, changes in topography, elevation.</p> <p>In these regards they perform a similar role to most land which surrounds settlements.</p> <p>There are points within and between the areas of land in question where the level of intervisibility into the wider countryside is unparalleled in any other part of the edge of the towns, views of the North York Moors, Howardian Hills and The Wolds can be achieved via a wide panorama. This is a function of the land's elevation and position. However, this is not universally experienced across the site, only within discrete points, and particularly from the road, this is also not a factor which influences the form and character of Malton.</p> <p>Both sites are capable of being viewed at distance. The land of site 1 is sloping foot of the Howardian Hills LCA which extends across much of Malton.</p> <p>Site 1 (South) is viewable in part from York Road, but holistic views are achieved from the elevated parts of the A64 from the west, at distance.</p> <p>Site 2 (North) is high on the plateau of the Howardian Hills foot</p> |
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|           |  | <p>slope, which is viewable from the Howardian Hills and land to the south and west of Norton.</p> <p>Development of this site has the capability to affect the setting of the AONB- but this is a landscape character consideration, under Policy SP13, rather than a form and character issue.</p> <p>The VIUA designation needs to be applied judiciously with specific criteria, to ensure that it remains of value, and provides robust policy protection to areas which are subject to particular sensitivities. Therefore, applying the designation in a more generalised approach, would result in a situation where there is a dilution and consequential devaluation of the designation, which would make it harder to resist applications for development of VIUA sites in general, when balanced against social and economic objectives. There are other policies which are more appropriate to consider the impact of development on the site, and the impact on the AONB and Malton.</p> <p>The fact that the sites were considered as option choices in 2015 has not been a factor in the consideration process of whether the sites are capable of being a VIUA. Whilst these sites have not been identified as allocations, the decision to identify land as a VIUA is based on evidence of how the site performs in relation to the specific assessment criteria. The VIUA policy approach recognises that sites may be developed, where social and economic considerations outweigh the contribution the site makes to the form and character of the settlement.</p> |
| R Watmore | We walk our dog regularly along the Castle Howard Road and love the views from there. We are also tenants of an allotment on the California Gardens allotment site and it would be such a shame to lose this after all the hard work we have put into it over the last | It is noted that the West Malton Residents have sought to extend a VIUA designation beyond the original site submissions including the full extent of land to the north of York Road, and up to Broughton Road, extending to the west as far as the A64:  |

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|  | <p>few years.</p> | <p>The land between Middlecave road and Broughton Road is school playing fields and as such is subject to other policy designations which would seek to ensure playing pitch provision is maintained.</p> <p>California Fields- the allotments are subject to their own policy considerations, and as there is a number of structures on the site, which mean that the site is not open.</p> <p>The Council has very carefully considered the capability of the fields to the north and south of Castle Howard Road to be identified as being Visually Important Undeveloped Areas.</p> <p>The fields which form part of this suggested VIUA are attractive fields, with strong landscape intervisibility to other Landscape Character Areas. In terms of landscape character they are aligned with the Howardian Hills LCA, and contribute to the setting of the AONB.</p> <p>However, when the specific reasons and criteria are examined for the purposes of designating VIUAs. It is considered that the sites do not make a significant contribution to the purpose of the VIUA designation.</p> <p>The reasons are that:</p> <ul style="list-style-type: none"> <li>• The site does not make a significant contribution to the character or setting of the settlement; it does not influence it, and the settlement is not well-read from the fields.</li> <li>• The site provides only a limited setting for buildings- it is part of the wider Howardian Hills landscape</li> <li>• The site is not of importance in terms of the historical form and layout of the settlement; the land has not influenced the form and character, the edge of the settlement is post war housing.</li> </ul> |
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|  |  | <p>These points are expanded below:</p> <p>In considering whether land could be identified as a VIUA one of the following six tests would need to be met, and the Council have assessed the site against those tests. In evaluating the evidence the following conclusions were made:</p> <ul style="list-style-type: none"> <li>• There are no features which identify The archaeological or historic interest of the space</li> <li>• There are no features which identify Contribution the space makes to the setting of a building or groups of buildings either listed or of historical or architectural interest</li> <li>• Ecological matters are subject to other policy considerations.</li> <li>• The trees do not in themselves are sufficient to warrant the VIUA designation. There are trees which are not an integral, dominating feature within the site; they are boundary features.</li> </ul> <p>In respect of the following tests:</p> <ul style="list-style-type: none"> <li>• Contribution the space makes to the setting of the settlement viewed either from publicly accessible view points within the settlement or from approach roads or paths</li> <li>• Contribution the space makes to the overall form and character of the settlement</li> <li>• Extent to which the space provides a vista/viewpoint into the surrounding countryside</li> </ul> <p>The two large areas of open, undeveloped land are attractive</p> |
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|  |  | <p>and characteristic areas of landscape which form an attractive soft edge to the town. However, they do not perform a specific influence on the settlement form of Malton. The town has extended up to the field boundary, and there is a regular edge with TPO'd trees. The ability to view Malton is limited, and such views are achieved to differing extents across the areas of land, a function of the site's size, changes in topography, elevation.</p> <p>In these regards they perform a similar role to most land which surrounds settlements.</p> <p>There are points within and between the areas of land in question where the level of intervisibility into the wider countryside is unparalleled in any other part of the edge of the towns, views of the North York Moors, Howardian Hills and The Wolds can be achieved via a wide panorama. This is a function of the land's elevation and position. However, this is not universally experienced across the site, only within discrete points, and particularly from the road, this is also not a factor which influences the form and character of Malton.</p> <p>Both sites are capable of being viewed at distance. The land of site 1 is sloping foot of the Howardian Hills LCA which extends across much of Malton.</p> <p>Site 1 (South) is viewable in part from York Road, but holistic views are achieved from the elevated parts of the A64 from the west, at distance.</p> <p>Site 2 (North) is high on the plateau of the Howardian Hills foot slope, which is viewable from the Howardian Hills and land to the south and west of Norton.</p> <p>Development of this site has the capability to affect the setting of the AONB- but this is a landscape character consideration, under</p> |
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|           |   | <p>Policy SP13, rather than a form and character issue.</p> <p>The VIUA designation needs to be applied judiciously with specific criteria, to ensure that it remains of value, and provides robust policy protection to areas which are subject to particular sensitivities. Therefore, applying the designation in a more generalised approach, would result in a situation where there is a dilution and consequential devaluation of the designation, which would make it harder to resist applications for development of VIUA sites in general, when balanced against social and economic objectives. There are other policies which are more appropriate to consider the impact of development on the site, and the impact on the AONB and Malton.</p> <p>The fact that the sites were considered as option choices in 2015 has not been a factor in the consideration process of whether the sites are capable of being a VIUA. Whilst these sites have not been identified as allocations, the decision to identify land as a VIUA is based on evidence of how the site performs in relation to the specific assessment criteria. The VIUA policy approach recognises that sites may be developed, where social and economic considerations outweigh the contribution the site makes to the form and character of the settlement.</p> |
| R Meadley | <p>I have recently been made aware that the area between Welham Road and Langton Road in Norton is under consideration, and I would like to support the classification of the area as an VIUA.</p> <p>I am fortunate to live on Welham Road and I have the wildlife and spectacular views on my doorstep. The fact that the Howardian Hills are in view in the area is a positive aspect to all who enjoy walking along the road and around Scot's Hill. Development of this area would change the landscape for the worse and would damage</p> | <p>Noted. It has not be possible to identify the land at Langton Road as being capable of being included as a VIUA in the event of the permission expiring, the indications are that the permission will be implemented.</p> <p>Notwithstanding the above, the Council is committed to the identification of the remaining land between Welham and Langton Roads, south of Mill Beck as a VIUA. To date, no planning application has been submitted on this part of this proposed VIUA.</p>  |

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|  | <p>the wildlife habitat of many creatures and vegetation.</p> <p>Malton is also known for its race horses though the training stables by Bazeley's Lane may be interrupted by building works and housing. We should be proud of our traditions and respect the land which is used.</p> <p>I also work at the local high school (Norton College) which is an excellent school though currently over subscribed and would not have the capacity to take on extra students. Development of further housing estates in the area would put a strain on the local resources which would have an impact on the residents of our town.</p> <p>I hope that the council respect the views of the residents and look to protect our local beauty spots so that Malton and Norton can continue to be the rural haven that people know it for.</p> |  |
| <p>White Young Green obo Fitzwilliam Malton Estate</p> | <p>FME supports the Council's position with regards to the VIUA's as set out in the Consultation Document dated October 2016.</p> <p>As you are aware, Fitzwilliam Malton Estate continues to promote sites 249, 218 (both located off Castle Howard Road) through the sites and allocations process.</p> <p>You will also be aware that the sites have been taken forward by RDC as preferred options in the Local Plan Sites Document.</p> <p>Identifying the sites as Visually Important Undeveloped Areas (VIUA) would restrict their development as per policy SP16. There is, therefore a clear conflict</p>  | <p>Noted.</p> <p>The fact that the sites were considered as option choices in 2015 has not been a factor in the consideration process of whether the sites are capable of being a VIUA. Whilst these sites have not been identified as allocations, the decision to identify land as a VIUA is based on evidence of how the site performs in relation to the specific assessment criteria. The VIUA policy approach recognises that sites may be developed, where social and economic considerations outweigh the contribution the site makes to the form and character of the settlement.</p> <p>Under the operation of SP16, even land which is already subject to a VIUA can, if there is a socio-economic reason which</p> |

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|  | <p>between the promotion of the sites as preferred options for residential development and including the sites in the VIUA document.</p> <p>Notwithstanding this, and taking account of the 6 criteria used to identify the VIUAs, sites 249 and 218 do not score highly and should not therefore be taken forward as new VIUA's. That is:</p> <ul style="list-style-type: none"> <li>• They are peripheral to the settlement and are not highly visible from within it (where views are shortened by existing development and the topography of the town); as such they do not contribute towards the settlements overall character.</li> <li>• Nor do they provide the setting for any buildings of historic or architectural interest.</li> <li>• The sites do not provide vistas or viewpoints to the surrounding countryside (there are no public footpaths or bridleways crossing the sites which would afford these views and views towards to surrounding countryside from those located near to the site would not be affected by future development).</li> <li>• Finally, whilst the sites can be viewed from publically accessible view points from approach roads or paths, they do not make a significant contribution towards the setting of the settlement of Malton as the sites are not themselves of high landscape value, viewpoints are limited and views dominated by the 132Kv power lines crossing the site and the existing built environment adjacent the sites, which is</li> </ul> | <p>overrides the importance of the land retaining its open undeveloped state, be developed. This has occurred in two situations at Malton, and the Service Village of Nawton.</p> <p>This VIUA consultation has prompted responses from the local community as sites which they consider meet the tests of the VIUA, and they are often sites which have a development 'interest'. It is important that the Local Planning Authority consider and respond to these responses, and any responses which seek to ensure land is not so designated, in an objective manner.</p> <p>The Site Selection Methodology identified that there were some particular sensitivities with these sites, in summary these a focussed on particularly around the setting of the AONB. The fields also do allow considerable intervisibility to other landscape character areas, but as discussed in the responses for the land to be designated as a VIUA these matters are in themselves not sufficient to warrant the VIUA designation. VIUAs are so designated because as areas of land which are on the edge of a settlement they provide a demonstrable, and significant contribution to the form and character of a settlement which sets it apart from other areas of land. These fields are attractive with particular landscape sensitivities.</p> <p>The Local Planning Authority disagree with statement that the sites do not "provide vistas or viewpoints to the surrounding countryside. The northern site is elevated, as part of the Howardian Hills LCA footslope and provided views of the North York Moors, and particularly of the Howardian Hills and the Wolds. Were these fields to be developed the ability to view these areas would be diminished to an extent, depending on the build form taken. The Pylons still allow intervisibility. The ability to take in these views is achieved from public vantage points out with the site. The sites do have significant landscape sensitivity,</p> |
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|   | <p>not of any particular value being standard residential properties and an industrial estate.</p> <ul style="list-style-type: none"> <li>• It is also worth noting that whilst the A64 is in a cutting it is not completely hidden from view and is audible, reducing any sense of tranquillity.</li> </ul>  | <p>but that is not a reason for the VIUA designation.</p> <p>Land ownership is not a factor in VIUA designation.</p> <p>Noise, and its impact on tranquillity, is not a measure of suitability of area for a VIUA, a number of VIUAs are proximal to main roads, or within urban areas.</p>  |
| <p>C Jennison obo<br/>HL Halder Ltd</p> | <p>Object to retention of VIUA which should be described in two parcels of land which refer to open space on the junction of Whitby Road and High Backside and Whitby Road and Hatcase Lane. The southern component has been subject to numerous successful applications. The map is incorrect and needs changing to match the description. Enclose a map of the southern area to be removed from the VIUA, and proposed for bungalows - for which there is a chronic need.</p> | <p>The map is correct, showing the VIUA as designated in the 2002 Local Plan. The description will be amended to refer to the two parcels of land. The VIUA designation is proposed through this consultation to be retained.</p> <p>Historic planning applications have been submitted on the land, one of which led to building of a single dwelling. An application to the north was refused for the reason:<br/><i>"The proposal if carried out would result in the loss of an open grassed area which constitutes an important visual feature on the approach to Pickering from Whitby and which in the opinion of the Local Planning Authority should for the most part be retained"</i></p> <p>Demonstrating long-standing recognition of the quality of the open space and its contribution to the quality of this part of Pickering. The land to the south has been subject to planning approvals, one of which has expired, the other implemented.</p> <p>The two parcels of land mutually contribute to the experience of positive contribution these parcels of open land make to this part of Pickering. There are no extant permissions. The VIUA designation does not preclude development from taking place, but, the special qualities of the open area must then be weighed in the balance against whether there is an outweighing wider social or economic need for the site to come forward.</p> |

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|                 |  | It is considered that the designation should be retained.  |
| P Beanland      | Object. Consider that sites (High Malton and land to south of Castle Howard Road) represent best sites for development. This designation would prejudice the development prospects for these land areas in the future.   | The Council is not proposing to identify these sites as VIUAs.<br><br>The decision to not identify the land to the north and south of Castle Howard Road has been taken on the basis that the land does not meet the specific policy objectives/reason of the VIUA designation.  |
| S Helme         | Re. site 40/158, west of Alderson House at Kirby Mills, "should be retained as a VIUA as it would be a prominent, visible site"<br><br>Because this site is surrounded by a well established, high hawthorn hedge, a two storey building would not be too prominent. With no development on the site, there is a greater chance of the hedge and field lacking maintenance, which would make it more prominent and visible for the wrong reasons.<br><br>Mr Coates, who made the original proposal, firmly believed that an attractive building on this site would become a unique feature to visitors approaching Kirkbymoorside from both directions on A170, besides providing many benefits for the town as stated in a previous letter. | Lack of maintenance of a site is not a significant consideration in determining whether a policy designation should be changed on a site.<br><br>The presence of the hedge and its height and massing would not mitigate the impact of development on the site, as both a policy principle and in terms of its impact on the street scene:<br><br>The submitted site has been assessed through the SSM in terms of its suitability as a site for residential development. One of the main concerns with the site was the prominent position of the site in relation to land between Kirkbymoorside and Kirby Mills. Development of the site would lead to a prominent further erosion of the space between these settlements, and the open land between them is already diminished. The VIUA designated in 2002 extends between the remaining open space between these settlements, and the view of the Local Planning Authority is that the designation remains relevant and appropriate. |
| R and S Fussell | Having considered the areas highlighted in the attached map (relating to the land between Welham Road and Langton Road, north of Whitewall and Bazeley's Lane, I strongly support the classification of the areas marked A and B on the Map as new VIUAs for the reasons set out below.<br><br>Firstly, the green space and the trees in these areas   | It has not be possible to identify the land at Langton Road as being capable of being included as a VIUA in the event of the permission expiring, the indications are that the permission will be implemented.<br><br>Notwithstanding the above, the Council is committed to the identification of the remaining land between Welham and Langton Roads, south of Mill Beck as a VIUA. To date, no  |

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|  | <p>provide both a desirable view of the surrounding countryside and contribute to the distinctive character of this area. Indeed, these elements have influenced the value of the properties in this area, and is often a reason why residents choose to live in this location.</p> <p>Combined with the space on the other side of Welham Road, the golf course and the fishing pond, this wide expanse of countryside is a crucial part of the overall form and character of the settlement.</p> <p>In addition, Whitewall racing stables is an impressive building dating back to the early 1800's. The most famous trainer to have lived there was John Scott, he bought it in 1825 and lived there until his death in 1871. Scott was an extremely successful as a trainer having a tally of 31 'Classic' winners. There are associated listed buildings around the stables and the green space that currently surrounds this area greatly contributes to the idyllic setting of these historical buildings. Any alterations to the tranquillity of this area would affect the running of the racing stables in the vicinity, which are a valuable source of income for the area.</p> <p>The hilly area between the stables and the Langton Wold gallops called Scot's Hill, and the fields above it, are used daily by dog walkers and alike, for exercise and relaxation, all the more important these days to relieve the stresses of everyday life. Areas A and B are visible from these footpaths and provide an attractive view that people old and young have enjoyed for a long time. The biodiversity of wildlife and wild flowers is maintained by this open space and would be affected by development of these areas.</p> | <p>planning application has been submitted on this part of this proposed VIUA.</p> <p>The wider area of land which has been referred to does not demonstrably influence the form and character of Norton, and warrant the designation of VIUA. The application of the VIUA designation needs to be applied judiciously. Some of the land is already identified as being within the Wolds Area of High Landscape Value.</p> |
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|                 | <p>Furthermore, the road that connects with Welham road from York and surrounding areas has become excessively more busy in recent times with the development of Whitewall Quarry. Areas A and B need to be protected as vigilantly as possible to prevent further development congesting these areas any further. Securing areas A and B as VIUAs would be a major step in preventing this from occurring.</p> <p>As such, I am deeply disappointed that planning permission has been granted for the development of area B in an already heavily populated area, and near to a school and sixth form college, with associated heavy traffic. Nevertheless, I strongly support the classification of this area as a VIUA in the event that this planning permission expires, and it is because of this it is now more important than ever to protect area A from such development.</p> <p>It is the preservation of such vital areas of land that makes towns like Norton and Malton the rural havens that Ryedale is loved and renowned for. We sincerely hope that the council opts to protect areas A and B and look forward to hearing the outcome of the council's decision.</p> |   |
| Natural England | <p>Natural England welcomes the review of Visually Important Undeveloped Areas (VIUA). We consider that the Ryedale's VIUAs can be a useful tool for helping to protect both nationally designated landscapes and locally valued landscapes from inappropriately sited development. We note in particular the new and extended VIUA's associated with settlements within and in proximity to the Howardian Hills Area of Outstanding Natural Beauty (AONB) and North York Moors National park including</p>  | <p>Noted. Although not designated with purpose of protecting the setting of the AONB.</p> |

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|                              | those in Welburn, Slingsby, Amotherby, Hovingham, Ampleforth and Pickering. We welcome the protection these VIUA's offer to the setting and special qualities of the nationally designated landscapes. Natural England notes the removal of VIUA's from the Policies Map but has no significant concerns regarding these sites   |   |
| C Wilson                     | I believe the area of land to the North of Keldhead Farm should be revisited and looked at as either an area zoned for creation of high quality executive housing or to be a designated area suitable for self build. Controlled development in this area would ensure a development of individual residential units in keeping with the traditional properties in the area and securing the long term visual appeal rather than purely securing the area for the life time of this plan.  | Submitted for consideration as a potential site or development; this area was assessed through the Site Selection Methodology. This identified that the open land contributes significantly to the setting of Keld Head Conservation Area by providing an attractive buffer between Pickering and Keld Head. The SSM also identified that the land is already subject to a VIUA designation as part of the 2002 Local Plan. In the re-appraisal of those designations the designation remained relevant and is proposed to be continued.  |
| Paul Jackson<br>AONB Manager | I have the following comments to make on the proposals for the VIUAs relevant to the AONB: <ol style="list-style-type: none"> <li>1. Welburn – proposed new VIUA – support.</li> <li>2. Slingsby – proposed new VIUA – support.</li> <li>3. Amotherby – proposed new VIUA – support. This small field is highly significant in maintaining a gap between the villages of Swinton and Amotherby. It also gives remarkably extensive but rather 'surprise' views from the B1257 out into the wider AONB landscape and therefore contributes significantly to the setting of the AONB.</li> <li>4. Hovingham – proposed new VIUA – support.</li> <li>5. Ampleforth – proposed new VIUAs – support.</li> <li>6. I'm aware that the Malton Residents Group has proposed that an extensive area of land to the west and south west of Malton (bounded by the York Road Industrial Estate, A64/AONB boundary and the B1257) should be designated as a new VIUA. Whilst unable to provide</li> </ol> | Noted. The Council has decided that the VIUA designation of Castle Howard Road Sites does not meet the purpose of the VIUA designation. It is a site which has considerable landscape character, however it is considered that the sites do not make a significant contribution to the form and character of Malton. But not in its contribution to the form and character of Malton. The sensitivities of the site can be considered under the established policy framework of SP13 of the Local Plan Strategy, in respect of matters regarding the setting of the AONB and the protection of landscape character. |

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|  | <p>detailed comments in relation to the VIUA designation criteria which might apply to <i>all</i> parts of this proposed site, the examination of the planning application for the High Malton development showed the importance of the area in the vicinity of Castle Howard Road to the settings of both Malton and the AONB. It would appear that, similar to the proposed new VIUA for Old Malton, an assessment of this land for either full or partial inclusion as a new VIUA might be considered under Criteria 1, 3, 4 and 5.</p>  |  |
| Selby District Council                                       | <p>At this time SDC have no comments to make on the consultation material, however the council wish to be kept informed of the progress and will work with Ryedale as appropriate.</p>  | Noted.   |
| Bell Snoxell Building Consultants Ltd obo Mr and Mrs Collier | <p>The former Brickworks Site at Swineherd Lane.</p> <p>The role of the VIUA is clearly stated in the latest assessment as follows:-</p> <p><i>Kirkbymoorside is subject to one of the most extensive VIUA designations in the District. Its role was multi-fold. To protect the eastern edge of Kirkbymoorside to the north to preserve the setting of Vivers Hill Scheduled Monument, the Church and Conservation Area. The mid section includes the strip field systems and mosaic of field patterns contribute to the setting of the town and provide separation between Kirkbymoorside and Keldholme, it also included land which could be subject to development pressure along Swineherd Lane.</i></p> <p>Assessing the site taking account of the above information has concluded the following:-</p> | <p>The VIUA designation referred to is a long-standing designation at Kirkbymoorside, and the designation performs multi-functions in respect of the VIUA designation criteria, as set out in the Consultation Document. Currently two option choices for development sites were identified as being in the VIUA.</p> <p>At the time of the VIUA consultation, Members had not made decisions on which sites would be taken forward allocation. But the Site Selection Methodology identified the sensitivity.</p> <p>The consultation on VIUAs identified that in respect of Kirkbymoorside, some of the site options consulted upon in 2015, would, if allocated, would then be taken out of the VIUA designation. It is noted that the Brickworks site is previously developed, however, some of the land would be visually prominent, at elevation, but that elevated land has been excluded from the site extent which was consulted upon as an option choice (submission 265).</p> |

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|  | <ul style="list-style-type: none"> <li>- Development of the site has no direct impact on the Vivers Hill Scheduled Monument. The topography of the hillside/landscape means that from the south (A170) there is no way to see Vivers Hill Scheduled Monument.</li> <li>- There is no impact on the Church or the conservation area.</li> <li>- In terms of development pressure along Swineherd Lane, the proposals are for a Brownfield site, part of which is a builder's yard with permission for log cabins to both the lower and mid level sections. The site has houses to either side along Swineherd Lane, albeit not immediately adjacent. This is not a new greenfield site.</li> <li>- No impact on the strip or mosaic field patterns.</li> </ul> <p>The site is visible from a limited number of points in the local area such as Great Edstone. This is however at a considerable distance. From the main road, the A170 the site is very difficult to see directly. As currently viewed it is clear that the site is not greenfield due to the builder's yard and associated materials set aside areas. The proposal to develop the site at low and mid level ties directly into the way in which the site was developed and used as a brickworks. To define the site as 'Undeveloped' is simply not accurate. The site is Brownfield and still used in part for a commercial purpose with planning permission in place for the development of log cabins to the lower and upper parts. Previously a picture of the site as a working brickworks was forwarded. Attached is an aerial view of the site from 2002 that demonstrates its impact on the landscape over the years. The site has changed little since this time apart from a scheme of tree planting.</p> | <p>The proposed allocation therefore only covers the land at the lowest elevation, and this will be identified as an allocation on the Policies Map, with the VIUA designation deleted from that area.</p> |
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|                           | <p>The site is sloping and surrounded on three sides by woodland. It is therefore well shielded in the landscape. The development of houses on the site would be set against the hillside and not interrupt in any way the horizon. The site is currently in use and developed to many parts with permission for more development on the middle/upper parts. The site is therefore sustainable in terms of development for housing and not just to the lower level. It is appreciated that the design and scale of any development to the middle/upper parts would have to be more very well thought out. With the design input of the architect and the Ryedale planning department this is feasible. We trust the above will be considered fully as part of this consultation process.</p> |  |
| Ampleforth Parish Council | <p>Following discussion at a recent Parish Council meeting I can confirm that Ampleforth Parish Council are happy with all of the additional VIUA's in the village of Ampleforth, as listed in the consultation document.</p> <p>Ampleforth Parish Council would also like to submit a new VIUA for consideration by yourselves at the top of Millway. Please find attached details of this location and why the Parish Council believe it should be considered as an additional VIUA. The Parish Council look forward to hearing your thoughts on this submission.</p>  | <p>The land which the accompanied the representation is actually included in the VIUA which is described as: Land to the south of St. Hilda's Church. It is acknowledged that a broadening of the description of this land would provide clarity to the extent, and so it is proposed that it be changed to:</p> <p>"Land to the South and West of St. Hilda's Church and North of Millway."</p> <p>Furthermore the photograph which accompanied this representation will be added to the supporting evidence of this proposed VIUA.</p> |
| Flaxton Parish Council    | <p>Flaxton Parish Council has considered the proposed amendment to the existing VIUAs with respect to the land to the east of the cricket pitch in Flaxton and fully concurs with the proposed extension of the site to the</p>  | <p>Noted.</p>  |

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|                             | field boundary.  |   |
| Huttons Ambo Parish Council | Thank you for the opportunity to comment on the proposed revision of sites covered by this designation. The Parish Council is satisfied that the amendments are appropriate and has no further sites to put forward for designation.   | Noted.  |
| M Middlebrook               | <p>I think it is vitally important to keep the flats, allotments, cemetery and grass verges in Old Malton and a green belt between Old Malton and Malton as these all add to the character of this Conservation Area.</p> <p>I suggest that 323 and 324 should also be identified as VIUAs because they meet the following criteria:</p> <ul style="list-style-type: none"> <li>• Contribution to the overall form and character of Old Malton, which is a Conservation Area;</li> <li>• Contribution to the setting of Old Malton as viewed from a number of publically accessible view points and from approaching roads and paths;</li> <li>• They prevent town and village cramming (Malton and Old Malton)</li> </ul> | <p>The support for the designation of proposed extended VIUAs and new VIUAs is noted.</p> <p>Site 323 has now received planning permission.</p> <p>The Local Planning Authority must consider the sites submitted for consideration to ensure that development requirements are met. The identification of policy choices for sites is an iterative process, and is informed by evidence.</p> <p>At the time of VIUA consultation the Council was preparing the draft of the Publication of the Local Plan Sites Document, and had consulted the previous year on the Option Choices for sites to deliver the residual requirement. Site 324 had performed well enough in the appraisal process to be considered as an Option Choice.</p> <p>Re-evaluation of the site 324 by Officers, including the Council's Conservation Officer, has been undertaken.</p> <p>This response is made on the basis of both the further evaluation of the site, and that a position has been reached which identifies which sites are identified as allocations to meet the residual requirements.</p> <p>It is not considered that the open land contributes to the setting</p> |

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|  |  | <p>of Malton. However it is considered that the land contributes significantly to the settlement identity of Old Malton. Whilst Officers had considered that some of site 324 may have been acceptable in principle for development, Historic England did identify the importance of maintaining a gap between the two settlements, and raised concerns that even with the pre-existing VIUA designation which covers the first field, known as 'the Flatts', this may not be sufficient to provide an acceptable break in the built extent.</p> <p>Aligned to this the Council's Conservation Officer concludes that the fields do provide a very important aspect of providing a rural setting to the Old Malton Conservation Area:</p> <p><i>“The Conservation Area of Old Malton can be summed up as a predominantly traditional vernacular village in a rural setting. The rural setting of Old Malton is an important aspect of the character which it is desirable to preserve or enhance. At present there is a defined rural edge which separates Old Malton from the more urban centres of Malton and Norton. This is an important separation and creates a visual buffer to the conservation area. The fields in question provide expansive views of the western edge of the village, and set it within its rural context. “</i></p> <p>She also identified that the site forms a very important part of the setting to the Grade I Listed St Mary's Priory church. This setting contributes to its significance as a building within a tranquil rural village setting. <i>“Due to the available expansive views over the fields, the large scale of the church and the height of the tower, the church can be clearly seen rising above this village setting. This juxtaposition of massive church and small rural settlement greatly contributes to the historical and aesthetic value of the church. This emphasises not only the importance of the church to its immediate rural community, but in addition, due to its large size which can clearly be discerned from the fields in question, it</i></p> |
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|             |   | <p><i>is clear that the significance of the church extends beyond that of the localised village community. “</i></p> <p>As such it is considered that the fields submitted and identified as site 324 warrant their inclusion as a VIUA in respect of the following criteria:</p> <ul style="list-style-type: none"> <li>• Contribution the space makes to the setting of the settlement viewed either from publicly accessible view points within the settlement or from approach roads or paths</li> <li>• Contribution the space makes to the setting of a building or groups of buildings either listed or of historical or architectural interest.</li> </ul> <p>On that basis the reasons for its designation would be</p> <ul style="list-style-type: none"> <li>• The site makes a significant contribution to the character or setting of the settlement; and</li> <li>• The site provides an attractive setting for buildings within it;</li> </ul> |
| K Hailstone | <p>With regard to Amotherby Parish Councils proposal for the field at Station Farm to be considered as a new VIUA.</p> <p>The site does not have any significance within the village, other than as a potential development site.</p> <p>I have responded to the six criteria used to identify VIUAs in the order that they are listed on the Identification and review of Visually Important Undeveloped Sites consultation document.</p> <p>1/ The distant view of the church is only visible to the owners of Station Farm as the field is not visible or accessible to the public/village other than very limited</p> | <p>Noted. The Local Planning Authority has responded to the Parish Council's proposal for the land to the rear of Station Farm (site 8) to be included as a VIUA.</p> <p>Officers have examined the site, and consider that the site does not have demonstrable sensitivities which would set the land apart from most other areas of the land which surround Amotherby, and therefore is not proposed to be subject to a VIUA designation.</p> <p>This does not, however, preclude the Local Planning Authority's responsibility/and duty regarding the setting of the Grade II Listed Church, and the due consideration of those matters.</p>   |

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|                                 | <p>views through the copse of trees that we have planted along the boundary with the churchyard. This view from the northern boundary of the churchyard is basically a grass field with the BATA factory/Mill in the distance.</p> <p>2/ The field makes no contribution to the setting of St Helens Church. The church stands well away from the field boundary and the field cannot be seen from the actual church only from the northern edge of the graveyard which is well away from the church.</p> <p>3/ The field makes no contribution to the overall form and character to the village. Most people wouldn't know it was there. It has boundaries to village gardens on one side. A copse of trees with BATA behind on another side. Open fields on the third side towards Swinton and on the fourth side another copse of trees and the boundary with the graveyard.</p> <p>4/ The only vista visible to the village/public is the BATA factory/Mill</p> <p>5/ Apart from the copse of trees that we have planted along the graveyard boundary there are no other trees or walls and nothing in the field that is any different from hundreds of other fields in or surrounding Amotherby. Additionally the copse of trees that we have planted would be retained in any future development of the land.</p> <p>6/ the site has no archaeological or historic interest. It is just a four acre grass field.</p> |        |
| Hovingham and Scackleton Parish | The Parish Council fully supports the proposal to register this area of land as VIUA.  | Noted. |

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| Council                                   |   |   |
| L Coulson obo Mrs P Barber and Mr B Booth | No objection to the principle of the designation. But require that that there is a small, rectangular area of land be excluded to make the designation easier to implement and enforce and allow for proper boundary treatment around the beck. Exclude the hatched yellow/orange area to the south of site submission 417.   | The proposed VIUA designation is already subject to a number of different landowners. It is the quality of the space which defines the boundary of the VIUA; not land ownership. The designation does not preclude management of the site, or maintenance of boundaries. It actually responds to the edge of the fish ponds which is a physical boundary feature in itself, and the trees which contribute to the green wedge of Mill back incorporate this area of land. Extent retained as proposed.  |
| L Coulson obo Mr and Mrs A Bulmer         | <p>Seek to remove the VIUA Designation on land at Great Habton, which is described a garden to the west of Manor House and west and south of The Beeches. The garden area to the west of Manor House, I was unable to see through the trees and foliage on the majority of the site to actually see the setting of the Manor House behind. The setting of the Manor House is protected by legislation which protects the setting of a listed building.</p> <p>Since the VIUA designation 5 houses have been built, all the properties show the area as front garden with normal residential usage, and the VIUA has not been amended to reflect this. The trees could be protected by TPO, no special character or public benefit, as opposed to any other properties in the village which lie in generous plots.</p> <p>Consider that they no longer fulfil the criteria for the VIUA designation, and should be lifted.</p> | <p>The VIUA designation recognises that it is the undeveloped qualities of the site which are important in this regard. The trees at the frontage of the Manor House, the trees at the front of the Beeches and the trees to the south of the Beeches are all subject to a Tree Preservation Order. The land to the frontage of the Beeches, which is more open, and the green space in which the trees are situated is more prominent with in the street scene. In respect of Manor House, the lodge is a large property which sits close to the site frontage. Whereas Manor house is set back with a distinct depth of frontage.</p> <p>Our records show that the buildings were completed some two years prior to the adoption of the 2002 Local Plan, and therefore the VIUA designation was undertaken to ensure that the land would remain undeveloped, by features such as garages, sheds which would need permission by virtue of their position relative to the property.</p> |
| M Bradshaw                                | <p>With some sites I cannot see any objection to them being suitable for building. On saying that I do feel villages need a village green, even if small.</p> <p>Most sites have lovely views, but we need more homes to be built. Houses leading out onto busy streets are not a good idea. We do need our lovely villages, they</p>   | <p>Noted. The role of VIUAs is to ensure that development decisions recognise that particular areas in around our villages and market towns have features and setting which makes it important to ensure that those qualities are retained, even when they may appear to be 'good sites for development'. The Local Plan Sites Document identifies where those development needs</p>  |

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|                          | are what go a long way to making us an area of outstanding natural beauty.   | are best met, and identifies area where development would lead to a loss of character which contributes to a place or the setting of a place.   |
| Gladman Developments Ltd | <p>Need to ensure that the process used for VIUA designation is in line with the NPPF to ensure that the designation is justified.</p> <p>This representation will provide an overview what is deemed necessary for landscape designation in the context of the NPPF before examining the proposed designation at land between Welham and Langton Roads</p> <p>For a landscape to be considered valued it must exhibit some demonstrable physical attributes which elevate its importance above simply being an area of undeveloped countryside.</p> <p>GLVIA 3 offers guidance on what could be considered a physical attribute with helpful indicators:</p> <ul style="list-style-type: none"> <li>• Landscape Quality</li> <li>• Scenic quality</li> <li>• Rarity</li> <li>• Representativeness</li> <li>• Conservation Interests</li> <li>• Recreational Value</li> <li>• Perceptual aspects</li> <li>• Associations</li> </ul> <p>Should only designate VIUAs where there is sufficient evidence that an area has demonstrable physical attributes, and should not try to block sustainable development from coming forward.</p> <p>Question why this area is being designated now, and</p> | <p>In principle, designation is consistent with the NPPF and legislation relating to the role of the Development Plan.</p> <p>Gladman Developments (Ltd.) misunderstand the purpose of the policy. It is not the purpose of the policy to be a landscape policy and in this respect GLVIA 3 Methodology is not relevant.</p> <p>It is important to recognise that the purpose of the VIUA designation is as follows:</p> <ul style="list-style-type: none"> <li>• The site makes a significant contribution to the character or setting of the settlement;</li> <li>• The site provides an attractive setting for buildings within it;</li> <li>• The site is of importance in terms of the historical form and layout of the settlement</li> </ul> <p>It is not a designation which is orientated around landscape, and therefore the relevance of GLVIA 3 is not relevant to the purpose of the VIUA designation.</p> <p>Both Historic England and Natural England have not identified such an approach as being in conflict with the NPPF, it should also be noted that the rationale for the consideration of VIUAs formed part of the evidence base of the consideration of the Local Plan Strategy, submitted, examined and adopted in a post NPPF policy context.</p> <p>The rationale of not identifying land as VIUA because it was not identified as a VIUA in the preceding Local Plan from 2002 neglects the fact that planning policy changes over time, and site specific designations must respond to that in a place-specific</p> |

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|  | <p>why it has not been previously designated?</p> <p>There has been no strategic landscape study, and the Council have used their own methodology for designating VIUAs</p> <p>The northern part of the designation is subject to a planning permission, and in the course of the appeal the Inspector considered that <i>'these sites did not require any special consideration in terms of their landscape or appearance'</i></p> <p>On that basis this part of the designation should be deleted.</p> <p>Evidence which underpins policy must be robustly prepared, failure to do so makes soundness in severe doubt.</p> <p>Justifications used:</p> <ul style="list-style-type: none"> <li>• Contribution the space makes to the setting of the settlement viewed either from publicly accessible view points within the settlement or from approach roads or paths</li> <li>• Contribution the space makes to the setting of a building or groups of buildings either listed or other historical or architectural interest</li> <li>• Extent to which the space provides a vista/viewpoint into the surrounding countryside</li> <li>• Extent to which trees, boundary hedges or walls contribute to the character of the space</li> </ul> <p>These justifications do not show sufficient demonstrable physical attributes to include land between Welham Road and Langton Road as a VIUA.</p> | <p>way and development requirements change. It is entirely appropriate that development plan policies are periodically reviewed. Since the adoption of the 2002 Local Plan, national planning policy regarding housing delivery has increased the emphasis on the sustained delivery of housing, particularly in those settlements where facilities and services, shops employment and education can be accessed in a more sustainable manner. This has placed significant pressure on the District's market towns and service villages, and a need to re-examine areas of land which were in the 2002 Local Plan capable of being identified as a VIUA, but were not because the allocations were defined, there was no pressure for development, and they were outside Development Limits and seen as Open Countryside.</p> <p>Consequently, as part of the production of the Local Plan Sites Document the Local Planning Authority both reviewed the existing VIUA designations, and examined areas which had been identified through consultation (particularly in 2009) regarding areas of land which were identified as being important to remain open and undeveloped. The work on the sites assessment had identifies sites with particular sensitivities, including the Council's Special Qualities Study.</p> <p>Whilst for a number of the existing and proposed VIUAs in villages and towns they represent more discrete, smaller areas of land; a small number of larger VIUAs have been previously identified at the Market Towns. It is now become appropriate to identify further areas which incorporate larger areas of multiple fields which are of demonstrable significance to the setting of the town(s), and contribute to the form and character of settlements.</p> <p>The VIUA designation is not a designation which is concerned with landscape character <i>per se</i>. The range of site sizes and situations across the District is testament to the range of</p> |
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|  | <p>This wording is more like that of a settlement gap policy rather than of a landscape quality policy. The justification in this regard is key, settlement gap policies are not landscape designations and are designated for entirely different reasons using different evidence.</p> <p>The views provided into the surrounding countryside and in the setting of the settlement are a heavy justification for the inclusion of land between Welham Road and Langton Road as a VIUA. Scenic quality is just one criterion to be assessed when designating valued landscapes, it is not considered sufficient without there being further demonstrable physical attributes.</p> <p>The setting of a building, or groups of buildings, either listed or other could be considered a physical attribute as referenced in the justification above. However, this issue has already been addressed in the inspectors report for the appeal on the second part of the proposed designation at land between Welham Road and Langton Road.</p> <p>The second part of the proposed designation is much closer to the listed building and designated heritage asset in question and the inspector did not consider that any harm to them would be sufficient to refuse the application. There is nothing to suggest that the same would not be the case should a development proposal come forward on another part of this VIUA designation.</p> <p>Further, there is nothing to suggest that the trees, boundary hedges or walls are out of the ordinary in the</p> | <p>attributes which can contribute to the character of places and setting of settlements, as identified in the six criteria used to assess potential VIUA sites. This is set out in the background paper to which these comments are appended.</p> <p>It is appropriate that in the consideration and evaluation of all the site submissions through the application of the Site Selection Methodology, which is the operational element of the Sustainability Appraisal process, the Council derives which are the most sustainable sites to meet housing requirements, and this work has concluded that the sites at between Langton and Welham Roads do not perform as well as some other sites. As such other sites have been taken forward as proposed allocations, and the area which has permission is identified as a commitment.</p> <p>The difference from the 2016 VIUA consultation is that the planning permissions granted at Langton Road have now not been identified as becoming a VIUA if the permission expires, this is due to the evidence that the sites will be developed. The Local Planning Authority is entitled to provide a policy approach for the site in the event of the permission expiring, but since this is unlikely to occur, the designation would be moot.</p> |
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|           | <p>area and that any potential development of the area could not positively contribute to and enhance the character of the space.</p> <p>Without evidence from a strategic landscape study this area should not be included in the VIUA proposals and until this evidence can be presented Gladman would suggest the proposed designation be removed.</p> <p>Indeed, each part of the designation that has been put forward for inclusion has also been put forward to be included in the site allocations document. The inclusion of land between Welham Road and Langton Road is unsound and we consider this an attempt to block otherwise sustainable development coming forward; a direct conflict with the core principles of the NPPF.</p>          |  |
| F Campion | <p>Regrettable that it has taken until now for the VIUA designations to be proposed, particularly given the appeal decisions. Particularly since the photos were taken in winter, so presumably you were planning to use these long before the applications.</p> <p>Strongly support the VIUA designation.</p> <p>Whitewall Stables and cottages are grade II listed and have a long-standing cultural connection to the racing industry going back 200 years.</p> <p>Bazeley's Lane is a Bridle Path, which was tarmaced with excess from the A46 Bypass.</p> <p>There is a historic circular gallop in front of Whitewall and are an important divider between the settlement of Norton and Whitewall. Bazeley's lane is the boundary for Scots Hill</p> | <p>The photos were taken as part of the site visits which were conducted in early 2015 as part of the site consideration assessment process. They were not taken per-se for any potential VIUA designation, but to record the site at the time of the visit.</p> <p>The information provided in this response demonstrates the demonstrable special qualities of the fields between Langton and Welham Roads.</p> <p>Whilst it is noted that interest has been raise in extending the VIUA across to west of Welham Road, it is considered that this land does not display the unique features of the land subject to the proposed VIUA, and is land distanced from the settlement and subject to general policies of restraint which recognise its open countryside location. The field patterns and modern fields to the north are also not distinctive in their appearance. They do not influence directly the form and character of the settlement-going back to the reasons for the VIUA designation:</p> |

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|  | <p>The horseracing industry utilise Bazeley's lane and an essential route for the movement of horses to the gallops.</p> <p>The area is contains public footpaths and is used by dog walkers.</p> <p>There is evidence that the layout of fields forms part of an ancient manor and that there may have been a roman settlement in those fields</p> <p>Mill Beck is an ancient stream and springs and will be irreparably damaged by development.</p> <p>The Inspector gave no weight to the impact on the equine industry, despite being a major contributor to the economy and providing direct and indirect jobs.</p> <p>I would further suggest that this VIUA is extended to include the land between Blink Bonny and south of Norton to protect his area which is the continuance of the important route to both sets of gallops used by many trainers in Norton</p> <p>The VIUA should also be extended to the west of Welham Road to include the Golf Course, paddocks and fish pond and extend as far as the river.</p> <p>The approach to Norton from the south from Whitewall Hill, Langton Road and Beverley Road should also be considered because together they constitute the main body of the racehorse training area of Norton, the protection of which should be of the highest priority with Town Planners, minerals and waste development</p> | <ul style="list-style-type: none"> <li>• The site makes a significant contribution to the character or setting of the settlement;</li> <li>• The site provides an attractive setting for buildings within it;</li> <li>• The site is of importance in terms of the historical form and layout of the settlement</li> </ul> <p>Therefore do not meet the reasons for the designation.</p> <p>Furthermore, whilst the importance of safe passage is recognised by the Council, the VIUA designation is not the policy to ensure that this is undertaken. Its scope is around protecting other form and character features, based on the six criteria and for the reasons above. The Council is in discussions with the Highways Authority to find solutions to ensure that vehicle movements and those of horses can be undertaken mutually and safety.</p> <p>The VIUA designation needs to be applied judiciously with specific criteria, to ensure that it remains of value, and provides robust policy protection to areas which are subject to particular sensitivities. Based on this representation, the entire south extent of Norton, to the east and west would be included. Using such a designation in a more generalised approach, would result in a situation where there is a dilution and consequential devaluation of the designation, which would make it harder to resist applications for development of VIUA sites in general, when balanced against social and economic objectives. It is not considered that the these areas meet the specific reasons of:</p> <ul style="list-style-type: none"> <li>• The site makes a significant contribution to the character or setting of the settlement;</li> <li>• The site provides an attractive setting for buildings within it;</li> <li>• The site is of importance in terms of the historical form and layout of the settlement</li> </ul> |
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|   | <p>planners and highways considerations- although this is so often not the case.</p>   | <p>There are some landscape sensitivities, parts of the areas mentioned are within the Wolds Area of High Landscape Value on the elevated land, and these would be considered under Policy SP13, with the spatial principle considerations of SP1 and SP2. There is 'policy restraint' in these areas to consider development proposals.</p>  |
| <p>England Lyle Good Town Planning obo the Hovingham Estate</p> | <p>Object to the inclusion of land to the north of the Worsley Arms and south of the Village Hall and Tennis Courts. Set an unduly negative tone for future consideration of development proposals and hinder progressive development in the village. The Estate has indicated in their Masterplan their broad areas of change over the next 25 years- and the designation would stymie that approach.</p> <p>Flood risk already constrains the land. The land is already adjacent which is within or close to the AONB. The presence of Listed Buildings and Conservation Areas have their own policy designations- it is duplicative and unnecessary.</p> <p>The Pasture Lane development has created successful growth, and subject to flood risk matters being addressed, this is proposed to be extended (site 347 and 643)</p> <p>There is an existing plethora of controls for protecting the character and amenity of settlements; regarding listed buildings and other historic and architecturally important buildings and the character of conservation areas such can be achieved by the appropriate application of existing local and national planning policies and guidance</p> | <p>Approximately 50% of the land which has been identified as a proposed VIUA was submitted as a site for residential development as part of the Development Plan production. In assessing the site, the Local Planning Authority considered of the wider sensitivity of this area of land and its contribution to the setting of the Worsley Arms complex of Listed Buildings, and the Hovingham Conservation Area, which abuts the proposed VIUA. As a consequence, the VIUA designation extends further to the east, to allow the full appreciation of the eastern elevation of the Cart House, but also links up to existing VIUA designations which occur on Main Street, and which includes the garden area of the Worsley Arms. It should be noted that it does not include land to the south and east of the Worsley Arms complex of buildings (partly identified as site submission 643). This is because, whilst having considerable potential to affect the setting of the Worsley Arms, there is a series of farm buildings and other buildings, which mean that the land has been developed, and is not open.</p> <p>Notwithstanding the exclusion of this land, in exercising its planning functions, the Local Planning Authority must <i>"in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority...shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses."</i> As required by s.66 of the Planning (Listed Buildings and Conservation Areas) Act 1990.</p> |

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|  | <p>To prevent town and village cramming- there is an assumption that such may occur and equally that high density development is appropriate, pre-judging the appropriate assessment of any development prospect.</p> <p>To retain green areas, open space and trees, again, such can be achieved by the appropriate application of existing local and national planning policies and guidance.</p> <p>Previous reasons for the designation of the existing VIUAs, one of more the following were deemed significant.</p> <p>Significant contribution to the character or setting of the settlement- key word is significance</p> <p>Attractive setting - a value/qualitative judgement<br/>Site is of importance - need to appreciate the form and evolution of the settlement, not just because it is undeveloped.</p> <p>The RDC site selection methodology with regard to this land parcel is flawed and overstates the possible impact on village character and setting. Special Qualities Study does not extend to Hovingham and there is no up to date Conservation Area Appraisal, Village Design Statement or Parish Plan.</p> <p><i>Contribution the space makes to the setting of the settlement views either from publicly accessible view points within the settlement or from approach roads or paths. - Response:</i></p> <p>Proposed land is not capable of being appropriately</p> | <p>The Local Planning Authority does not agree that by designing this area of as a VIUA it is duplicative or unnecessary. Both Historic England and Natural England have not identified the principle of such an approach as being in conflict with the NPPF as part of the Examination of the Local Plan Strategy, it should also be noted that the rationale for the consideration of VIUAs formed part of the evidence base of the consideration of the Local Plan Strategy, submitted, examined and adopted in a post NPPF policy context. This has also been repeated by both Natural England and Historic England in this response. Both Historic England and The Howardian Hills AONB Manger have expressed explicit support for the extended VIUA designation in Hovingham. Historic England advised: Hovingham: Land to the north of the Worsley Arms and south east of the Village Hall and Tennis Courts This area contributes to the setting of the Hovingham Conservation Area and of views towards the village from the east. Therefore we support its identification as a VIUA.</p> <p>As a policy designation, the designation of VIUAs was as a policy construct in principle taken forward into the NPPF compliant Local Plan Strategy. The VIUA designation was never designed, nor has been imposed, to operate as a block to development that was socially and economically on balance necessary to come forward despite the identified sensitivities within a site. Indeed two VIUAs have become developed, in a Market Town and Service Village. However, the VIUA designation is important because it seeks to recognise that there are demonstrable physical attributes which make areas of land important to retain their special qualities for the character of places, and by this set out why they are different to areas of simply 'undeveloped countryside', and important to be retained. Therefore requiring the specific features to be taken into account in considering any development proposals.</p> |
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|  | <p>appreciated from publicly accessible view points within the settlement. The site is not viewable from Main Street. The existing VIUAs are viewable, but they extend back from the street. The extended VIUA is not capable of being viewed from the public highway. The Worsley is private commercial enterprise.</p> <p>Even if development were accommodated, this would not be visible in the street scene due to the separation distances.</p> <p>Land to the north of Stone house is private garden space so any public view is not from here, but from the village hall grounds.</p> <p>As for views from outside the settlement, this is limited to the footpath to the north, itself bounded by hedging with the Worsley Arms complex of buildings some distance away and impact diluted as a result and equally revealing the modern, substantial agricultural buildings and modern development upon Mowbray Crescent as it climbs the hill to the south as key features in the setting of the settlement. The significance of this aspect is questionable and designation based upon purely the fact the land is open and largely in agricultural use.</p> <p><i>The contribution the space makes to the setting of a building or groups of buildings either listed or of historical or architectural interest. Response:</i></p> <p>The proposed VIUA does not, in its entirety, form the setting to the listed buildings to the south and west of the site. The Worsley Arms complex is compact and orientated to the south and west. As stated above, it is</p> | <p>The Local Planning Authority would entirely agree that the VIUA designation should be judiciously used. Other sites have been submitted for consideration as VIUAs, and they have not been progressed. The VIUA designation needs to be applied judiciously with specific criteria, to ensure that it remains of value, and provides robust policy protection to areas which are subject to particular sensitivities.</p> <p>The site, whilst not being publically accessible, affords open views to the Worsley Arms from a public vantage point, and complements the existing VIUA designations which do face onto Main Street, and whilst again being private afford a public benefit through their open qualities. The Local Planning Authority has not sought to identify a 'blanket approach' to VIUA designation surrounding Hovingham, which is clear from an examination of the Policies Map.</p> <p>The rationale of not identifying land as VIUA because it was not identified as a VIUA in the preceding Local Plan from 2002 neglects the fact that planning policy changes over time, new evidence must be considered, and site specific designations must respond to that in a place-specific way. Since the adoption of the 2002 Local Plan, national planning policy regarding housing delivery has increased the emphasis on the sustained delivery of housing, particularly in those settlements where facilities and services, shops employment and education can be accessed in a more sustainable manner. This has placed significant pressure on the District's market towns, but also pressure on the Service Villages, and a need to re-examine areas of land which were in the 2002 Local Plan capable of being identified as a VIUA, but were not because there was no pressure for development, and they were outside Development Limits and seen as Open Countryside.</p> <p>Consequently, as part of the production of the Local Plan Sites</p> |
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|  | <p>visible but at a distance and softened by surrounding development.</p> <p>There is also an assumption that the appreciation of the setting of the listed buildings cannot actually be enhanced as a result of development – providing more open access to views from within the heart of the proposed VIUA through new public vantage points and an immediate appreciation of these buildings which could be set in an appropriate open context within any scheme of development. Such could be achieved and legitimately required through appropriate development management and application of existing policy. There is no need for this additional policy burden as the consideration of setting already is a significant material consideration.</p> <p><i>The contribution the space makes to the overall form and character of the settlement Response</i></p> <p>The inherent character of Hovingham is dominated by the cluster of historic buildings associated with Hovingham Hall and managed parkland to the west of Main Street and the wider/general relationship between built development and the contained open spaces which predominantly sit along and lie within the triangle of land bounded by Main Street (B1257), Church Street and Park Street. The built form is otherwise closely knit and contains such generous open spaces with few gap sites. The present VIUAs reflect and seek to protect those areas which genuinely contribute to this character and can be appreciated from main public vantage points.</p> <p>The proposed additional VIUA is not appreciated on the approach into Hovingham from the north with the tree</p> | <p>Document the Local Planning Authority both reviewed the existing VIUA designations, and examined areas which had been identified through consultation (particularly in 2009); site assessment; and wider evidence such as Conservation Area Appraisals and Special Qualities Study; which identified such land as being important to remain open and undeveloped.</p> <p>The VIUA designation is not a designation which is concerned with landscape character <i>per se</i>. The range of site sizes and situations across the District is testament to the range of attributes which can contribute to the character of places and setting of settlements, as identified in the six criteria used to assess potential VIUA sites. The VIUA designations do not encircle settlements. The Local Planning Authority has received requests to undertake this, but as evaluated carefully where areas of land have a demonstrable significant contribution to the form and character of the settlement, and any sensitivities within that settlement.</p> <p>The Local Plan Sites Document identifies allocations to comfortably meet the residual requirement, and the NPPF buffer, whilst also in conjunction with the operation of the local buffer means that the Council will deliver more than 3000 homes over the plan period. The NPPF is clear that in tandem with ensuring that there is a sufficient land supply for the delivery of housing, there is a role for Local Plans to identify areas of either restraint (Green Space), or areas where particular sensitivities are acknowledged and identified, and where if development proposals sought, these sensitivities would be identified within the Development Plan. In Ryedale, this would need to be considered in the context of Local Plan Strategy policy SP16 <i>"Development proposals on land designated as a VIUA will only be permitted where the benefits of the development proposed significantly outweigh the loss or damage to the character of the settlement"</i>.</p> |
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|  | <p>lined highway and subsequent development in proximity to Pasture Lane screening the land from view. Equally, on the approach from the south any open views are distant and expansive with the generality of the relationship of the built-up confines of the village with the wider open countryside diluting the ability to identify the proposed VIUA as a key and identifiable element in terms of village character or form.</p> <p>Therefore, the actual contribution that the space makes to village form and character is questionable and clearly far less than the present designated VIUAs – that is why the land was not included originally no doubt. Nor would the expansion of such VIUAs as proposed add anything as the subject land is not wholly read as an integral part of these existing VIUAs and only appreciated from a very few and constrained public vantage points. It is not a main contributor to village character or form.</p> <p><i>The extent to which the space provides a vista/viewpoint into the surrounding countryside</i><br/> <b>Response</b><br/> As stated previously, this is not satisfied due to the limited public access and available public viewpoints onto the land from within the village. Even when the land is revealed, any view is acute and not fully across this land from a sensitive location/context due to the position of the public footpath adjacent to the tennis court and village hall car park.</p> <p><i>The extent to which trees, boundary hedges or walls</i></p> | <p>It is important to be aware that the VIUA designation is not the same as a Local Green Space Designation, the role and scope of which is set out in paragraphs 77/78 of the NPPF. The NPPF sets out the circumstances for the application of this type of designation, and whilst the remit can be broader; it is for local communities to identify what those reasons are. The Local Green Space designation is much more restrictive than that of the VIUA designation in respect of the decision making process: Para 78 of the NPPF states that "<i>Local policy for managing development within a Local Green Space should be consistent with policy for Green Belts</i>". This is not undertaken under Policy SP16 of the Local Plan Strategy. This is why the NPPF provides a framework for considering such sites and that they should not be extensive 'tracts of land' to desist a blanket approach to areas of restraint.</p> <p>The Sites Consultation in 2015 did not identify the VIUAs. A VIUA consultation followed in 2016.</p> <p>Hovingham and Scackleton Parish Council have responded to this consultation and 'fully support' the inclusion of the extended VIUA.</p> <p>It is considered that it remains appropriate to identify this area of land as part of an extended VIUA designation within the Policies Map.</p> |
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|  | <p><i>contribute to the character of the space Response</i><br/>Officers rightly accept that there is no significant positive contribution in this regard.</p> <p><i>The archaeological or historic interest of the space</i><br/>Officers rightly accept that there is no significant positive contribution in this regard.</p> <p>Fundamentally, there is no need for this extended designation. The present VIUAs provide sufficient protection given the stated criteria for this part of the village. This additional land was not deemed to meet the clear criteria, purpose or reasons for designation previously nor does it now. There have been no changed circumstances to justify the additional allocation other than in reaction to possible future development and to stymie the aspirations of the Estate as indicated in the Estate Masterplan.</p> <p>The document emphasises that <i>'the designation is not in itself, a landscape protection policy or a policy designed to provide 'blanket' protection to all/the majority of undeveloped land around settlements'</i> (page 18) – however, in this case this is exactly what the designation is appearing to do.</p> <p>The local planning authority are applying too low a threshold in this regard and seeking designation on an unsound basis.</p> <p>While the local authority refers to paragraph 77 of the NPPF in the document (which itself refers to Local Green Spaces) this confirms that <i>'designation will not be appropriate for most green areas or open space'</i> and should not involve <i>'an extensive tract of land'</i>. Also,</p> |  |
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|  | <p>there is a '<i>demonstrably special</i>' test which needs to be applied. The local community have not actively sought for this land to be designated in this manner – no initial inclusion in the Local Plan, response being made to the Sites Issues and Options Consultation 2009 (Appendix 2 of the present consultation document) or more recent allocations consultation in October 2015 as we understand - which is a reflection of the lack of necessity, desire and need for such.</p> <p>Appendix 2 of the document, in assessing other potential VIUAs across the district under the 2009 consultation, repeatedly refers to the following approach:<br/> <i>'The VIUA designation needs to be applied judiciously with specific criteria, to ensure that it remains of value, and provides robust policy protection to areas which are subject to particular sensitivities. Using such a designation in a more generalised approach would be a dilution and consequential devaluation of the designation, which would make it harder to resist applications for development of the site, when balanced against social and economic objectives.'</i></p> <p>It is considered that the proposed additional VIUA in Hovingham does not meet this 'judicious' application of the stated criteria (based on a visual assessment on site as opposed to on plan) or sit comfortably as a beneficial extension of the present VIUAs which lie along the public road frontage and more readily meet the required tests. The extensive nature of the land effected also discourages such designation as paragraph 77 of the NPPF refers.</p> <p>The objective of the local authority to protect the quality</p> |  |
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|  | <p>of the built and natural environment associated with Hovingham is applauded but it is an aim equally shared by the Estate, and demonstrated in practical terms on a daily basis. The Estate is the significant custodian of key elements of the village – both village services and the underlying nature of the place – and the effective long term management and vision for the village equally generates a ‘public benefit’ (page 5) in its own right; perhaps above and beyond that which this proposed allocation seeks to protect. This should be balanced against the perceived limited public benefit of the proposed designation and ramifications that would arise as a result.</p>  |   |
| <p>Evolution Town Planning obo The Carr and Watts Families</p> | <p>Object to the inclusion of the VIUA designation on land between Welham Road and Langton Road<br/> A report supplements this objection<br/> Highly unusual that land be included within a VIUA following the granting of planning permission.<br/> The Inspector in reaching the decision did not refuse the application on the basis of harm to the character of the area.<br/> The view of the Landscape Architect is that the land to the west of the VIUA is less importance in the landscape, and as a result has less reason to be included in a VIUA than the land along Langton Road which was subject to the appeals. The study concludes:</p> <p>We conclude that the designation of the Norton VIUA should not be implemented. The Site, in the west of the VIUA, is eminently suitable for housing development, located on flat, low lying land and adjacent to existing residential development on three sides. Scott’s Hill Provides a clearly defined, defensible edge to the</p> | <p>As a policy designation, the designation of VIUAs was as a policy construct in principle taken forward into the NPPF-compliant Local Plan Strategy. The VIUA designation is focussed on identification of areas which significantly contribute to the form and character of the settlement.</p> <p>It is important to recognise that the VIUA designation is not a landscape designation per se; the range of site sizes and situations across the District is testament to the range of attributes which can significantly contribute to the form and character of places and setting of settlements, as identified in the six criteria used to assess potential VIUA sites. The reasons for the application of the designation are based on one or more of the following reasons:</p> <ul style="list-style-type: none"> <li>• The site makes a significant contribution to the character or setting of the settlement;</li> <li>• The site provides an attractive setting for buildings within it;</li> <li>• The site is of importance in terms of the historical form and layout of the settlement</li> </ul> |

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|  | <p>countryside beyond. The Appeal Site within Norton VIAU East has already been granted planning permission for up to 93 homes and the VIUA designation would only become implemented in the unlikely scenario of the permission expiring.</p> <p>At page 95 of The Landscapes of Northern Ryedale, published in 1999 on behalf of the District Council, the assessment provides advice for development around Malton/Norton:<br/> <i>“From a landscape perspective, urban expansion would best be accommodated on the flat, low lying land to the south and east of the towns”</i>, i.e. the area covered by the Norton VIUA.<br/> In allowing the appeal for up to 93 homes the Inspector gave weight to this statement.</p> <p>In our view the Site has a better relationship with the urban edge of Norton than other areas in the proposed Norton VIUA, in particular the Appeal Site. Its character has more suburban influences than the central and eastern areas of Norton VIUA.</p> <p>We believe that there are flaws in all four of the criteria which were used to identify the Norton VIUA and our comments are summarised below.</p> <p>At present we consider that the Site makes little contribution to the settlement viewed either from publicly accessible viewpoints within the settlement or from approach roads or paths. The main view into the Site from Whitewall is already marred by suburban development and domestic clutter of the rear gardens of properties along Welham Road. There are no outstanding views or special landscape features, apart</p> | <p>Consequently, as part of the production of the Local Plan Sites Document the Local Planning Authority both reviewed the existing VIUA designations, and examined areas which had been identified through consultation (particularly in 2009); site assessment; and wider evidence such as Conservation Area Appraisals and Special Qualities Study; which identified such land as being important to remain open and undeveloped.</p> <p>Whilst a large number of the existing and proposed VIUAs in villages and towns they represent more discrete, smaller areas of land; a small number of larger VIUAs have been previously identified at the Market Towns. As towns expand, it is appropriate that the Local Planning Authority consider whether it is necessary to identify further areas which incorporate larger areas of multiple fields which are of demonstrable significance to the setting of the towns, and their form and character in respect of this.</p> <p>In respect of the tests, and reasons for the VIUA designation, there is a lack of appreciation of the intrinsic qualities of the site, which have been identified through the site's consultation, the special qualities study, the site assessment process. The field patterns are historic (evidenced through the Historic Landscape Characterisation work undertaken by North Yorkshire County Council), distinctive, and are in strong contrast to the modern, regular enclosed fields to the west and east and south east of Norton. This is experienced in combination with the trees of Mill Beck, and the gentle topographical undulations of the eastern part of the VIUA. The area is attractive, and is used by dog walkers and others seeking recreation. The public footpath of Bazeleys Lane affords significant views of both Malton and Norton.</p> <p>It is appropriate that in the consideration and evaluation of all the</p> |
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|  | <p>from boundary hedges and trees along Mill Beck, which would be retained if the Site were to be developed.</p> <p>In our opinion the Site is more suitable for housing development than the Appeal Site on Langton Road that has been granted planning permission. The Site is well screened from Welham Road, a local approach road to Norton, by existing built development and we consider that this edge is more robust than the approach road from Langton Road which is more rural in character. In spite of this, the Appeal Inspector considered the site <i>“peripheral to the experience of arriving into Norton ... and the development would have little or no effect on the setting of the town”</i>. This reinforces that the Site should also be allocated for housing, not designated a VIUA.</p> <p>The Site lies in the least visually sensitive part of Norton VIUA; views from public rights of way and permissive paths are from Bazeley’s Lane and the eastern side of Scott’s Hill, which are located east of the Site and nearer to the Appeal Site. Views from Whitewall across the Site towards Malton and Norton are mostly screened by built development and vegetation, due the flat, low lying topography. Only part of the mature trees along Mill Beck can be viewed from Whitewall across the Site. Vantage points to Malton and Norton are from higher ground to the south and the Site does not contribute to these views.</p> <p>The Site does not contribute to the setting of the listed buildings Whitewall House and Whitewall Cottages. The connection between the listed buildings and the Site is severed by Whitewall lane. There are no public views across the Site or from within the Site which link</p> | <p>site submissions through the application of the Site Selection Methodology, which is the operational element of the Sustainability Appraisal process, derives which are the most sustainable sites to meet housing requirements, and this work has concluded that the sites at between Langton and Welham Roads do not perform as well as some other sites. As such other sites have been taken forward as proposed allocations. Whilst this is clearly not a reason to impose the VIUA, it is to demonstrate that there are more suitable sites in principle to deliver housing.</p> <p>The Area of High Landscape Value for the Wolds extends to Bazeley’s Lane, as it is at this point that the land begins to rise to the south, on Scotts Hill. The fields subject to the proposed designation provides an important historic rural edge to Norton (which has been lost elsewhere), and contributes to the setting of the town.</p> <p>The Langton Road appeal decision has prompted the Council to strive to provide a policy approach so as to ensure that in any application, any demonstrable qualities concerning the contribution of specific areas of land to the setting of a place are given full weight in the decision making process. The quote from the Inspector, which this representation has referred to, merely recognises that on the basis that there was no designation which he could consider and weigh in the planning balance regarding the impact of the development on this area, the sensitivities which the Local Planning Authority had identified, had no policy 'weight' for the Inspector to consider.</p> <p>The Inspector outlines: <i>“The sites lie to the south-west of Langton Road. Site A is relatively level between the road to the east and the heritage assets to the west. Site B slopes down from the road towards the Mill Beck stream. A substantial hedge largely hides the sites from public view although there are</i></p> |
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|  | <p>to the listed buildings. The loss of the fields to development would cause little or no harm to the significance of the heritage asset. Modern development immediately east of Whitehall has affected the setting of the listed buildings. We believe that development of the Site would bring about enhancements to the setting of the listed buildings.</p> <p>In the wider landscape, the Site is generally well contained to the north by the urban edge of Norton, to the west by existing housing along Welham Road and to the south by the rising wooded slopes of Scott's Hill. The Site does not provide a vista/viewpoint into the surrounding countryside.</p> <p>There are few landscape features within the Site that contribute to the character of the space apart from boundary hedges, which would be retained as part of a development.</p> | <p><i>openings through which the Wolds can be seen across the site by looking south and a picturesque view of Sutton Grange nestling against a backdrop of trees can be obtained by looking north. The carriageway of Langton Road is elevated and so more continuous views across the site can be seen by passers-by on horseback or, more generally, when the hedgerow is trimmed. There is no doubt that these are pleasant, even pretty, scenes. Their loss would be regretted".</i></p> <p>Regarding the Inspector's references to the Landscape Character Assessment. The Local Planning Authority would like to take the opportunity to quote the full text which from the Landscape Character Assessment, which was taken out of context by the Appellants and applied without check by the Inspector. The underlined text was text not included.</p> <p><i>"From a landscape perspective, urban expansion would be best accommodated on the flat, low lying land to the south and east of the towns. <u>This area is already affected by large scale development, notably the Norton Grove Industrial Estate, and would not impinge on the attractive landscape setting of the Howardian Hills Foothlope that lies to the west of the town.</u>"</i></p> <p>It is important clarification because it demonstrates that this land to the south was not being identified as a suitable site for development, but the land to the south <i>and</i> east. The Norton Grove Industrial Estate is some distance from the land concerning this representation, and not viewable from the site.</p> <p>The Local Plan Sites Document identifies allocations to comfortably meet the residual requirement, and the NPPF buffer, whilst also in conjunction with the operation of the local buffer means that the Council will deliver more than 3000 homes over the plan period. The NPPF is clear that in tandem with ensuring that there is a sufficient land supply for the delivery of housing,</p> |
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|  |  | <p>there is a role for Local Plans to identify areas of either restraint (Green Space), or areas where particular sensitivities are acknowledged and identified, and where if development proposals sought, these sensitivities would be identified within the Development Plan. In Ryedale, there are no Local Green Spaces identified. Areas of particular sensitivity would need to be considered in the context of Local Plan Strategy policy SP16 <i>"Development proposals on land designated as a VIUA will only be permitted where the benefits of the development proposed significantly outweigh the loss or damage to the character of the settlement"</i>.</p> <p>Whilst the 2016 VIUA consultation identified the principle of the VIUA designation being extended to include the Langton Road permissions, the Local Planning Authority is aware that the sites are very likely to be developed, and therefore this as a policy principle has not been taken forward into the Local Plan Sites Document, and accordingly the Policies Maps.</p> <p>Regarding Listed Buildings, in exercising its planning functions, the Local Planning Authority must <i>"in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority...shall have <u>special regard</u> to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses."</i> As required by s.66 of the Planning (Listed Buildings and Conservation Areas) Act 1990.</p> <p>The Local Planning Authority maintains that this area of land, which is to the western side of the VIUA contributes significantly to the setting of Whitewall. The lane known as Whitewall to the west and Bazeley's Lane to the east is a narrow lane, which takes vehicular traffic but is narrow. Whilst this representation identifies it as a road which separates the property from the fields, and this cannot be ignored, the properties face directly</p> |
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|                     |  | <p>onto the fields, and there is a combination of post and rail fence and low stone wall. There is also a small fall in elevation, so the fields are visible even from ground floor windows. As such it is considered that there is a strong intervisibility between the paddock areas and Whitewall. Anecdotally, in another response, the lane has been described as a former bridle way, which was tarmaced in the 1960s with leftover tarmac from the A64. The lane would in the past itself have had an intrinsic relationship between the stables and the paddocks, and continues to do so today, which have for many years shared facilities between the stables. These fields in particular give an important indication of Norton's historic rural associations and the importance of the equine industry. The Listing Description describes the detailed elements of Whitewall House and attached outbuilding. The Cottages are included for group value. It identifies in the description: The Whitewall Stables have had connections since the 18th century with racing in Norton. The house was the residence of John Scott, a notable 19th Century trainer. Whilst it is not possible to make a direct correlation, the property of Whitewall is an imposing property, and its primary outlook is over the paddocks subject of this proposed VIUA designation.</p> <p>The presence of other modern properties are a product of their time, and whilst they still allow Whitewall and the cottages to be experienced without visual interference, their presence is not justification for allowing further development to this particular area, which would enclose this whole complex of fields irrespective of the retention of an 'open area' in front of Whitewall.</p> |
| Malton Town Council | <p>The town does not oppose the specific proposals on additions, removals, and variations in respect of Malton and Old Malton connected sites</p> <p>The Town Council would wish to advise that in the</p> | Noted.   |

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|  | <p>current process of the Development of a Neighbourhood Plan, a recommendation which is to be presented for public consultation at the appropriate stage is that the plan should promote a policy that 'the main approaches into Malton and Norton should be protected, and that any development which undermines or harms the significance of the landscape quality and visual amenity created by the views and setting should be resisted.</p> |  |
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