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<b>PART A:</b>	<b>MATTERS DEALT WITH UNDER DELEGATED POWERS</b>
<b>REPORT TO:</b>	<b>LOCAL PLAN WORKING PARTY</b>
<b>DATE:</b>	<b>21 FEBRUARY 2022</b>
<b>REPORT OF THE:</b>	<b>PLANNING SERVICES MANAGER</b>
<b>TITLE OF REPORT:</b>	<b>LOCAL PLAN REVIEW- WORK PROGRAMME AND DISTRIBUTION OF DEVELOPMENT</b>
<b>WARDS AFFECTED:</b>	<b>ALL</b>

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## **EXECUTIVE SUMMARY**

### **1.0 PURPOSE OF REPORT**

- 1.1 For the members of the Working Party to consider the work to date on the plan review and the next steps in the process.

### **2.0 RECOMMENDATION**

- 2.1 It is recommended that the Working Party consider the report and:
- (i) note the broad framework of the site assessment process to date;
  - (ii) note the responses received to date from the Distribution of Development consultation (appended);
  - (iii) identify any key messages concerning the designation of Service Villages;
  - (iv) note the anticipated timeline for future decision making;

### **3.0 REASON FOR RECOMMENDATION**

- 3.1 To inform members on the work to date and next steps on the review of the Ryedale Plan. To give Members the opportunity to start to consider the work to date on the plan review, looking at consultation responses and the sites submitted (Service Villages first).

### **4.0 SIGNIFICANT RISKS**

- 4.1 There are no significant risks associated with the recommendations.

## 5.0 POLICY CONTEXT AND CONSULTATION

5.1 Both Members and Officers recognise that the Ryedale Plan review is a key piece of work for the Council to be taken forward during this transition period of Local Government Reform (LGR), and its legacy once the new authority is vested. The broad scope of the review (being a pragmatic partial scope and focused on specific areas) has already been agreed by Council back in 2021. Work to date had identified that the following areas are going to be primarily influenced by the review:

- Local Housing Requirement- figure to plan for;
- Spatial Distribution Strategy and associated policies concerning housing delivery and employment land (SP1, SP2, SP6, SP21);
- Policy SP18- Renewable low carbon energy;
- Policy SP14 – Biodiversity;
- Policy SP17 –Natural Resources – Air /Water/Soils and flood risk;  
(As these policies have a particularly strong relationship to responding to climate change in terms of mitigation and adaptation)

And:

- Allocations- primarily focused on housing land and potentially employment land;
- Some factual updates to policies and monitoring frame works will also be reviewed as part of work on reflecting the NPPF and the sustainability appraisal process.

5.2 Members will recall that in early November we commenced an on-going consultation on the sites and that consultation continues and will do so until we have undertaken the Publication of the Plan which will be late Autumn 2022. Publication is the formal stage at which the Council formally consults on the plan review it intends to submit to the Planning Inspectorate. This stage is currently identified in the Local Development Scheme as being in September 2022.

5.3 The Council also commenced at consultation in late November on the Distribution of Development. That consultation was due to finish in late January, but due to using a marketing software mass email system (used by other parts of the Council) this was treated as spam by a number of recipients. Officers researched our options and new systems and sought GDPR guidance from Veritau (the Data Protection Officer) and conclusion of this work this far took longer than we had anticipated. The consultation had been re-extended and will run until the 18 March 2022.

5.4 However, the consultation was received by a significant number of organisations and individuals and on that basis we have been collating together all comments which have been received as of the 14 February 2022. Some of these are appended to this report for Member's consideration in relation to all the comments made to date concerning:

- the spatial distribution options,
- responses regarding the views on development capacity at the towns; and
- the considerations concerning development at the villages.

This is so we can start to identify the matters they are raising and identify key themes of concern and opportunity regarding the distribution strategy- noting that more observations are likely to be received on this matter – particularly from Town and Parish Councils- and so we will not be making recommendations at this meeting. The other elements of the consultation, and any further responses will be brought to the next meeting of the LPWP.

## 6.0 REPORT

### Evidence base development and planning policy work since the last meeting

- 6.1 Work on the evidence base has been continuing at a pace. Despite being a partial review, due to regulatory requirements which direct the process of plan making, there is a significant body of work which is undertaken to justify the scope of the review of the plan (even where no changes are proposed) and the option choices regarding policies, and the chosen approach, and to ensure statutory compliance with other Acts which influence planning policy development.
- 6.2 The Sustainability Appraisal Scoping report is nearing completion- we are having a meeting with the Environment Agency to discuss some elements of their response to the consultation on this document which concluded just before Christmas. Natural England's comments and Historic England's comments have been readily incorporated into the scoping report. This is an important piece work. It sets out the assessment framework by which policy options and site allocations are tested against.
- 6.3 The Strategic Flood Risk Assessment SFRA Level 1 study (prepared by consultants) is complete and is accompanied by a technical report which sets out the process for considering sites and whether or not they need specific a site-specific Level 2 SFRA- sites are now being assessed against this technical evidence.
- 6.4 Our Strategic Housing Market Assessment is underway (prepared by consultants) and due to be available to be presented to Members in Mid-March (as part of the LPWP)- this document provides an important framework for evidencing the Plan Review Housing Requirement and policy considerations around housing need.
- 6.5 Our Gypsies and Traveller's Accommodation Assessment is also being completed by consultants and will be ready in mid-March.
- 6.6 The 2020-21 Monitoring Report is completed and work commenced on the Infrastructure Funding statement. This work is important as it will feed into the Infrastructure Delivery Plan – a document which outlines where key investment is to be focused- this also links into CIL spend.
- 6.7 Meetings have been conducted/planned with key infrastructure stakeholders and statutory consultees since early January These involved our Duty to Cooperate Bodies, including adjacent authorities, and specific meetings have been recently held with National Highways (Formerly Highways England) The two Clinical Commissioning Groups which serve Ryedale and who work on behalf of GPs and Primary Care Services and NYCC Education. Meetings are also arranged to speak with acute hospital services. We are trying to arrange a meeting with Yorkshire Water. A meeting with the Environment agency is planned for early march.
- 6.8 We have completed a Village Services Audit- this shows a range of services and facilities and how they are distributed across the district, and how settlements are positioned relative to key facilities (such as schools). This large document is structured by settlement and we also have a google maps version which allows you to see how proximal settlements can access services and facilities.

- 6.9 Members of the Local Plan Working Party may wish to note, for their information, that Malton and Norton Town Councils as a 'Qualifying Body' have submitted the Malton and Norton Neighbourhood Plan to the Local Planning Authority. We must check that all the necessary documents have been submitted; publicise the plan; invite representations to be made and secure the appointment of the Examiner. As of writing this report we are in the process of making the necessary checks, undertake GDPR compliance checks with the representation process. We do not have to respond to the comments, they go back to the Qualifying Body and onto the appointed Examiner. The examination is likely to take place in May at the earliest. The scope of the examination will be at the direction of the Examiner.
- 6.10 The Helmsley Plan (Development Plan Document) was adopted in 2015. It was jointly prepared by Ryedale and the North York Moors National Park. It is also subject to review being over five years old. However, the scope of reviews can be very light touch, providing there is a justification to roll forward the document, given it had a Plan Period to 2027. A meeting in early January with the Head of Strategic Policy at the National Park confirmed at the present time Officers consider that rolling forward the Helmsley Plan is appropriate until such time that it becomes effectively subsumed by the new authority's plan. The reasons for this are as follows:
- Helmsley Plan still has some extant allocations to be delivered in both housing and employment land- and so can still meet needs;
  - Neither authority had received any land submissions to consider;
  - The Ryedale Plan Review will ensure that housing needs are met in the wider District;
  - Much of the settlement is within the National Park and out with Ryedale planning jurisdiction;
  - Within Ryedale the adjacent land to the Development Limits is very constrained by high flood risk and scheduled Monuments.

The National Park Authority are preparing a report to be taken to their Members and a report to members of Policy and Resources will follow from the outcome of that meeting.

### **Distribution of Development**

- 6.13 At the last meeting of the working party Members were presented with the draft distribution of development consultation. Members outlined their considerations on the scope of the document, which then underwent some refinement and additional questions were added. Because the Ryedale Plan Examination identified that a fully dispersed approach, or a very concentrated approach, would raise sustainability issues for different reasons, that consultation document only identifies essentially two options for the principles around distribution going forward into the review:

Option 1: Continue the existing approach of the Ryedale Plan- a more explicit growth strategy which focussed on the towns and the Principal Town in particular- concentrate new housing at the Market Towns and key 'Service Villages' with meeting local needs elsewhere.

Option 2: A less concentrated, more dispersed approach to distributing growth - with development focussed at the Market Towns and specific villages, including existing 'Service Villages' and selected additional villages

- 6.14 Appended to the report is the summaries of the comments received to date concerning the spatial options, implications for growth at the towns and questions around the capacity at the villages. Members will be able to see that both options have been supported for various different reasons, and it demonstrates that the approach to distribution of development is very much about evidenced choices. At the last meeting of the working party, some members raised concerns about a sustained Malton/Norton-centric focus, other Members are concerned about the scale of development which could be going to selected villages if development is focused in the direction of the Villages- in terms of how those villages could accommodate such development. And yet the housing requirement, and a land supply buffer, will need to be met in order for the plan review to stand any chance of being found sound. Balanced, and sometimes challenging decisions will need to be made by Members- and officers will be setting out the evidence and justifications for the recommended approach for Members to take.
- 6.15 We consulted on these two options because one represents the plan's current approach, and so it needs to be consulted upon as part of the review to obtain views on its current operation and future operation if sustained. The other option still reflects the plan's approach with a change in emphasis by seeking to allocate more land at the villages, with correspondingly less to Malton and Norton. We are expecting to carry forward existing allocations, but we will be discussing these sites with their owners to understand planned rates of delivery.
- 6.16 Noting that this consultation is still on-going, the discussions with statutory consultees and infrastructure providers and our emerging evidence base would indicate that Option 1 will present particular challenges to be delivered in a pragmatic review of the Ryedale Plan. This was expected: the evidence base for the delivery of the Ryedale Plan Local Plan Strategy identified that whilst the amount of housing attributed to the two settlements was very much capable of being delivered, and crucially would bring additional infrastructure, it also showed that this was an optimal level. Going beyond this would bring a range of concerns if it was not matched with commensurate infrastructure.
- 6.17 Sustaining Option 1 requires a further degree of infrastructure investment at Malton and Norton which is well beyond the scope of being matched by the currently expected housing requirement of c.2000 new homes. Pursuing Option 1 into the future needs to be considered in the development of the new authority's spatial plan/local plan and requires a step-change in housing delivery over a full plan period- and perhaps longer- at these settlements.
- 6.18 It is why consulting on Option 2 was proposed, and our work to date would indicate that this is the most appropriate approach to take- for this review of the Ryedale Plan- reflecting existing allocations and rolling on the land supply without making further allocations at Malton and Norton.
- 6.19 There is, Members will note, support for the rolling forward of the approach of the current Ryedale Plan- and it is seen by many consultation responses as being an approach which capitalises on the relative sustainability of places such as the Market Towns in what is a rural and dispersed district.
- 6.20 In pursuing Option 2, there is a need to explore what this means in terms of increasing the quantum of development to the villages, and for Kirkbymoorside and Pickering as no sites have been submitted in Helmsley. This will be explored in more detail at the

next meeting of the Local Plan Working Party.

- 6.21 Concerning attributing development to villages, the amount of housing has not yet been identified, but there are essentially two approaches that Members could adopt: The first is to retain most of the Service Villages and allocate more housing to those villages on top of the existing allocations. The second, broaden out the Service Village designation to other villages. The Village Services Audit has shown that the Service Villages have retained the vast majority of their
- 6.22 The first approach, as a blanket approach this would be contrary to the concerns that some of the Service Villages have seen significant levels of development. Whilst some have seen relatively low levels of development. A number of the consultation responses which are cautious about additional development at these villages and there is a recognition that it should be about looking at the facilities and services of places and their form and character and identifying opportunities of an appropriate scope. This would mean sites are being considered on a site-specific basis as to whether they can be readily accommodated into the settlement, or bring wider benefits at those current Service Villages.
- 6.23 The second approach is to retain the Services Villages, but seek to identify additional villages which were considered to represent sustainable settlements for the purposes of delivering new housing. The consultation document asked a series of questions about what are viewed as being key facilities, and what facilities and services should be increased. Looking at the consultation responses to date, public transport availability, shops and communal facilities such as a pub/village hall/café/church feature strongly, as does the recognition that schools, where they are present may require support. Public transport presence is being frequently mentioned a key facility to provide sustainable transport choices- and this is concerning the ability to access services and facilities in larger or neighbouring settlements- and not necessarily for commuting purposes. Officers would welcome Members views on this approach in terms of what facilities would be viewed as being a necessary prerequisite for being viewed as a settlement suitable for further housing.
- 6.24 The consultations responses show that there is support for those promoting sites for them to deliver enhancements to services and facilities at settlements, but there is a recognition by Officers that whilst sites may support patronage of existing facilities, unless sites are of a large scale (in excess of 100 houses) they are unlikely to deliver new infrastructure in themselves. A number of responses received to date would prefer to not have new development at their settlement- even it is did bring further facilities and services. Officers consider that for the identification of settlements which may receive a housing allocation- it is about looking at the existing facilities as the priority, and then what new facilities can be delivered.
- 6.25 The consultation document asked 'Would you like to see development in the smaller villages? If so, what would be your reasons for this?'. There remains support for meeting local needs at the smaller villages- with some small scale housing. But it is also clear from the responses that it is considered that housing should primarily come forward where there is infrastructure to support it.

### **Site Assessment Work**

- 6.26 We have commenced preliminary site assessment work- this is concerning the

following pieces of work:

- 6.27 The Strategic Housing Land Availability Assessment- SHLAA this is a technical document which sets out the availability of land from which the LPA can demonstrate its housing land supply. It is to be updated on an annual basis. It is not a policy document- and is perhaps best described as a detailed list of pieces of land known to the LPA. We set this in essentially two parts the first part identifies what sites can be counted as *deliverable* and how many of those meet the standard method housing requirement of 184 dwellings. It provides the demonstration of whether an authority has a five-year's worth of housing land- and that is sites will full planning permission or outlines with a reserved matters application which is submitted.
- 6.28 The second part identifies other sites are identified as being *developable* are sites which can come forward within years 6-15. It also identifies the sites we have had submitted and provides basic information and characteristics of the site- it is not a policy document and the sites have no planning status by being included in this document.
- 6.29 Compiling the Site Selection Methodology Tables – these are developed as part of the Sustainability Appraisal process and are focusing on the Market towns and Service villages for now. They were previously used in the Local Plan Sites Document, and have undergone some changes to respond to emerging Sustainability Appraisal work. They have also been developed with the call for sites submission information- it was one of the key reasons why we wanted to front load the process and ask developers to provide as much information as possible regarding how sites may be developed. These will be considered by Members of Local Plan Working Party once we have made key decisions on which settlements to focus work on.
- 6.30 Settlement Background Papers are also in production – and will be compiled as we progress through the site assessment work. They bring together the overall findings of the site assessment process- and compile the comments submitted for the sites. They tell the story of how site choices are ultimately made.

## 7.0 IMPLICATIONS

- 7.1 The following implications have been identified:
- a) Financial  
A budget has been allocated to the review of the Plan
  - b) Legal  
The legislation does not prevent partial reviews of plans from being undertaken.
  - c) Other (Equalities, Staffing, Planning, Health & Safety, Environmental and Climate Change, Crime & Disorder)  
No direct implications

## 8.0 NEXT STEPS

- 8.1 Since the November meeting of Policy and Resources Officers have been exploring the use of consultants to further support the plan making process. This concerns utilising their expertise as a 'critical friend' role within the plan making process and to provide their technical expertise. We will be commissioning consultants to look at policy

choices and plan viability within the context of the interrelated matters of:

- Climate change- mitigation and adaptation;
- Affordable Housing – implications of first homes;
- Sustainable Building Standards;
- Accessible Build Standards;

A brief is being drafted and we will look to commission this work as soon as possible, and this could involve Members in the procurement process.

- 8.2 Due to the delays on the re-starting the consultation, and the lead in time for reports, it is unlikely that we will be able to ask Members to make key decisions by the April as originally planned. Also, Elections will be taking place for the new 'shadow' authority Members in early May. Although existing District Councillors will remain. It is proposed that a report to an extraordinary meeting of Members of Policy and Resources in May is made. This represents a tight, but still deliverable timescale.
- 8.3 We will be expecting Members to be in a position to make key decisions in May 2022, this is crucial to the plan making timeline as there is a need to liaise with stakeholders regarding the sites and to drill down and target settlements where allocations are likely to be made. So this meeting is the first of a number of meetings to establish what approach is to be taken and what, if any, additional settlements are to be included.
- 8.4 We will be commissioning a HRA to be undertaken by consultants in March and this will tie in with already commissioned bird survey work in relation to the North York Moors SPA.
- 8.5 March brings our annual housing completions survey work, where housing sites are checked for completions and we collate these together to perform the Housing Delivery Test.
- 8.6 Once the SA/SEA scoping report is agreed with the Environment Agency, work will be commencing in the coming weeks on using the assessment framework to assess the two policy options, and then assessing the implications of the options of providing more housing to the existing service villages or more housing to a greater number of villages.
- 8.7 We will be looking to set up another meeting of the Local Plan Working Party in late March.

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**Background Papers:**

**Distribution of Development Consultation document**

<https://www.ryedale.gov.uk/content/uploads/2021/11/Distribution-of-Development->

[consultation-Nov-consultation-FINAL .pdf](#)

**Village Services Audit Maps:**

<https://www.ryedale.gov.uk/content/uploads/2021/12/All-Villages.pdf>

## Appendix- Summaries of the Consultation responses up to 14 February 2022

### Question 1: Which factors do you see as being important reasons that should influence where we should locate new development, in particular housing development?

Organisation	Answer to Question
KVA Planning	Landscape and settlement character, setting (landscape and heritage), biodiversity interests, ancient woodland and hedgerows, brownfield sites, green and blue infrastructure, avoidance of coalescence of settlements
Steve Murray Associates Ltd	Sustainable location Ability to deliver - no constraints / barriers In keeping with the environment Good quality / mix of designs
Carter Jonas obo Nawton, Nunnington, Place Newton, Thorpe Bassett and Westow Estates	Carter Jonas recognises that it is beneficial for a logical hierarchy to be set out to guide the spatial distribution of development. The National Planning Policy Framework 2021 (hereinafter referred to as the NPPF) supports the Government's objective to significantly boost the supply of homes, to provide a sufficient amount of land that meets the needs of groups with specific housing requirements. Chapter 5 relating to Delivering a Sufficient Supply of Homes (Paragraphs 60 to 80) of the NPPF does not suggest that development should be limited and focused within one particular area. In line with the overarching objectives of the NPPF detailed in Paragraph 8, it is considered vital that a variety of land comes forward to meet specific housing requirements across the district which includes areas such as 'Other Villages'.
ArkleBoyce	The Local Plan Review in Ryedale provides an ideal opportunity to consider new sites for growth within the District. A range of sites will be required to deliver this growth to ensure that sustainable villages within the District are able to not only survive, but thrive.

Organisation	Answer to Question
Pegasus Planning Group	The need to accommodate the housing requirements in the area. Despite development taking place in the Principal towns (Malton and Norton) & larger settlements such as Pickering, very little has taken place in smaller settlements/villages. There is a need to allocate in these areas to maintain and enhance their facilities & services by ensuring there is sufficient demand.
Edwardson Associates	Recognition that Ryedale is a rural district, so there needs to be some scope for residential development in rural areas, villages and the countryside. This should include scope for smaller allocations in a number of sustainable settlements.
ELG Planning obo Mandale Homes	No significant comments to make in relation to the factors to be considered as set out in Appendix 2 of the consultation document. We would only add that the previous housing allocation at Ampleforth has already been delivered by the David Wilson Homes scheme, which was quickly taken up and clearly evidences the local need and demand for development in this location.
Savills obo the Settrington Estate	As set out at paragraph 7 of the National Planning Policy Framework (NPPF, 2021) the purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. It is therefore vital, as part of this overall objective, to meet the housing needs and demands of the District now and in the future. This is to ensure that all residents within Ryedale have appropriate and suitable homes to reside in. To do this, more housing needs to be developed. However, to ensure that the needs of the entire district are met, the housing needs to be developed across Ryedale in sustainable locations (economically, socially and environmentally) whilst meeting the needs of a variety of communities, not just those of the Market Towns.
Johnson Mowat obo KCS Development	The factors outlined by the Council in the consultation document relating to infrastructural and environmental capacity and constraints are important. It is welcomed that the Council recognise that the historic focused delivery of housing in Malton and Norton cannot be sustained at the same rate without major infrastructure investment, and we therefore welcome the Council's consideration of an alternative spatial distribution in the Ryedale Plan Review. The spatial distribution needs to support sustainable development.

Organisation	Answer to Question
	<p>In accordance with the Framework sustainable development within all market areas is required and the spatial distribution needs to ensure that the right quantum and variety of land comes forward in the right locations to ensure that the housing needs of all groups are met.</p>
Savills obo Birdsall Estate	<p>The current distribution strategy of Ryedale is to concentrate new housing at the Market Towns, with a focus on Malton and Norton, and on the ten key Service Villages. Whilst this approach has worked well in the past and has allowed Ryedale to surpass its Local Plan housing requirement (191% in Housing Delivery Test 2021). However, moving forward we consider an amended approach may be necessary to ensure the Council can overcome key constraints associated with this approach, continue to meet its housing targets, ensure the ongoing viability of smaller settlements, whilst embracing and supporting key historic estates.</p> <p>The Distribution of Development paper identifies some of the constraints to a continued focus on development in Malton and Norton. Congestion in the Market Towns is one key issue, which would be exacerbated by significant levels of new development if these settlements remained the focus for future growth. The existing infrastructure in these areas is clearly reaching capacity. The Distribution of Development Paper also outlines that high levels of additional growth will soon begin to impact the character and landscape setting of the Market Towns.</p> <p>Ryedale District is largely rural in nature, characterised by impressive landscapes and open spaces, with market towns and villages dispersed across the District. Towns and Villages in Ryedale are generally characterful. As a result of this tourism is one of the key industries in the District, alongside agriculture. Any future distribution of development should seek to support and enhance the attractive character of the District, to ensure that the visitor economy is supported and Ryedale remains an attractive place to live and visit, whilst also meeting the needs of residents.</p> <p>The NPPF outlines that in rural areas, planning policies and decisions should be responsive to local circumstances and support housing developments that reflect local needs. Clearly dispersing development more broadly, with appropriate levels of development in villages across the District can deliver benefits to rural settlements. Growth in these locations will contribute to creating strong, vibrant and healthy rural communities, improving vitality and providing increased support for existing local businesses. Developer contributions resulting from development in villages will also deliver benefits to the wider community. This should be taken into account when determining the future growth strategy.</p> <p>Policy SP1 of the adopted Local Plan incorporates an element of flexibility pertaining to Enabling Development. ‘Enabling development’ is development that would be unacceptable in planning terms, but for the fact that it would bring public benefits sufficient to justify it being carried out, and which could not otherwise be achieved. The public benefits are paid for by the value added to land as a result of the granting of planning permission for its development.</p> <p>This Policy makes provision for development in other villages, hamlets and the open countryside which ‘can be justified in order to secure significant improvements to the environment or conservation of significant heritage assets in accordance with the National Enabling Development Policy’. Given</p>

Organisation	Answer to Question
	<p>the position of the Local Plan review is now running in tandem with the Enabling Development Program for the Birdsall Estate, the identification of suitable development sites promoted by the Birdsall Estate could be successful in supporting the Enabling Development Strategy of the Estate whilst also relieving development pressure on Market Towns in the District.</p> <p>Whilst not specifically mentioned within the Distribution of Development Consultation, we are also supportive of Local Plan Policy SP12 which relates specifically to the conservation and enhancement of the Districts Historic Environment and puts in place specific criteria to inform Enabling Development proposals within Ryedale. There are a number of heritage assets of local, regional and national importance within Ryedale of which Birdsall House represents one example. A supportive policy environment for the maintenance and upkeep of these heritage assets is very much supported. We request that the emerging distribution of development strategy takes this into account when allocating sites for the next Plan period.</p> <p>Given the rural nature of Ryedale, settlements such as Cropton, Leavening, North Grimston, Scagglethorpe and Settrington should be given due consideration when distributing growth. All of the settlements listed are identified as ‘other villages’ within the adopted settlement hierarch and yet have key services which could be further sustained through the distribution of growth.</p> <p>Table 2 below shows the services and facilities available in each village. Each settlement is also served by a local bus service, providing access into the Market town of Malton. The size of the villages also means that any services at the village core, are within walking distance of dwellings in the area. The NPPF seeks to support sustainable development, which includes actively managing patterns of growth in support of sustainable travel objectives and focussing development in locations which are or can be made sustainable, through limiting the need to travel 1. Settlement Services in the Village</p> <p>Cropton</p> <ul style="list-style-type: none"> <li>- Pub</li> <li>- Village Hall</li> <li>- Church</li> </ul> <p>Leavening</p> <ul style="list-style-type: none"> <li>- Pub</li> <li>- Church</li> <li>- Primary School</li> </ul> <p>North Grimston</p> <ul style="list-style-type: none"> <li>- Pub</li> <li>- Church</li> </ul> <p>Scagglethorpe</p>

Organisation	Answer to Question
	<ul style="list-style-type: none"> <li>- Village Hall</li> <li>- Pub</li> <li>- Playing Field</li> </ul> <p>Settrington</p> <ul style="list-style-type: none"> <li>- School</li> <li>- Village Hall</li> <li>- Wedding and Events Venue</li> </ul> <p>In addition, given the rural nature of the District, careful consideration must be given to the support offered to smaller villages through housing growth and the subsequent inward investment this growth will offer. This is particularly relevant following the Covid-19 pandemic, which has resulted in a shift in the requirements of the market, with more people working from home for the long term, and looking for more living space in more rural locations. Whilst many of the sites promoted by the Estate are in rural settlements with few services, we would urge the Council to consider the adoption of a 'Functional Clusters Model' to distributing growth, whereby settlements with essential services (such as a GP surgery, convenience retail, post office or school) form development 'clusters' with more rural villages within an appropriate radius, which do not. This approach will ensure that housing delivery is distributed to support rural settlements and will lead to sustainable development patterns in a Ryedale Context, in line with Paragraph 78 of the NPPF.</p> <p>The below plan demonstrates how the adoption of the Functional Clusters Model could be used to support growth in many of the rural settlements in Ryedale.</p> <p>The Birdsall Estate wish to utilise their landholdings to deliver high quality, well designed housing to meet the needs of the community. The Estate considers good design to be an important element of creating a legacy, delivering great place to live and work for years to come.</p> <p>The Local Plan should seek to deliver growth in locations that can contribute to and enhance the character of a village. Good design at edge of settlement locations is key to this, particularly in schemes which identify the special qualities in an area and reflect these in the development. Although some landscape impact is likely in any edge of settlement locations, development should be located where this can be minimised. The Distribution of Development consultation paper indicates that any more large scale development in the Market Towns could negatively impact the landscape character or the area and the setting of the settlement. Distributing appropriate levels of well-designed housing development more broadly, to Villages across the District, could be one way to minimise this impact.</p> <p>In conclusion, we consider the following to be key elements of determining where growth should be delivered in Ryedale:</p> <ul style="list-style-type: none"> <li>- Location in relation to sustainable transport options</li> <li>- Potential contribution to the vitality of rural settlements</li> </ul>

Organisation	Answer to Question
	<ul style="list-style-type: none"> <li>- Impact on the character of a village and the District more broadly</li> <li>- Ability to support the protection of heritage assets</li> <li>- Ability to support services in surrounding villages</li> </ul> <p>Distributing more growth to rural settlements could ensure Ryedale continues to meet their housing requirement, delivering growth in sustainable locations and reducing the burden on the Market Towns of Malton and Norton whilst also supporting the Estate to fulfil their duty to protect the heritage assets within their ownership.</p>
Savills obo Hovingham Estate	<p>The current distribution strategy of Ryedale is to concentrate new housing at the Market Towns, with a focus on Malton and Norton, and on the ten key Service Villages, including Hovingham. We broadly support this approach, which has allowed Ryedale to be successful in surpassing its Local Plan housing requirement (191% in Housing Delivery Test 2021). However, moving forward, we agree it is important to review this approach to ensure the Council can continue to meet its housing targets moving forward and to ensure the future vitality and viability of sustainable villages, such as Hovingham.</p> <p>The Distribution of Development consultation paper identifies some of the constraints which would arise if the existing growth distribution strategy is taken forward in this Local Plan review with continued focus on development in Malton and Norton. Congestion in the Market Towns is one key issue, which would be exacerbated by significant levels of new development, if these settlements remained the focus for future growth. The existing infrastructure in these areas is clearly reaching capacity. The Distribution of Development Paper also outlines that high levels of additional growth will impact the character and landscape setting of the Market Towns.</p> <p>Ryedale District is largely rural in nature, characterised by impressive landscapes and open spaces, with market towns and villages dispersed across the District. Towns and Villages in Ryedale are generally characterful and as such, along with agriculture, tourism is one of the key industries in the District. Any future distribution of development should seek to support and enhance the attractive character of the District, to ensure that the visitor economy is supported and Ryedale remains an attractive place to live and visit, whilst meeting the needs of residents.</p> <p>The NPPF outlines that in rural areas, planning policies and decisions should be responsive to local circumstances and support housing developments that reflect local needs. Clearly locating development in service villages such as Hovingham can deliver benefit to these settlements. Hovingham is an active rural village, which benefits from a number of shops and services, including a GP and a Primary School.</p> <p>It is extremely important to the Estate that Hovingham is living village. Growth in Hovingham will contribute to creating a strong, vibrant and healthy community, improving vitality and increased support for existing local facilities, services and businesses through increased footfall, developer contributions and visitor income. The ability to be able to truly enhance the vitality and viability of villages such as Hovingham should be taken into account when determining the future growth strategy.</p>

Organisation	Answer to Question
	<p>In a Ryedale context, settlements such as Hovingham are sustainable locations for growth. Hovingham is located a short distance from the abundant shops and services in both Malton and Norton, located circa 7 miles south east of Hovingham. Both Market Towns can be accessed by bus service. The size of the village also means that all of the shops and services at the village core, are within walking distance of dwellings in the area. The NPPF seeks to support sustainable development, which includes actively managing patterns of growth in support of sustainable travel objectives and focussing development in locations which are (or can be made) sustainable, through limiting the need to travel<sup>1</sup>.</p> <p>The Hovingham Estate wish to utilise their landholdings around Hovingham to deliver high quality, well-designed housing to meet the needs of the village. The Estate considers good design to be a vital component in creating a legacy, making Hovingham a great place to live and work for years to come. We would therefore strongly support more growth within Hovingham, which would enable the Estate to deliver this vision.</p> <p>The Local Plan should seek to deliver growth in locations that can contribute to and enhance the character of a village. Good design at edge of settlement locations is key to this, particularly in schemes which identify the special qualities in an area and reflect these in the development. Although some landscape impact is likely in any edge of settlement location, development should be located where this can be minimised. The Distribution of Development consultation paper rightly indicates that additional large-scale development in the Market Towns could negatively impact the landscape character and the setting of the settlement.</p> <p>Therefore, by distributing appropriate levels of well-designed housing development more broadly to appropriate locations of Service Villages such as Hovingham, would help mitigate these concerns, whilst providing the much needed growth and injection of life into the village to help support and sustain its services and facilities.</p> <p>In conclusion, we consider the following to be key elements of determining where growth should be delivered in Ryedale:</p> <ul style="list-style-type: none"> <li>- Location in relation to existing shops and services</li> <li>- Location in relation to sustainable transport options</li> <li>- Potential contribution to the vitality of rural settlements</li> <li>- Impact on the character of a village and the District more broadly</li> <li>- Impact on heritage assets</li> <li>- Impact on landscape considerations</li> <li>- Infrastructure capacity</li> </ul> <p>Distributing more growth to Service Villages such as Hovingham could ensure Ryedale continues to meet their housing requirement, delivering growth in sustainable locations and reducing the burden on the Market Towns of Malton and Norton by distributing growth more broadly.</p>

Organisation	Answer to Question
Spawforths obo Keyland Developments	The current Local Plan is based on a settlement hierarchy approach, however a more cogent strategy would be to consider the role and function of each settlement and its ability to grow sustainably. This approach would seek to balance economic and housing growth across the district.
Home Builders Federation	As set out on attached letter.
North Yorkshire Local Access Forum	in easy walking access of facilities (shop, school, Doctor, Post office, community centre etc); easy access to open space/countryside for recreation; good broadband, use of all brown/empty sites to avoid further encroachment of countryside;
Network Rail	The impact of new development on nearby level crossings (and the efficient and safe operation of the railway). It is understood that there is already road traffic congestion in the vicinity of the Malton Level Crossing and the road over this crossing is a key access route between Malton and Norton.
North Yorkshire Police	Within Ryedale there is a response Police Team which will be based at Eden Camp development and one within the Community Safety Hub at Ryedale House at Malton. Ryedale is beset by geography and this impacts upon our 999 response times. To that extent I would prefer developments to be along the arterial routes – A64, A170, A169.
Heslerton Parish Council	Concern has been expressed at the capacity of local services infrastructure to cope with further development. This must be a condition of any planning permission that the capacity of services, Water/Electricity/Sewage etc. must be enhanced.
Wintringham Parish Council	Local opinion, infrastructure, impact on landscape and biodiversity

Organisation	Answer to Question
Malton Town Council	Traffic, Air Pollution, Infrastructure.
Chair Wintringham Parish Council	Protecting the green belt and the views of local people
Amotherby Parish Council	1. Access to services and infrastructure capacity - GPs, sewage etc 2.The REAL need for new housing in light of the upcoming review of housing targets by Mr Gove, Minister for Housing (see attached article from The Telegraph) 3.The views of local Parish Councils and residents
Member of public	Existing Infrastructure, proximity to shops, schools, doctors, public transport, leisure activities. Impact on the environment and carbon footprint.
Member of public	1) it should be close to local services - shops, healthcare, leisure, etc to minimise travel 2) housing should be near employment opportunities 3) public transport should be easily accessible

Organisation	Answer to Question
Member of public	Infrastructure...shops, employment, doctors, public transport. It is important to conserve the countryside and heritage we have in Ryedale.
Member of public	Maintaining/improving biodiversity, assessing flood risk with reference to predicted climate changes; environmental impact
Member of public	Respect the rural nature of Ryedale by restricting development of villages while allowing growth to housing and infrastructure in its main towns, which would encourage residents to shop rather than travelling to York or Scarborough
Member of public	Affordable housing so local families can stay in the village or town they grew up in if they so wish.
Member of public	Developments should be sustainable with access to services and amenities.
Member of public	Access to existing public services and transport links

Organisation	Answer to Question
Member of public	Balanced design & location. issue of local occupancy housing for rural village/open countryside needs to be re-addressed so the policy works to help sustain these villages & areas
Member of public	Maintaining the character of local villages
Member of public	Where there is a need and also an infrastructure of services to deal with additional housing and or Industrial development.
Member of public	Provide a high-quality environment and protect those attributes of the Ryedale Local Development Framework (LDF) Plan area which are considered to represent Critical Environmental Capital namely High Quality Agricultural Land and Areas of Outstanding Natural Beauty (AONB)
Member of public	Local infrastructure - shop, transport including road access, school including distance to schools

Organisation	Answer to Question
Member of public	My thinking is that the "principal town approach is valid. Having lived in York and the North East previously I have witnessed the impact of concentrating investment on current assets in creating a sustained, vibrant community. Diluting investment across many sites tends to dilute impact.
Member of public	There has been lots of development in the major towns as part of the current Plan, which has altered them in many ways most notably that the amount of traffic has increased. Every house seems to have 1.5 cars on average but apart from minor interventions the infrastructure hasn't really changed to cope with this.
Member of public	Current road infrastructure and amenities - such as shops, leisure opportunities, bus services, schools, work opportunities, Maintaining the integrity of local environment
Member of public	New houses should be built where there is demand and where the services can be supplied without significantly increased costs.

Organisation	Answer to Question
	<p>Bringing visitors into the Ryedale District is important as it generates income for many people in the hospitality industry. The Howardian Hills offers natural beauty, the villages are generally idyllic with lots of character - this is a draw card. The more you build them up, the less character they have. Other areas will be better able to compete with what can be offered here.</p>
Environment Agency	<p>We recommend that the distribution of development should actively avoid / discourage new development in areas of that hold significant environmental value. For example, development should not occur within (or in close proximity) to areas with existing conservation designations and protected habitats or species.</p> <p>The distribution of development should aim to both protect and enhance the District's environmental resources for all including areas of international and national importance, the character and qualities of the Districts heritage, landscape and countryside and maximise the contribution they can make to the delivery of wider economic and social objectives.</p> <p>Ryedale's network of surface water bodies (including streams, rivers, floodplains, wetlands, canals, ponds etc.) play an important role in contributing to the areas habitat network. They also provide wider ecosystem services. We recommend that the Local Plan review makes use of existing data – such as the detailed river network, Humber River Basin Management plan (RBMP), Water Framework Directive (WFD) surface water body data and the Ryedale district habitat network – to identify key areas where new development should be avoided (or at least carefully planned). Further detail is provided below.</p> <p>There is often a tendency to promote brownfield site redevelopment over greenfield site development. In most cases we support the effective and efficient re-use of previously developed land. However, there are circumstances where redevelopment of brownfield sites over greenfield sites may not be the environmentally optimal solution. In some instances previously developed land may hold (or have the potential to hold) significant environmental / ecological value. For example, a brownfield site can also be important stepping stone within an existing wildlife corridor, and therefore can be valuable in providing connectivity within ecological networks. This is particularly relevant where previously developed land lies next to rivers and streams – as these are the only location where the river environment can be improved to provide the blue infrastructure that is valuable (for health, wellbeing, biodiversity and climate change mitigation etc.). Based on the above we recommend that the presumption for development on brownfield sites over greenfield sites should be qualified with a statement that recognises the need to assess both the current and future / potential environmental value of the previously developed site prior to making the decision. For example, previously developed land immediately adjacent to river corridors,</p>

Organisation	Answer to Question
	<p>even if currently in a poor state, has a high environmental value – to unlock previously lost environmental value through de-culverting rivers and streams should be given weight when determining site selection.</p> <p>Flood Risk Flood risk will form an integral part of your decisions as to where to locate development, and to what scale and distribution. This should principally be informed by the SFRA(s) that are in preparation, ensuring that all sources of flood risk are taken into account and assessing flood risk now and in the future.</p> <ul style="list-style-type: none"> <li>• Your Local Plan policies should be used to make it clear how flood risk within the authority area will be used to inform development proposals. We have made separate comments against the existing policy SP17 (Natural Resources).</li> <li>• Through the above, you will be able to use the Sequential and Exception Tests (where they apply) to help identify suitable sites for development. We draw your attention to the latest SFRA Guidance (<a href="https://www.gov.uk/guidance/local-planning-authorities-strategic-flood-risk-assessment">https://www.gov.uk/guidance/local-planning-authorities-strategic-flood-risk-assessment</a>), and also the recently published SFRA best practice guide (<a href="https://adeptnet.org.uk/system/files/documents/FRS18204%20SFRA%20Good%20Practice%20Guide_Final_Nov2021.pdf">https://adeptnet.org.uk/system/files/documents/FRS18204%20SFRA%20Good%20Practice%20Guide_Final_Nov2021.pdf</a>).</li> </ul> <p>Ground water protection The Environment Agency would wish to see new development set away from sensitive groundwater settings, such as groundwater source protection zones (SPZs) where groundwater is utilised for potable water supply.</p>
Natural England	<p>We recognise that the decision making around the distribution of development is an important stage for the Local Plan. Natural England advises that in order to allocate the most appropriate sites to deliver high quality, sustainable development, environmental issues and opportunities should be considered as an integral part of the assessment process.</p>

Organisation	Answer to Question
Historic England	<p>We welcome the recognition given to the need to understand the capacity of the settlements to adapt/accommodate the amount of development and to understand what new infrastructure may be required to deliver that development, taking account of historic/cultural and environmental sensitivities that may be present at a place. This understanding of the capacity of settlements is critical in order for the Council to put forward a spatial strategy in the Local Plan that will deliver sustainable development, as required by paragraph 11 of the NPPF. The first paragraph on page 6 of the paper refers to looking at the environmental capacity and constraints of places. This review should include a consideration of the historic environment.</p> <p>The NPPF make is clear that enabling development is development that is not otherwise in accordance with adopted policy. Paragraph 202 of the NPPF states that “local planning authorities should assess whether the benefits of a proposal for enabling development, which would otherwise conflict with planning policies but which would secure the future conservation of a heritage asset, outweigh the disbenefits of departing from those policies.” We would therefore urge caution with the use of the phrase enabling when discussing heritage unless you are fully satisfied that all of the necessary conditions are met. Advice on enabling development can be found on Historic England’s Good Practice Advice in Planning Note 4: <a href="https://historicengland.org.uk/imagesbooks/publications/gpa4-enabling-development-heritage-assets/">https://historicengland.org.uk/imagesbooks/publications/gpa4-enabling-development-heritage-assets/</a></p> <p>We welcome the reference made to the consideration of landscape setting and impacts on the form and character of the settlement, including heritage and archology, in determining appropriate locations for land allocations in the Local Plan Review. We also support the preparation of background papers for each settlement subject to allocations as part of the evidence base to the plan review.</p>
NYCC Strategic Policy and Economic Growth	<p>Access to Services, green Space, Jobs and community are all factors which contribute to healthy, sustainable places and communities and should be considered when establishing a suitable approach to the spatial distribution of development. Ensuring that that the high quality homes, including affordable homes, are in locations that support the principles of healthy place shaping would be encouraged. This includes, but is not limited to, such considerations as the creation of Complete and Compact neighbourhoods; that places are connected and provide enhanced walkability and the provision on green and open space.</p>

Organisation	Answer to Question
NYCC Minerals and Waste Management	<p>When assessing sites of potential development Safeguarding policies in the emerging Minerals and Waste Joint Plan should be considered and acted upon if criteria have been met.</p> <p><u>Waste water infrastructure provision</u></p> <p>When considering new housing developments the capacity of the waste water and sewage infrastructure needs to be taken into consideration and whether any improvements would need to be made to accommodate the additional waste water and sewage which would be generated.</p>
NYCC Highways	<p>As with the 2016 report, any aspirations to grow and develop strategic villages/towns within Ryedale should provide a transport evidence base to aid development. This should also be accompanied with a robust developer contributions funding mechanism, to deliver the transport infrastructure (IDP) to support the Local Plan.</p> <p>Furthermore, without an updated development log to summarise the “most likely” and “near certain” sites within the detailed study area for residential and employment land use to be developed in a study area by 2038, it will be difficult to provide a specific response to the each of the questions set within the consultation.</p> <p>It is our recommendation that that a strategic transport review be carried out, based on proposed development locations and associated trip rates and distributions, which will be needed to identify potential mitigation; and to produce outline cost estimates for the proposed mitigation as part of the Infrastructure Delivery Plan (IDP).</p> <p>This analysis is an essential element of the evidence base underpinning the preparation and justification of any site allocations, which will help:</p> <ul style="list-style-type: none"> <li>• Identification of any major constraints on the local roads network as a result of Local</li> <li>• Plan proposals.</li> <li>• Assessment of any improvement measures to support the above.</li> <li>• Provide feedback and allow for consultation between key stakeholders, including</li> <li>• Ryedale District Council, North Yorkshire County Council (as the Local Highway</li> <li>• Authority) and the Highways Agency (for impacts upon the A64 trunk road).</li> <li>• ☑ Provide a transport evidence base to aid development of a robust developer contributions funding mechanism, to deliver the transport infrastructure to support the Local Plan.</li> </ul>

Organisation	Answer to Question
NYCC Local Lead Flood Authority	<p>Each location identified within the Distribution of Development Consultation document is nonspecific and will be affected by fluvial and/or pluvial flood risk to a greater or lesser extent, depending on the location of individual sites, which are still to be determined. Additionally, there may be instances where groundwater and sewer flooding will need to be considered, depending on each specific location. Each site/location will be unique, therefore it will be difficult to reasonably satisfy the question presented and provide underpinning advice from which to make sound decisions.</p>
NYCC Children and Young People's Services	<p>From the perspective of the Children and Young People's Service (CYPS) ensuring that developments are able to be supported with appropriate sustainable Education provision is a very important factor. In addition it is preferable if pupils are able to live close enough to Educational establishments that they can easily access on foot. It is preferable that development occurs where school places are available or where the impact of the development can be mitigated for example via the expansion of an existing school or by providing a new school.</p>
NYCC Adult and Social Care	<p>Population projections evidence that Ryedale has an aging population that is increasing, alongside an increase in people requiring care homes or nursing care and people who are living with dementia.</p> <p>Population data also indicates that the number of people living with a learning disability are increasing.</p> <p>From an Adult Social Care perspective ensuring that developments have appropriate access to the local community with housing that is accessible for people with all disabilities or older people (including but not limited to):</p> <ul style="list-style-type: none"> <li>• Affordable with housing benefit limits</li> <li>• level access / modern wheelchair accessible,</li> <li>• mix of individual occupancy and shared accommodation – extra care, supported living and support housing</li> <li>• essential safety features for people with complex needs including ligature safe accessories or sound proofing, damage proofing etc),</li> <li>• dementia and autism friendly accommodation</li> <li>• ☒ close to specialist health, social and educational services for younger / transitions</li> </ul>

Q2

**Question 2:**

**Option 1: Continue the existing approach of the Ryedale Plan- the more explicit growth strategy which focussed on the towns and the Principal Town in particular- concentrate new housing at the Market Towns and key 'Service Villages' with meeting local needs elsewhere.**

**Option 2: A less concentrated, more dispersed approach to distributing growth - with development focussed at the Market Towns and specific villages, including existing 'Service Villages' and selected additional villages.**

**Which of these options do you prefer and what are your reasons?**

**All Option 1 responses**

Organisation	Option	Reason
Member of the public	1	Option 1 – continue the existing approach of the Ryedale Plan and focus the majority of housing towards the Principal Town and Market Towns. For the reasons discussed below, the majority of growth should be directed towards the Market Towns of Pickering and Kirkbymoorside. Malton and Norton, Pickering, Kirkbymoorside and Helmsley are home to approximately half of the District's population. They provide jobs, services and education for the communities both within the towns themselves and also act as service hubs for the wider rural hinterlands. They benefit from the most frequent public transport facilities and are sustainable locations for growth. The majority of growth should therefore be directed towards these towns which will deliver affordable housing in areas where it is needed and support economic development. In 2019/2020 the majority of affordable completions were in the Market Towns, with only 5 affordable homes delivered in one Service Village and 1 affordable home elsewhere. If more growth were to be directed towards Service or other villages it is likely that affordable needs will not be met as these villages are less likely to be able to accommodate large sites which will contribute towards affordable housing. The Council has suggested that major investment in infrastructure may be needed to sustain the same scale of housing within Malton and Norton as has occurred in the current Plan Period if improvements to congestion and air quality are to be achieved in the future. Whilst Malton and Norton should still be a focus for growth, a higher proportion of growth should be directed towards the Market Towns. Helmsley is heavily constrained by its location within the North Yorkshire Moors National Park and so the majority of growth should be directed towards the Market Towns of Pickering and Kirkbymoorside.

Organisation	Option	Reason
		<p>The remainder of the population is dispersed across over 100 villages across the District. The majority of these villages are small, rural villages and only a very limited number support a range of services or have good public transport links to Market or other towns. The limited number of villages which do support a range of services are defined as 'Service Villages' within the Local Plan and have a minimum range of services considered to help support a sustainable community. These facilities typically include a primary school, convenience store and reasonable bus service.</p> <p>Service Villages could therefore support a small amount of growth The SHLAA shows that the majority of new development has taken place in Market Towns and there has been a high proportion of completions on larger sites, which provides confidence in the existing approach</p>
Malton Town Council	1	More development in the service villages will encourage the services to continue to exist.
Amotherby Parish Council	1	<p>More houses needed - Amotherby PC prefer Option 2 for the following reasons:-</p> <ul style="list-style-type: none"> <li>• The concept of being a Service Village when falsely combined with another settlement is wrong. It has lead to Amotherby being given a totally unsuitable housing allocation in terms of numbers in the current Local Plan. We do not want any other allocations foisted on us.</li> <li>• There are other small villages where small scale development could be accommodated and would be welcomed.</li> </ul>

Organisation	Option	Reason
Amotherby Parish	1	<p>Give smaller local building firms ability to build rather than huge conglomerate building 50+ houses in one development.</p> <p>Allow some development in the villages to keep them "alive" and existing services there such as pub to continue to thrive</p>
Habton Parish Council	1	<p>although the present policy has certainly helped rejuvenate Malton it is so concentrated it will flood the existing infra structure and inadvertently help kill off some villages</p>
PB Planning	1	<p>Whilst there is robust evidence to support maintaining the current strategy for the distribution of housing growth to Malton/Norton, the same evidence would also support an increase in the distribution of growth to the settlement area to 60%.</p> <p>Furthermore, the allocation of our client's land interest at Land Adjacent to Norton Lodge (Ref. 253) would enable the continued delivery of the District's previous/current successful and sustainable distribution of development strategy.</p>
Member of the public	1	<p>I do not think we should exclude the other villages from any development if there is demand for new housing. This implies accepting smaller developments which would attract local builders rather than the national house builders.</p>

Organisation	Option	Reason
Member of the public	1	"Give smaller local building firms ability to build rather than huge conglomerate building 50+ houses in one development. Allow some development in the villages to keep them ""alive"" and existing services there such as pub to continue to thrive"
Member of the public	1	although the present policy has certainly helped rejuvenate Malton it is so concentrated it will flood the existing infra structure and inadvertently help kill off some villages
ELG Planning	1	As set out above, FME's preference would be option 1, which focuses new development on the Market Towns, and they have put forward the site at Castle Howard Road as a sustainable extension to Malton. This approach is considered to be the most sustainable approach to future development (and as such, the approach most in line with the NPPF), and would allow for further strategic infrastructure improvements to take place which would be of benefit to the town, and indeed the wider area. FME are eager to work with Ryedale District Council to create a scheme that would complement the existing built environment at suitable scale that meets the needs of the local area and does not impact on the nearby AONB.
ArkleBoyce	1	By providing a dispersed approach to distributing growth and allowing for modest growth within Harome will allow key businesses within the village to be sustained through the local community and even encourage the location of additional services.

Organisation	Option	Reason
Pegasus Planning Group	1	We agree that a greater proportion of housing development should be focused on Market towns and service villages. However, in the last plan period, 74% of completions have been in the larger settlements, which demonstrates an over-focus has been placed on these. As seen in Appendix 2 of the consultation document, only 2 allocations were made in service villages.
North Yorkshire Police	1	The concentration of the populace in market towns shortens response times as they are on arterial routes. In addition there is a greater access to diversion and support services for the vulnerable in larger towns - many of the vulnerable we support feel isolated in villages without appropriate transport links.
Heslerton Parish Council	1	Development needs to be tailored to meet the local employment opportunities with locations being driven by this factor.
Wintringham Parish Council	1	The existing plan has been successful, worked well, is easy to understand and explain to residents.
Chair Wintringham Parish Council	1	The current approach has worked well. It is clear, understandable and logical. This strategy has consistently exceeded Ryedale's new homes target over the past few years. There is much high value landscape in Ryedale.

Organisation	Option	Reason
Member of the public	1	As above. It is likely that the non-service villages will not meet the criteria and will lack the important factors relating to existing infrastructure. Expansion in villages with no amenities will increase road transport.
Member of public	1	Services, transport, etc are all accessible in town. Children can walk to school. Employment is close by. Rail link and regular buses. Access to major roads. People want to live in market towns for convenience. Malton is highly regarded
Member of public	1	There is no point in developing areas which lack the necessary infrastructure...this will only cause further environmental and climate issues.
Member of public	1	Concentrate on 'brown field' sites to maintain countryside biodiversity and ensure support of the Environment Bill by commitments to both protecting and increasing woods and trees in Ryedale.

Organisation	Option	Reason
Member of public	1	Many of the villages have no facilities, poor road access, no public transport, and low quality technology connectivity. These will not be provided by either large or small builders.
Member of public	1	Market towns and service villages will have existing infrastructure. Future development can be carefully integrated into existing population centres to minimise community concern.
Member of public	1	Ensures that some affordable housing is provided in the larger service villages as well as at the towns
Member of public	1	Maintains the character of more local villages

Organisation	Option	Reason
Member of public	1	No point in increasing village sizes by adding housing where there is limited or no public transport for those who have no car. Equally no point in adding industrial sites where there is no unemployment problem.
Member of public	1	The existing policy is providing sustainable housing growth within the wider district
Member of public	1	These villages have existing infrastructure that can support and sustain growth - increased housing in smaller less serviced villages will simply increase road usage at a time when we should be seeking to use less resources
Member of public	1	Malton/Norton are in need of further development and investment as the centre of the Ryedale area. Those villages which are identified as service villages can also expand in a controlled way and create viable communities.

Organisation	Option	Reason
Member of public	1	<p>We live in an AONB - wish to maintain this for everyone to enjoy</p> <p>Not to loose the character of the villages</p> <p>Not to increase traffic on single track country roads. New housing in towns makes for a stronger economy and a commercial hub for surrounding population.</p>
Member of public	1	<p>Infrastructure already in place.</p> <p>More people in the larger towns mean more money generated to pay for the improved infrastructure.</p> <p>The additional people can support more restaurants, sports facilities and thus greater appeal.</p>
Spawforths obo Keyland Development Ltd	Option 1b	<p>Option 1 is effectively a continuation of the current development plan. It assigns development levels dependent upon the size of the settlement, but it does not consider the role and function of that settlement, or the needs and aspirations for that settlement. It focusses most development in Malton and Norton (50%) followed by Pickering (25%), Kirkbymoorside (10%) and Helmsley (5%) with circa 10% in the Service Villages.</p> <p>Option 2 considers an extreme dispersal strategy expanding more growth into the Service Villages and smaller villages throughout the district.</p> <p>The Options report suggests that further growth to Malton and Norton at the rate from the current plan is not sustainable due to perceived technical constraints in accommodating that level of growth. However, the Options report does not consider other approaches to accommodating the housing need of the district.</p> <p>Keyland consider that a more appropriate and balanced option would be to review the spatial distribution between the Market Towns and increase and direct growth to those larger settlements, such as Pickering that</p>

Organisation	Option	Reason
		<p>can accommodate that growth. Redistributing growth between the Market Towns would direct growth in a sustainable manner to those settlements that already have services and facilities.</p> <p>Keyland consider this suggested Option 1b is the more appropriate approach for the district and reflects the Framework on promoting a sustainable pattern of development to meet development needs, whilst meeting as a minimum the objectively assessed needs for housing and other uses. Such an approach would also reflect paragraph 73 of the Framework which suggests providing sustainable extensions to existing towns and villages where they are well located to support a sustainable community with sufficient access to services and employment opportunities.</p> <p>Therefore, Keyland suggest that if Malton and Norton is not able to accommodate 50% of the new homes the district needs and requires, that the proportion that is not able to be accommodated is redistributed firstly to Pickering, which is the next largest and sustainable Market Town, followed by Kirkbymoorside and then Helmsley. Scenario testing should be undertaken to identify the most appropriate proportions and quantum.</p>

#### All Option 2 responses

Organisation	Option
KVA Planning	2

Organisation	Option
Steve Murray Associates Ltd	2
Barton Willmore	2
Carter Jonas	2
Edwardson Associates Ltd	2

Organisation	Option
Savills obo The Church Commissioners	2
Savills obo The Settrington Estate	2
Johnson Mowat obo KCS Developments Ltd	2
Savills – On Behalf of Birdsall Estate	2

Organisation	Option
Savills On behalf of Hovingham Estate	2
Savills	2
Home Builders Federation	2
North Yorkshire Local Access Forum	2

Organisation	Option
Member of the public	2
Historic England	
Member of the Public	2
Children and Young People Services	-

Organisation	Option
NYCC Adult and Social Care	-
Environment agency	-

**Question 3: In general, which settlements do you think could be expanded to accommodate future housing and by how much? What are the factors that you think we should consider when we are thinking about these matters?**

**Towns**

Organisation	Answer to Question
KVA Planning	The ten key service villages listed in the consultation document as well as considering key infill sites in villages and altering development boundaries to include small parcels of land within settlement to join up existing built form

Organisation	Answer to Question
Steve Murray Associates Ltd	"Pickering would be a good location and could probably sustain further development of maybe 200 new and affordable homes over the plan period ! Ability to deliver"
Barton Willmore obo Barratt David Wilson Homes	Two thirds of the District is covered by national landscape designations such as Howardian Hills Area of Outstanding Natural Beauty and the North Yorkshire Moors National Park. A vast majority of the remainder of the District is covered by a local designation of area of high landscape value. The parts of the district covered by the national landscape designations should be afforded the greatest protection and growth directed away from these areas. Elsewhere, new growth should have regard to the areas of high landscape value but this local designation should not preclude growth in these areas. The Principal Town of Malton and Norton along with Market Towns of Pickering and Kirkbymoorside should be expanded to accommodate the majority of future housing. A high proportion should be directed to Pickering in particular given it is not constrained by national landscape designations and is the main service centre serving northern Ryedale. The Market Town of Helmsley will only be able to accommodate a small amount of new development given its growth is constrained by its location within the North Yorkshire Moors National Park.
Barton Willmore obo Tim Parkinson	<p>Appleton-le-Street should be expanded to accommodate housing commensurate to the size of the settlement, located within or adjacent to the built form of the settlement. The settlement benefits from limited constraints. The village is located fully in Flood Zone 1, not within a conservation area with four listed buildings in the village. There are no ecological designations in, or within the vicinity of, the village. The Howardian Hills AONB lies to the south of the village. As such, land exists to the south of the settlement outside of the AONB and to the north to accommodate residential development of a scale that is proportionate to the size of the village.</p> <p>Appleton-le-Street is located approximately 1.8km west of the Service Villages of Amotherby and Swinton. The 2018 SHLAA indicates that since 2011, 21% of housing delivery has been in Service Villages. Table 3 of the SHLAA also shows that between 17/18, 2 dwellings were delivered in Amotherby and Swinton, which is one of the lowest figures of housing delivery of all the Service Villages. Proportionate housing development in Appleton-le-Street would support the facilities and sustainability of this combined Service Village given the low delivery of housing in these settlements.</p> <p>As such, the constraints of a settlement and its proximity to other villages, particularly service villages to support the sustainability of these settlements as well as the smaller villages should be considered when redistributing development. Our Client has land</p>

Organisation	Answer to Question
	<p>interest in Appleton-le-Street which is available, achievable and deliverable for high quality small scale housing development on a site with limited land constraints. The high quality carefully designed development would reflect the character of the settlement whilst significantly improving the visual appearance and environmental conditions at the site which lies at the heart of the village.</p>
<p>ELG Planning obo Malton Fitzwilliam Estate</p>	<p>FME consider the most appropriate approach to be new housing development focused on the Principal Town of Malton &amp; Norton, in line with the current local plan, and further housing allocations in the town will further contribute to the delivery of infrastructure improvements and will enable a choice of new homes in the most sustainable location. FME have presented the site at Castle Howard Road as being able to provide a sustainable extension to Malton, which is capable of delivering up to 500 new homes, including a potential retirement community and small-scale local centre. FME have also put forward other smaller sites in Malton &amp; Norton for residential development, these include:</p> <ul style="list-style-type: none"> <li>• Norton Road, Malton (Call for Sites Ref: 138);</li> <li>• Land at Bark Knotts, Norton (Call for Sites Ref:139);</li> <li>• Thackrays Yard, Old Malton (Call for Sites Ref: 186); and</li> <li>• Land at Sheepfoot Hill (Call for Sites Ref: 149)</li> </ul> <p>3.11 Furthermore, Malton &amp; Norton is the largest settlement in the District, and therefore should be the focus for growth as they could easily accommodate a continued growth in size, without any detrimental impacts on its character, as demonstrated by the table below.</p> <p>Malton &amp; Norton 12,275  Pickering 6,830  Kirkbymoorside 3,040  Amotherby 399  Slingsby 665  Total Ryedale Population 51,000</p>
<p>ArkleBoyce obo Andrew Pern</p>	<p>Harome. The sites put forward by our client (Refs 216 and 218) are for bespoke, high-quality dwellings with a strong environmental emphasis. By creating sites for self-build, smaller and medium housebuilders not only aligns with national policy, but also allows for a unique housing product that the district can be proud of.</p>

Organisation	Answer to Question
Pegasus Planning Group	We believe there is scope to consider more development within the service villages to increase their sustainability. In particular, in Sherburn as it boasts a good range of services and facilities as well as opportunities for employment, making it a highly sustainable location to live. It will provide young families with more choice of housing and allow them to remain in the area.
Edwardson Associates obo Lutton landowners	Our clients have land in Terrington and Bulmer villages. Development of a small scale would help support local services in both the settlements mentioned and nearby settlements. Para 79 of the NPPF supports development in villages which support services in nearby villages too.
Savills obo the Church Commissioner for England	<p>As set out above, a less concentrated, more dispersed approach to distributing growth supports the vitality and viability of more communities, not just the Market Towns and ‘Service Villages’ of the district. With regard to which settlements are considered suitable for future growth, our client, as a landowner in the area, supports modest growth and future development in Sand Hutton, Claxton and Gate Helmsley.</p> <p>These settlements are located in the southern half of the District and south west of the Market Towns of Malton and Norton but in close proximity to the City of York (all settlements less than 10 miles away from York). These are essential settlements in the area with an important role to play in the provision of a range and choice of dwellings across a wide price range.</p> <p>These villages could accommodate new small scale development without having a detrimental impact on the character of the existing village and surrounding countryside. The villages have seen very little progression over the last decade and therefore to support existing and future residents/ families, additional new homes are likely to be welcomed.</p> <p>We note in the consultation document that in relation to a greater amount of housing going to the villages, the Council will be considering:</p> <ul style="list-style-type: none"> <li>• Their distance and relationship to neighbouring settlements;</li> <li>• The site specific constraints around some of our villages such as higher flood risk, designated heritage</li> </ul>

Organisation	Answer to Question
	<ul style="list-style-type: none"> <li>• assets, national biodiversity designations;</li> <li>• What wider opportunities may be presented by specific development for environmental or historic environment considerations;</li> <li>• Sustainable building considerations; and,</li> <li>• What services and facilities they already have or have access to within a walkable distance.</li> </ul> <p>In response to these matters, in respect of Sand Hutton, Claxton and Gate Helmsley, we can confirm that, as mentioned above, they are in close proximity to other larger settlements such as Malton and Norton, and York City (with its wide range of services and facilities). As such, it is considered that these settlements are sustainable when considering them in their wider context.</p> <p>Furthermore, whilst Sand Hutton and Claxton have Conservation Areas, this should not be a reason to preclude development. As per paragraphs 206 and 207 of the NPPF state, local planning authorities should look for opportunities for new development within Conservation Areas, and within the setting of heritage assets, to enhance or better reveal their significance. Not all elements of a Conservation Area will necessarily contribute to its significance. Appropriate development of suitable and careful design can actually enhance a conservation area. It is important to balance the importance of the heritage asset along with natural progression of the village over time.</p> <p>Development in villages could be argued to put pressure on their character or some of their existing services, however, it is considered that the opposite can actually occur. Unless some modest growth takes place, there is greater pressure on services and facilities closing due to restricting new residents and service / facility users.</p> <p>In terms of character, the impact of development can very much be addressed during the planning application process where the detailed design would be subject to appropriate assessment and consultation with the relevant Council departments (e.g. conservation officers).</p> <p>Furthermore, these villages also have several existing services and facilities whereby additional new homes / residents would help support their upkeep / use. Please see our answer to question 7 below for further detail on this matter.</p> <p>In short, it is considered that Sand Hutton, Claxton and Gate Helmsley could all accommodate modest residential development over the next plan period to help sustain the viability and vitality of the village and its community, and in particular, Sand Hutton and</p>

Organisation	Answer to Question
	<p>Claxton could be considered to be a cluster settlement as they already share local services and facilities which are connected by existing public transport.</p>
Savills obo the Settrington Estate	<p>As set out above, a less concentrated, more dispersed approach to distributing growth supports the vitality and viability of more communities, not just the Market Towns and ‘Service Villages’ of the district.</p> <p>With regard to which settlements are considered suitable for future growth, our client, as a resident and landowner in the area, supports modest growth and future development in Settrington.</p> <p>Settrington is located in the southern half of the District and is in close proximity to the Market Towns of Malton and Norton and other neighbouring ‘Service Towns’ such as Rillington and Amotherby and Swinton. Settrington is an essential settlement in the area with an important role to play in the provision of a range and choice of dwellings across a wide price range. Settrington could accommodate new small scale development without having a detrimental impact on the character of the existing village and surrounding countryside. The village has seen very little progression over the last decade and therefore to support existing and future residents / families, additional new homes are likely to be welcomed.</p> <p>The reason for such limited development in the past is due to existing adopted local planning policy and the settlement boundaries being drawn extremely tight around the existing built form. Creating flexibility and widening the settlement limits would help support modest development to Settrington. Please see our comment to question 17a below for future detail on this matter.</p> <p>We note in the consultation document that in relation to a greater amount of housing going to the villages, the Council will be considering:</p> <ul style="list-style-type: none"> <li>• Their distance and relationship to neighbouring settlements;</li> <li>• The site specific constraints around some of our villages such as higher flood risk, designated heritage assets, national biodiversity designations;</li> <li>• What wider opportunities may be presented by specific development for environmental or historic environment considerations;</li> <li>• Sustainable building considerations; and,</li> </ul>

Organisation	Answer to Question
	<ul style="list-style-type: none"> <li>• What services and facilities they already have or have access to within a walkable distance.</li> </ul> <p>In response to these matters, in respect of Settrington, we can confirm that, as mentioned above, Settrington is in close proximity to other larger settlements such as Malton and Norton, Rillington and Amotherby and Swinton. As such, it is a sustainable village in terms of considering the settlement in its wider context.</p> <p>Furthermore, whilst Settrington has a Conservation Area, this should not be a reason to preclude development. As per paragraphs 206 and 207 of the NPPF state, local planning authorities should look for opportunities for new development within Conservation Areas, and within the setting of heritage assets, to enhance or better reveal their significance. Not all elements of a Conservation Area will necessarily contribute to its significance.</p> <p>Appropriate development of suitable and careful design can actually enhance a conservation area. It is important to balance the importance of the heritage asset along with natural progression of the village over time.</p> <p>Development in villages could be argued to put pressure on their character or some of their existing services, however, it is considered that the opposite can actually occur. Unless some modest growth takes place, there is greater pressure on services and facilities closing due to restricting new residents and service / facility users.</p> <p>In terms of character, the impact of development can very much be addressed during the planning application process where the detailed design would be subject to appropriate assessment which would include, for example, assessment of the scheme in accordance with the Village Design Guide.</p> <p>Furthermore, Settrington also has several existing services and facilities whereby additional new homes / residents would help support their upkeep / use. Please see our answer to question 7 below for further detail on this matter.</p> <p>In short, it is considered that Settrington could accommodate modest residential development over the next plan period and beyond to help sustain the viability and vitality of the village and its community.</p>
Johnson Mowat obo KCS Development	KCS consider that Kirkbymoorside is capable of being expanded to accommodate future housing. The current Ryedale Plan apportions 10% of the housing requirement to Kirkbymoorside, significantly less than Pickering (25%) and Malton (50%). It is

Organisation	Answer to Question
	<p>considered a reapportionment is appropriate, reducing the proportion in Malton and Pickering and increasing the proportion in Kirkbymoorside.</p> <p>Based on the information of completions contained in Appendix 2 of the consultation document Kirkbymoorside has delivered considerably less new housing (3.5%) than the other market towns and less than the 10% apportionment contained in the Ryedale Plan. Whilst we are aware of commitments in the pipeline in Kirkbymoorside which may increase the percentage, it is considered that further additional and proportionate growth in Kirkbymoorside is justifiable.</p> <p>The proportionate distribution needs to be based on up-to-date evidence and we would welcome sight of the updated evidence on infrastructural and environmental constraints before commenting in more detail on the Council's proposed distribution at later Plan Review stages.</p>
Paul Butler obo Barratt Taylor Wimpey	<p>Malton/Norton is the largest settlement in the District by population and the Council's SHMA identifies that the settlement area has the largest current and future demand for market and affordable housing in the District. This was a factor that was taken into account when the Council determined the distribution of development strategy for the current Ryedale Plan and which corroborates the grounds for maintaining at least 50% of new housing growth to be delivered to the settlement area within the emerging Ryedale Plan.</p> <p>The number of facilities, services and employment opportunities available within Malton/Norton render it the most sustainable settlement in the District by some distance. Its accessibility to the strategic road and rail network is also not shared by any other settlement in the District. Accordingly, the settlement area's sustainability credentials not only render it the most appropriate location for the delivery of 50%+ of the District's housing land requirements, but it also renders it as one of very few settlement areas in the District which can sustain large new housing developments of 300+ homes in scale. The delivery of new housing developments at this scale will increase the pace of housing delivery in the District, ensuring housing targets are met within the plan period, but they will also importantly lead to the delivery of enhanced socio-economic benefits in respect of: -</p> <ul style="list-style-type: none"> <li>o Affordable housing.</li> <li>o Delivering a wider range of mix of new homes to meet identified housing needs.</li> <li>o CIL payments.</li> </ul>

Organisation	Answer to Question
	<ul style="list-style-type: none"> <li>o Highways and drainage infrastructure improvements.</li> <li>o Community infrastructure provision including new school places, new public open space and biodiversity gain.</li> <li>o Direct and indirect construction employment opportunities.</li> </ul> <p>Malton/Norton is less constrained in respect of environmental protection areas than other parts of the District. Whilst the River Derwent SAC runs through the centre of the settlement area; the Howardian Hills AONB is located to the west; and the Yorkshire Wolds are located to the south, there are large areas of the settlement which are located to the east of Norton (and specifically our client's land interest at site Ref. 253) which could be developed and which would not impact on these important biodiversity and landscape areas. Particularly when site specific mitigation would be delivered as part of their development in a similar vein to that being proposed by our client's current application at the Norton Lodge site (Allocation Ref. SD3).</p> <p>With regard to sustainability, accessibility and environmental constraints, the same points made above could also be said in respect of future employment growth opportunities in the District. Meaning that the Malton/Norton settlement area has the opportunity to become even more sustainable in the future and accordingly new homes will need to be delivered to ensure that the labour supply required to deliver future employment growth is met within sustainable travel distances (including walking and cycling).</p> <p>On account of the above, whilst there is robust evidence to support maintaining the current strategy for the distribution of housing growth in the District, the same evidence would also support an increase in the distribution of housing growth in Malton/Norton. Particularly when the ability of the District's other larger settlements to deliver housing growth is considered. Indeed, Helmsley's potential for future growth is constrained by the National Park and other environmental designations, and Kirkbymoorside has not as of yet established that it can meet and/or sustain the delivery of its current housing requirement, with the latest Annual Monitoring Report confirming that only 30 homes (or 10% of its current Ryedale Plan housing target) have been delivered in the period 2012-2020.</p> <p>Accordingly, there is an argument that the distribution of housing development to Malton/Norton could increase to 60% to ensure that the District's future housing needs are met in its most sustainable, accessible, and deliverable location for new homes.</p>

Organisation	Answer to Question
Savills obo Birdsall Estate	<p>We strongly support the sensitive expansion of the following villages:</p> <ul style="list-style-type: none"> <li>- Cropton</li> <li>- Duggleby</li> <li>- Leavening</li> <li>- North Grimston</li> <li>- Scagglethorpe</li> <li>- Settrington</li> <li>- Wharram-le- Street</li> </ul> <p>As outlined above, we feel that each of the above listed settlements could accommodate appropriate levels of future housing growth. There are a number of suitable sites within the settlements and growth would present the opportunity to support the vitality and viability of these rural settlements and any existing businesses or facilities within the village or within the functional cluster of rural settlements.</p> <p>Important considerations, which are fully recognised by the Estate are:</p> <ul style="list-style-type: none"> <li>- Potential landscape impact of any scheme</li> <li>- Potential heritage impact of any scheme</li> <li>- Potential impact on the character of a settlement</li> <li>- Ability to secure safe access to the site</li> <li>- Potential highways implications</li> <li>- Proximity of the development site to sustainable transport options</li> </ul> <p>Any sites which are ultimately allocated for development, will be informed by a high quality design framework and a full suite of technical assessments which demonstrate that there are no insurmountable constraints to development. The Estate is committed to ensuring that the sites put forward for consideration are the most appropriate locations for growth in each Village, and can accommodate high quality schemes which respect the character of the settlement and its local area.</p>

Organisation	Answer to Question
Savills obo Hovingham Estate	<p>We strongly support the sensitive expansion of Hovingham. Hovingham is identified as a Service Village in the Local Plan and benefits from a number of services including local shops, school, GP practice, a church, a pub, a bakery and a café. There are a number of suitable sites within the settlement and growth would present the opportunity for expansion of local businesses to better serve the community.</p> <p>Important considerations, which are fully recognised by the Estate are:</p> <ul style="list-style-type: none"> <li>- Potential landscape impact of any scheme</li> <li>- Potential heritage impact of any scheme</li> <li>- Potential impact on the character of a settlement</li> <li>- Ability to secure safe access to the site</li> <li>- Potential highways implications</li> <li>- Proximity of the development site to shops and services</li> <li>- Proximity of the development site to sustainable transport options</li> </ul> <p>We have previously outlined the Estates aspirations for Hovingham and the importance of delivering sensitive residential development which does not detract from the character of the village, or nearby heritage assets. Any sites which are supported for development in the village, will be informed by a full suite of technical assessments which identify and seek to mitigate against any negative impacts on existing highways and minimised harm to heritage assets.</p> <p>It is considered that the sites put forward for consideration within the Vision Document are the most appropriate locations for growth in the Village, and can accommodate high quality schemes which respect its character and that of the local area.</p>
Savills obo Louise Kirk (Ampleforth)	<p>Service Villages such as Ampleforth have deliverable and developable sites available which could make a vital contribution to the Districts Land Supply in the short term. These representations are made in respect of the Land at Back Lane, Ampleforth and the Land at Station Road, Ampleforth. Which have capacity to deliver circa 25 new dwellings and community parking facilities.</p> <p>The NPPF outlines that in rural areas, planning policies and decisions should be responsive to local circumstances and support housing developments that reflect local needs. Clearly locating development in service villages such as Ampleforth can deliver</p>

Organisation	Answer to Question
	<p>benefit to these settlements. Ampleforth is an active rural village, which benefits from a number of shops and services, including a GP and two schools.</p> <p>Growth in Ampleforth will contribute to creating a strong, vibrant and healthy community, improving vitality and increasing support for existing local facilities, services and businesses through increased footfall, developer contributions and visitor income. The ability to be able to truly enhance the vitality and viability of villages such as Ampleforth should be taken into account when determining the future growth strategy.</p> <p>In a Ryedale context, settlements such as Ampleforth are sustainable locations for growth. Ampleforth is located a short distance from the abundant shops and services in Helmsley, located circa 3.5 miles north east of Ampleforth. The Market Town can be accessed by bus service, as can York and Kirkbymoorside. The size of the village also means that all of the shops and services at the village core, are within walking distance of dwellings in the area. Paragraph 105 of the NPPF seeks to support sustainable development, which includes actively managing patterns of growth in support of sustainable travel objectives and focussing development in locations which are (or can be made) sustainable, through limiting the need to travel.</p> <p>Growth in Service Villages, such as Ampleforth, will also ensure that an appropriate level of affordable housing can be delivered. High house prices in the village, driven by a lack of supply, often results in existing residents having to leave in order to secure more affordable homes. The distribution of growth to these areas will contribute an appropriate mix and tenure of homes to meet the housing needs.</p> <p>It is also important that the emerging Local Plan considers the market requirement in a post-covid world. The pandemic has resulted in a shift in working practices, with more people working from home and a reduction in commuting or travelling for work. In turn, there has been an increase in demand for homes in countryside or village locations. A Savills research publication (attached) has demonstrated that the pandemic has resulted in a 'race for space' with a demand for homes in more rural location. Whilst this needs to be balanced with existing housing needs, there is the opportunity, through appropriate growth to provide a mix of homes to meet the varying needs and demand at a micro and macro scale.</p> <p>Finally, the distribution of growth to settlements such as Ampleforth is encouraged given the support such smaller sites in more rural village locations provide the opportunity for high quality developments delivered by local tradespeople. The Framework suggests that small and medium sites should be encouraged, requiring 10% of a Districts housing requirements be delivered on sites no larger than 1 ha. Small and Medium sized sites should also be promoted given they can often be delivered by local housebuilders, supporting local trade.</p>

Organisation	Answer to Question
<p>Spawforths obo Keyland Developments</p>	<p>Keyland consider Pickering is an appropriate sustainable settlement to accommodate future development. Pickering in the current Local Plan is one of the highest order settlements being a Market Town and is the second largest town in the district. It already has schools, health facilities, leisure centre services, shops and other services and facilities, including employment opportunities with business parks/industrial estates and public transport provision.</p> <p>It is evident that Pickering is one of the main towns in the district and is the main town for northern Ryedale. The town lies at the cross roads of the east-west A170 and the north-south A169. The current Local Plan describes Pickering as an important public transport node with north-south connections between Malton and Whitby and east-west connections between Helmsley and Scarborough.</p> <p>The current Local Plan strategy supports the identification of a supply of land for 750 new homes at Pickering, reflecting its status as the largest town in the north of the District, and a key provider of services, facilities and employment opportunities. The Council's vision for Pickering is for its local facilities and services to be improved and the towns' historic fabric and wider historic setting to be retained. Pickering is an important visitor destination in its own right and a gateway to the North York Moors National Park.</p> <p>Therefore, the delivery of new homes supports this Vision. There is also evidence of an affordability issue within Ryedale, which is constraining younger households from forming and in particular from buying their home. In relation to size and mix of new housing the greatest need is for 2 and 3 bed housing, which is towards meeting the needs of newly forming households and younger families. This perhaps indicates ones of the reasons for an increase in the over occupation of housing, growth of private renting and levels of concealed households. The delivery of new homes and a substantial increase in delivery of affordable housing to meet local needs and requirements is therefore recognised.</p> <p>The strategy for Pickering is therefore to ensure that the scale of development reflects the role of the town and the range of services/facilities it offers. Pickering provides one of the greatest range of shops, services and employment opportunities in the District. Therefore, as one of the most sustainable settlements in the Ryedale District it is currently identified as a prime location for development, which should continue going forward.</p> <p>Pickering should therefore continue to accommodate at least the current Local Plan strategy of 25 percent of new homes and a housing figure of 750 new homes. However, Keyland consider that given Pickering's size and status within the District as the second largest settlement in the district by some margin, the settlement can accommodate in excess of 25 percent of new homes.</p>

Organisation	Answer to Question
	Therefore, Pickering could accommodate over 30 to 40 percent of new homes and well above 750 new homes over the emerging Plan period.
Heslerton Parish Council	Malton and Pickering.
Wintringham Parish Council	The towns and larger villages with facilities, infrastructure and services to support growth.
Malton Town Council	Service villages and additional villages.
Chair Wintringham Parish Council	Brown field sites in the larger service villages and market towns.
Amotherby Parish Council	Market towns - where access to services is readily available.

Organisation	Answer to Question
Member of the public	Consider any settlements where there are shops, schools, doctors, social and leisure facilities, proximity to places of work and existing public transport
Member of the public	Malton could accommodate at least 1500 houses particularly to the west and north. Important to consider access to roads and railway, flood risk, demand, opportunities for pedestrian access to town centre. Fewer houses should be built in Norton
Member of the public	Expansion of Market towns and Service Villages is a sensible approach. Flood risk with predicted climate changes plus traffic and infrastructure implications. Many rural villages have no local facilities to support expansion.
Member of the public	There is scope for limited expansion to the service villages, but the main growth should be for Malton, Norton, Pickering and Kirkbymoorside.

Organisation	Answer to Question
Member of the public	Limited amount in most villages
Member of the public	Pickering - suitable for smaller scale development driven by local builders/companies to relieve pressure on Malton. Kirkbymoorside - larger scale development as delivered less completions compared to target.
Member of the public	"Beadlam and Nawton Amotherby and Swinton Proximity to existing Secondary Schools"
Member of the public	any existing village or town - it just needs a development strategy which is balanced and recognises the needs of each individual community
Member of the public	"Malton within the A64 by-pass. Transport connections and effect on rural communities"
Member of the public	Malton, Norton, Pickering, Kirkbymoorside

Organisation	Answer to Question
Member of the public	These villages have existing infrastructure that can support and sustain growth - increased housing in smaller less serviced villages will simply increase road usage at a time when we should be seeking to use less resources see above - I think the 10 have been chosen with these factors in mind
Member of the public	The service villages
Member of the public	Rillington has space for development, good local services, a good regular bus route which is also located on a major A major road in the A64. This means short journeys to it if people are commuting to York, Leeds or Scarborough. Equally there are other villages eastwards. Hard to how much more housing, but development limits could be extended without much disruption.
Member of the public	"Malton and Norton Depending on availability of brown field sites Road & rail infrastructure already in place. Secondary education & sports facility, medical care Boost to high street economy/ greater variety of work opportunities and supermarkets"
Member of the public	Scagglethorpe comes to mind. The quantity would be dependent on demand.

Organisation	Answer to Question
Member of the public	I don't know enough about other towns.
Environment Agency	<ul style="list-style-type: none"> <li>• Flood risk will form an integral part of your decisions as to where to locate development, and to what scale and distribution. This should principally be informed by the SFRA(s) that are in preparation, ensuring that all sources of flood risk are taken into account and assessing flood risk now and in the future.</li> <li>• Your Local Plan policies should be used to make it clear how flood risk within the authority area will be used to inform development proposals. We have made separate comments against the existing policy SP17 (Natural Resources).</li> <li>• Through the above, you will be able to use the Sequential and Exception Tests (where they apply) to help identify suitable sites for development. We draw your attention to the latest SFRA Guidance (<a href="https://www.gov.uk/guidance/local-planning-authorities-strategic-flood-risk-assessment">https://www.gov.uk/guidance/local-planning-authorities-strategic-flood-risk-assessment</a>), and also the recently published SFRA best practice guide (<a href="https://adeptnet.org.uk/system/files/documents/FRS18204%20SFRA%20Good%20Practice%20Guide_Final_Nov2021.pdf">https://adeptnet.org.uk/system/files/documents/FRS18204%20SFRA%20Good%20Practice%20Guide_Final_Nov2021.pdf</a>). Further specific commentary for towns and villages against the other questions are listed below.</li> </ul>
NYCC Children and Young People's Services	<p>Responding to this purely with reference to Educational provision there are some settlements where the existing schools currently have existing surplus school places and are projected to continue to have spaces going forward. See Appendix 1 for the table which shows the current position in Ryedale schools and the projected surplus or shortfall of places going forward.</p> <p>NYCC use a pupil yield calculation from new developments of one primary pupil per every four dwellings of two bedrooms or more.</p> <p>For secondary pupils the projected pupil yield is calculated at one pupil per every eight new dwellings.</p> <p>Therefore as an example if a school has a surplus of 25 primary places then it is projected that an additional 100 houses would place that school at capacity. For any settlement where the level of housing proposed is higher than the projected capacity we would expect the CIL strategy to include the provision of developer contributions towards Education infrastructure.</p> <p>Appendix 1 List of the schools with projected surplus capacity available</p>

Organisation	Answer to Question
NYCC Adult and Social Care	<p>When considering future accommodation for people who require health and/ or social care services, the following factors should be considered:</p> <ul style="list-style-type: none"> <li>• Access to local health services – GP, hospital, mental health or learning disability services.</li> <li>• Access to local amenities – schools, transport, activities (social), groceries etc.</li> <li>• Access to good quality and local services.</li> <li>• Integration and socialisation – to avoid social isolation and loneliness and to reduce stigma / hate crime etc</li> <li>• Access to workforce – decline in working age population and an increase in aging population. Ryedale district currently has access to approximately: <ul style="list-style-type: none"> <li>• 21 supported living accommodation, the majority of which is shared accommodation. 16 of which are in the Malton / Norton areas, 3 in Pickering and 2 in surrounding villages</li> <li>• 3 extra care housing schemes with a total of 135 affordable units</li> <li>• Deansfield Court, Norton (50 affordable units)</li> <li>• Mickle Hill, Pickering (24 affordable units – total 168 units)</li> <li>• Bransdale View, Helmsley (61 affordable units) – total 64 units)</li> <li>• 14 care homes with 434 beds, 5 of which are in Malton/ Norton, 7 in Pickering, 2 surrounding villages.</li> </ul> </li> </ul>

***Question 3a: For Malton and Norton- what further development (other than the existing allocations) can take place, and if so where is this?***

Organisation	Answer to Question
Steve Murray Associates Ltd	Probably infill / brownfield sites
ELG Planning obo Malton Fitzwilliam Estate	<p>As part of the recent call for sites exercise, FME have presented a number of sites which would be suitable for further development, and we would further reiterate that these sites are available, suitable and achievable within the next plan period, and FME are eager to work with the Council to achieve a high-quality development of traditional design and scale, which complements the existing built environment.</p> <p>The site at Castle Howard Road (Call for Sites Ref 181 and 181a) lies on the western edge of Malton, and as such is well linked to the existing urban area of Malton, with residential properties bounding the site to the east. Malton itself occupies a strategic location between York (29 miles south) and Scarborough (39 miles north) and both are accessible via the A64, which lies to the west of the site. Malton also has good transportation links, being the only settlement in Ryedale with a railway station, with both York and Scarborough accessible by train in approximately 25 minutes.</p> <p>Furthermore, the majority of post-war housing growth across the towns has occurred in Norton, and the current Local Plan Strategy sought to address this by placing a greater focus on locating new development in and around Malton, with an immediate focus on the release of Greenfield sites around Malton. However, in actual fact, the majority of development was focused in Norton, with two sites totalling 639 dwellings. The allocations in Malton solely featured housing commitments, totalling 483 dwellings, however many of these had already been completed when the Local Plan Allocations Document was adopted.</p> <p>Moreover, the existing housing allocations/commitments in the Malton have all been delivered, whereas the housing allocation at Beverley Road Norton is yet to come forward.</p>

Organisation	Answer to Question
	There is therefore a need for further housing allocations in Malton.
Carter Jonas obo Nawton, Nunnington, Place Newton, Thorpe Bassett and Westow Estates	We have no response at this time.
Paul Butler obo Barratt Taylor Wimpey	<p>Malton/Norton is the largest settlement in the District by population and the Council's SHMA identifies that the settlement area has the largest current and future demand for market and affordable housing in the District. This was a factor that was taken into account when the Council determined the distribution of development strategy for the current Ryedale Plan and which corroborates the grounds for maintaining at least 50% of new housing growth to be delivered to the settlement area within the emerging Ryedale Plan.</p> <p>The number of facilities, services and employment opportunities available within Malton/Norton render it the most sustainable settlement in the District by some distance. Its accessibility to the strategic road and rail network is also not shared by any other settlement in the District. Accordingly, the settlement area's sustainability credentials not only render it the most appropriate location for the delivery of 50%+ of the District's housing land requirements, but it also renders it as one of very few settlement areas in the District which can sustain large new housing developments of 300+ homes in scale. The delivery of new housing developments at this scale will increase the pace of housing delivery in the District, ensuring housing targets are met within the plan period, but they will also importantly lead to the delivery of enhanced socio-economic benefits in respect of: -</p> <ul style="list-style-type: none"> <li>• Affordable housing.</li> <li>• Delivering a wider range of mix of new homes to meet identified housing needs.</li> <li>• CIL payments.</li> <li>• Highways and drainage infrastructure improvements.</li> <li>• Community infrastructure provision including new school places, new public open space and biodiversity gain.</li> <li>• Direct and indirect construction employment opportunities.</li> </ul>

Organisation	Answer to Question
	<p>Malton/Norton is less constrained in respect of environmental protection areas than other parts of the District. Whilst the River Derwent SAC runs through the centre of the settlement area; the Howardian Hills AONB is located to the west; and the Yorkshire Wolds are located to the south, there are large areas of the settlement which are located to the east of Norton (and specifically our client’s land interest at site Ref. 253) which could be developed and which would not impact on these important biodiversity and landscape areas. Particularly when site specific mitigation would be delivered as part of their development in a similar vein to that being proposed by our client’s current application at the Norton Lodge site (Allocation Ref. SD3).</p> <p>With regard to sustainability, accessibility and environmental constraints, the same points made above could also be said in respect of future employment growth opportunities in the District. Meaning that the Malton/Norton settlement area has the opportunity to become even more sustainable in the future and accordingly new homes will need to be delivered to ensure that the labour supply required to deliver future employment growth is met within sustainable travel distances (including walking and cycling).</p> <p>On account of the above, whilst there is robust evidence to support maintaining the current strategy for the distribution of housing growth in the District, the same evidence would also support an increase in the distribution of housing growth in Malton/Norton. Particularly when the ability of the District’s other larger settlements to deliver housing growth is considered. Indeed, Helmsley’s potential for future growth is constrained by the National Park and other environmental designations, and Kirkbymoorside has not as of yet established that it can meet and/or sustain the delivery of its current housing requirement, with the latest Annual Monitoring Report confirming that only 30 homes (or 10% of its current Ryedale Plan housing target) have been delivered in the period 2012-2020.</p> <p>Accordingly, there is an argument that the distribution of housing development to Malton/Norton could increase to 60% to ensure that the District’s future housing needs are met in its most sustainable, accessible, and deliverable location for new homes.</p>
Savills obo Louise Kirk (Ampleforth)	<p>The Distribution of Development consultation paper outlines a number of infrastructure capacity issues in Malton and Norton, any significant growth in these settlements would therefore be likely to require significant infrastructure improvements to facilitate it. This will undoubtedly slow the pace of delivery in the District. The Consultation Paper also identifies that there are limited sites available for further growth in these settlements, which are constrained by Flood Risk and the Howardian Hills AONB.</p>

Organisation	Answer to Question
Malton Town Council	None. The traffic is ridiculous. The air quality is suffering. Why can something not be done about either Bypass or consider appropriate slip roads. The infrastructure, for Schools, Doctors need expanding and residential rat runs are outrageous.
Amotherby Parish Council	"Police & Ambulance station sites when vacated. Part of Ryedale House area. Cattle market area."
Member of the public	Need to look around the town boundaries and gaps in existing brownfield sites
Member of the public	Castle Howard Road, Rainbow Lane/Old Malton, Langton Road, Welham Road. No more than 2000 houses ideally. The influx of newcomers in recent years has added vitality to the town and improved businesses like shops, cafes, etc

Organisation	Answer to Question
Member of the public	Some areas of Malton are now constrained by infrastructure, future development will be influenced by this.
Member of the public	There is no harm in Malton & Norton continuing to expand - as long as the council makes developers improve the infrastructure. the towns need a proper ring road and link bridge between the two that can take modern vehicle density
Member of the public	Between the A64 and existing housing boundaries
Member of the public	I think any further development in Malton and Norton should be very carefully considered. Personally I could not suggest anywhere to place another large housing estate without making the area very urban which would be detrimental.

Organisation	Answer to Question
Member of the public	<p>The planning period covered by this is a long one and the disruption caused by the pandemic will have changed the pattern of demand quite significantly so an open mind on the scale of future development should be taken and this could include development along the Scarborough Road</p>
Environment Agency	<p>Flood risk Flood risk is likely to continue to be a factor when considering any existing or additional allocation sites. This should be informed by the conclusions of the Level 2 SFRA that has been commissioned. As part of this, we also recommend that you review any existing allocated sites and ensure that they remain compatible with the Local Plan policies, and in light of any new contextual flood risk information.</p> <p>Ground water protection To the south east of Norton is the Norton SPZ. This is for a groundwater abstraction that is used for public water supply. We would not wish to see any new development that could detrimentally affect this potable water supply.</p>
NYCC Children and Young People's Services	<p>As shown in the table in Appendix 1, at present there is projected to be some capacity within the existing primary provision within Malton to accommodate some further allocations without requiring expansion of primary provision. Additional development in Norton would support the demand for the proposed new school on the existing Local Plan site at Broughton Road. Any additional secondary provision that is required would need to be provided through the two existing secondary schools.</p>

Organisation	Answer to Question
NYCC Adult and Social Care	NYCC's Care and Support Where I Live Strategy identifies Malton as a settlement which would support the development of an extra care housing scheme in addition to those already in the District mentioned above.

***Question 3b: Do you think that there are any opportunities to grow the Town of Pickering and if so where and why?***

Organisation	Answer to Question
Steve Murray Associates Ltd	Yes more specifically land south of Ings garth Grid reference SE 79210 83594. The land is held in one ownership. There are no constraints or barriers to deliver. Design & technical work completed.
Barton Willmore obo Barratt David Wilson Homes	There are opportunities to grow the town of Pickering. Please refer to attached representations.
Spawforths obo Keyland Developments	<p>Keyland has submitted through the Call for Sites their site at Whitby Road, Pickering (Site Ref 217). Keyland has previously submitted the attached Vision Report, which shows the availability, suitability and achievability and therefore deliverability of the site. Keyland has also undertaken a full suite of technical assessments on the site to demonstrate its deliverability.</p> <p>The Vision Report highlights the key benefits of the site and masterplan strategies, including:</p> <ul style="list-style-type: none"> <li>• Creating a green link to invite nature, wildlife and biodiversity into the town through a new green corridor.</li> <li>• Creating connectivity in this part of Pickering through enhancing pedestrian and cycle routes.</li> <li>• Integrating blue and green infrastructure and managing water in a responsible way.</li> </ul> <p>The Whitby Road site therefore presents an opportunity to make a significant contribution to the housing need in Ryedale. The site creates an opportunity with Keyland’s Six Capitals philosophy to bring forward an exemplar residential scheme to meet a diverse range of occupiers and stakeholders.</p> <p>The Vision Report shows that the Whitby Road site provides a unique opportunity for the delivery of a diverse range of new homes developed within the context of Keyland’s Six Capitals philosophy. The proposed scheme will deliver a mix of housing to</p>

Organisation	Answer to Question
	<p>address an identified need in the area, which will include Custom and Self Build homes. This approach will diversify the housing market and accelerate delivery</p> <p>The Six Capitals approach has therefore shaped the illustrative masterplan. As the starting point of the proposed scheme is different this leads to a different outcome. The development has been designed from the outset to meet the differing housing needs in the area.</p> <p>Furthermore, to meet the social, human and environmental ambitions a significant proportion of the site has been identified for a range of environmental, recreational and water management activities.</p> <p>Keyland control the site, which is therefore available in accordance with national guidance. The site is suitable, being located in a sustainable location on the edge of an established residential area.</p> <p>The technical work undertaken to date has influenced the indicative masterplan for the site. It has been shown that there are no known constraints that could not be suitably mitigated that would prevent this site coming forward within the plan period. As such the development of the site, as shown in the indicative masterplan, is considered achievable.</p> <p>Furthermore the development of the site will bring forward additional economic benefits to the area. The relationship between economic performance in an area and housing development is complex, however having the right quantity, quality and balance of housing is necessary for economic growth. The development of the Whitby Road scheme can therefore support local economic growth, both through direct job creation through the construction phase and indirectly through creating sustainable local jobs opportunities.</p>
Heslerton Parish Council	Access by road and public transport needs to be enhanced as this town is a bottle neck at the best of times.
Wintringham Parish Council	Pickering seems to have has much less focus on development than Malton and Norton

Organisation	Answer to Question
Malton Town Council	They have the smaller percentage of development.
Chair Wintringham Parish Council	It seems that near on 50% of all devt. has been in Malton/Norton so it would seem appropriate for Pickering to take more
Member of the public	Need to look around the town boundaries and gaps in existing brownfield sites
Member of the public	More limited development than Malton. There is no rail link, road access is poor, no hospital, limited local employment opportunities, etc.
Member of the public	Already huge traffic problems getting through the town

Organisation	Answer to Question
Member of the public	Pickering would be suited to smaller site i.e. less than 1Ha development to meet the 10% requirement for smaller plots. Many such sites are available through the call for sites.
Member of the public	if there is demand then expanding along the existing roads & in-fill
Member of the public	yes
Member of the public	I am not sufficiently well acquainted with the opportunities in Pickering, and i think this question is better left to Pickering residents
Member of the public	Pickering has grown outwards in the same timeframe as Malton and seems to be suffering a lot of traffic congestion near the Lidl. Every time I drive through Pickering there seems to be building work further and further out from the heart of the settlement. Generally it is not an area I know well though.

Organisation	Answer to Question
Environment Agency	<p><b>Flood risk</b>  Flood risk is likely to continue to be a factor when considering any existing or additional allocation sites. This should be informed by the conclusions of the Level 1 SFRA that is being produced. Of specific note to Pickering is that we expect there to be some residual risk from the upstream storage reservoir. Risk of flooding from reservoirs should be shown within your SFRA. At time of writing, new reservoir flood maps have been published, however the reservoir upstream of Pickering has not been mapped.</p> <p><b>Ground water protection</b>  Part of Pickering and the surround area to the north is located within the Keld Head SPZ1 and SPZ2. This is for a groundwater abstraction that is used for public water supply. SPZ1 and SPZ2 represent the most sensitive groundwater setting and risk to groundwater quality. Ideally, we would not wish to see any new development within these zones. We would also not wish to see any new developments that would involve either the discharge to ground, or underground storage of either surface waters or treated effluents within these zones.</p> <p>Local Plans should consider the capacity and quality of water supply systems and any impact development may have on the environment, including understanding the supply and demand patterns now and in the future across the LPA area. Projected water availability should take account of the impact of a changing climate. Water companies hold information and data to help with this and LPAs should work closely with water companies when they are producing their Local Plans. This information should be reflected in the Sustainability Appraisal (SA) of the Local Plan. We encourage LPAs to ensure emerging Local Plans and major developments identify and plan for the required levels of water efficiency and water supply infrastructure to support growth, taking into account costs and timings/phasing of development.</p> <p>Water Cycle Studies and Infrastructure Delivery Plans can help with understanding of what is needed and are therefore an important part of the evidence base. Local Plans should consider the environmental capacity of the water environment using evidence sources such as the RBMPs. The quality and capacity of the existing wastewater treatment works and sewerage network should also be considered. Water companies hold information and data to help with this. Additional capacity may be required to serve increased housing numbers. Where this is the case LPAs should work with water companies and us to understand the impact increased development would have on the receiving water environment, and the practicalities of water companies providing necessary upgrades.</p>

Organisation	Answer to Question
NYCC Children and Young People's Services	As shown in the table in Appendix 1 there is surplus capacity in the primary schools within Pickering and there projected to be some limited surplus capacity going forward. There is also projected to be surplus capacity in the secondary school in Pickering. Therefore there may be opportunity for some further development in Pickering without the need for further education provision.
NYCC Adult and Social Care	There is certainly development opportunities for Pickering when you consider the lack of supported living / accommodation for people with Learning disability / Physical Disability. or older living in the area. Currently there is only access to 2 supported living. Due to the nature of supported living, people have their own tenancy and therefore, don't often move on, meaning that turnover in supported living is low.

**Question 3c: Do you think that there are any opportunity to grow the Town of Kirkbymoorside and if so where and why?**

Organisation	Answer to Question
Steve Murray Associates Ltd	Possibly
Johnson Mowat obo KCS Development	Given the constraints in Helmsley (predominantly within the National Park, and heritage and flood risk constraints), the constraints in Pickering (flood risk and known congestion issues), and the reduced focus to Malton and Norton as part of preferred Option 2, it is logical that Kirkbymoorside should deliver more housing.

Organisation	Answer to Question
	<p>There is an existing housing commitment currently under construction on the western edge of the town, north of the A170 for 225 dwellings. The expansion of the western edge of the town south of the A170 would align with the approved development to the north and form a logical rounding off to the approach into Kirkbymoorside from the west. The delivery of circa 75 dwellings south of the A170, will form an appropriate moderate extension to the west of the existing settlement edge.</p> <p>Furthermore, the allocation of land adjacent to main roads (such as land south of the A170) will avoid congestion on the local highway roads within towns and villages for road users gaining access to the main roads for non-local trips.</p>
North Yorkshire Police	The current developments within Kirkbymoorside are outpacing the current infrastructure including transport and education facilities.
Wintringham Parish Council	Yes there has been very little development
Malton Town Council	Same reason as Pickering less % development to Malton and Norton.

Organisation	Answer to Question
Member of the public	Need to look around the town boundaries and gaps in existing brownfield sites
Member of the public	Very limited based on local demands as amenities are limited and it is remote from hospitals, railway station, etc
Member of the public	Kirkbymoorside appears to have delivered a low number of housing during the previous 5 years. Option 1 will require the town to provide larger scale development
Member of the public	if there is demand then expanding along the existing roads & in-fill

Organisation	Answer to Question
Member of the public	yes
Member of the public	I am not sufficiently well acquainted with the opportunities in Kirkbymoorside, and i think this question is better left to its residents
Member of the public	Kirkbymoorside is very similar to Pickering in the sense that the boundary of the settlement seems to be extending further outwards from the centre. Similar to above it is generally an area I do not know well definitively.
NYCC Children and Young People's Services	NYCC are currently developing a proposal to expand Kirkbymoorside Primary school to 1.5 forms of entry. If this is successful then there would be some further capacity for development in Kirkbymoorside without requiring further Education provision.
NYCC Adult and Social Care	There is certainly development opportunities for Pickering when you consider the lack of supported living / accommodation for people with Learning disability / Physical Disability. or older living in the area. Currently there is only access to 2 supported living. Due to the nature of supported living, people have their own tenancy and therefore, don't often move on, meaning that turnover in supported living is low.

**Question 4a: Thinking about Malton and Norton- are there places where you would not want to see development take place- and why?**

Organisation	Answer to Question
Steve Murray Associates Ltd	In greenbelt
ELG Planning obo Malton Fitzwilliam Estate	FME do not want to rule out development on any specific site at this stage but would point out that Malton itself is a fairly constrained town, with the Howardian Hills AONB to the north of the town, historic Old Malton to the east and areas which has previously been identified as 'Visually Important Underdeveloped Areas'. FME would suggest that development in these locations is avoided, in line with the current Local Plan. The site at Castle Howard Road (Call for Sites Ref 181 and 181a) is therefore the least constrained site, and the most appropriate area to focus further development and the accompanying masterplan for the site (See Appendix One) shows how the site could be developed, without impacting upon the nearby Howardian Hills AONB, as the development would be scaled back from that which was previously sort, and set behind existing hedgerows, which would minimise the impact on long distance views to/from the AONB to the west.
Network Rail	It is understood that there is congestion on the road over the Malton Level Crossing when it is closed for the passage of a train. To mitigate the impact of development in the vicinity of this crossing, opportunities to provide a new grade-separated access route across the railway line should be considered.
Malton Town Council	Both towns. Too much traffic, pollution and a lack infrastructure.
Member of the public	Not that I can identify

Organisation	Answer to Question
Member of the public	Open space should be protected along Old Malton Road. Old Malton village should not have to accommodate the larger housing estates. Land beyond the bypass should be protected apart from commercial development at Eden Camp east
Member of the public	Around the railway station (on Norton side) towards the golf course
Member of the public	No
Member of the public	Anywhere in open countryside outside of Malton and Norton is off limits for me. Building in these areas would be too much without proper infrastructure improvements whether it be cycle lanes, road junctions linking to the A64 and improved town services. Houses in these locations would also be a long way from the centre of town. Requiring more car journeys.
Member of the public	Green field sites that provide amenities for residents, such as playing fields and access to the wider countryside

Organisation	Answer to Question
Environment Agency	Flood risk areas, as informed by the updated Level 2 SFRA (when available) should be avoided, where possible. For sites at flood risk under consideration, they should apply the Sequential and Exceptions Test where required. We have made some recommendations with regards strengthening the Local Plan Policies where they interact with flood risk issues.
Member of the public	Central apartments - create a more European feel, increases potential for new/better restaurants and cafes to enhance Malton claim of the food capital of Yorkshire.

Question 4b: Thinking about Pickering- are there places where you would not want to see development take place- and why?

Organisation	Answer to Question
Steve Murray Associates Ltd	North of Pickering due to its high visual importance
Spawforths obo Keyland Developments	Keyland has undertaken an independent review of other sites put forward through the Call for Sites and will submit comments in due course.
North Yorkshire Police	The current developments within Pickering are outpacing the current infrastructure including transport and education facilities. the current road network is reaching capacity with the A170 and A169 interchange at choking point already.
Malton Town Council	Fair share of Ryedale % development.
Member of the public	Not that I can identify

Organisation	Answer to Question
Member of the public	The strip fields surrounding Pickering are of historical importance and are likely to constrain expansion of the town. Selection of sites within Pickering and adjacent to these fields will overcome this constraint
Member of the public	none in particular
Member of the public	No
Environment Agency	Areas suitable for consideration will need to take flood risk into account. This should principally be informed by the results of the Level 1 SFRA.
Member of the public	I don't know Pickering and its surrounds well enough.

**Question 4c: Thinking about Kirkbymoorside- are there places where you would not want to see development take place- and why?**

<b>Organisation</b>	<b>Answer to Question</b>
Steve Murray Associates Ltd	Not sure
Malton Town Council	Fair share of Ryedale % development.
Member of the public	Not that I can identify
Member of the public	On the outskirts of the town in order to maintain the rural aesthetic character of the town
Member of the public	None in particular

**Question 5a: Could growth of Malton/Norton in a particular way/location deliver wider, key infrastructure?**

Organisation	Answer to Question
Steve Murray Associates Ltd	Duelling of the A64 between York and Scarborough
Network Rail	It is understood that there is congestion on the road over the Malton Level Crossing when it is closed for the passage of a train. To mitigate the impact of development in the vicinity of this crossing, opportunities to provide a new grade-separated access route across the railway line should be considered.
Malton Town Council	No it has grown to its full capacity.
Member of the public	Roads already quite congested but better public transport and improved rail services would help. Seems to make sense to develop services at Malton Hospital and the Derwent Medical Practice

Organisation	Answer to Question
Member of the public	Yes. Large scale housing should incorporate link road access. For example - Broughton Road-Castle Howard Rd-York Road. Or Beverley Rd-Langton Rd-Welham Rd. Wool growers/river corridor should have rail/river bridges
Member of the public	Retail park and park and ride facilities on the outskirts of the town allowing for possible relocation of larger retail outlets such as supermarkets.
Member of the public	No
Member of the public	yes - around the railway station (on norton side) towards the golf course

Organisation	Answer to Question
Member of the public	There needs to be a proper ring road around Malton and Norton to reduce the traffic through the centres, allowing businesses to flourish.
Member of the public	Yes
Member of the public	For any future development in Malton and Norton the infrastructure should come first. In recent developments it has invariably been part of the development of a site (or done afterwards) rather than the precursor. Maybe if infrastructure improvements were front loaded into the equation and signed off before the houses were built the system would work better.
Member of the public	"Could lead to a more frequent and better used rail system to York and Scarborough, taking pressure off the A64 Upgrading of the A64"

Organisation	Answer to Question
Member of the public	At some time a new Doctors surgery with related services should be planned on the Norton side of the railway tracks as most of the population of the two towns live on the south side of the railway.
Environment Agency	If a site can be shown to pass the Sequential and Exceptions Tests, and therefore be developed safely without increasing flood risk elsewhere, we would be supportive of considerations given to contributions that may be required for flood risk and drainage infrastructure. This may be on a case-by-case basis. Development sites that are likely to be reliant on existing or additional infrastructure are likely to be at high flood risk and therefore less likely to be suitable for development. We would recommend that you consider how any contributions to flood and drainage infrastructure may be linked with development – for example if there are direct or indirect benefits. By indirect, we mean aspects that may provide wider community benefit and therefore potentially contribute to overall reduction in flood risk. Contributions to infrastructure may therefore be financial or non-financial; and direct or indirect with respect to any specific site.
Member of the public	Yes, more incomes and spending.

Organisation	Answer to Question
NYCC Highways	<p>Malton and Norton Infrastructure and Connectivity Improvements Study (2017) WSP were also commissioned in December 2017 by Ryedale District Council (RDC) and North Yorkshire County Council (NYCC) to undertake a study into potential options for improvements (both highway and non-highway) to infrastructure and facilities in the towns of Malton and Norton. The aim of any improvements was to minimise the adverse impact of congestion and poor connectivity in the towns, which are primarily considered to result from the railway level crossing, limited crossing points over the river and the traffic-signalled crossroad junction of B1248/B1257; known locally as Butcher Corner. The study also considered the impacts that poor connectivity and existing congestion may have on future development plans for the area, although this may have changed since the report was published.</p> <p>This Options Assessment Report provided a summary of the existing evidence base – analysis relating to the issues and problems experienced in the study area. It considered existing conditions in addition to the forecasted future situation, culminating in an initial view on the need for intervention. By reviewing the current and future issues, the Options Assessment Report sought to identify potential options for addressing the adverse impacts relating to congestion in and around Malton and Norton. Depending on the options selected within the Distribution of Development Consultation, this report may be useful and help steer decision making when preferred sites are assessed.</p>

**Question 5a: Could growth of Malton/Norton in a particular way/location deliver wider, key infrastructure?**

Organisation	Answer to Question
Steve Murray Associates Ltd	Duelling of the A64 between York and Scarborough

Organisation	Answer to Question
Network Rail	It is understood that there is congestion on the road over the Malton Level Crossing when it is closed for the passage of a train. To mitigate the impact of development in the vicinity of this crossing, opportunities to provide a new grade-separated access route across the railway line should be considered.
Malton Town Council	No it has grown to its full capacity.
Member of the public	Roads already quite congested but better public transport and improved rail services would help. Seems to make sense to develop services at Malton Hospital and the Derwent Medical Practice
Member of the public	Yes. Large scale housing should incorporate link road access. For example - Broughton Road-Castle Howard Rd-York Road. Or Beverley Rd-Langton Rd-Welham Rd. Wool growers/river corridor should have rail/river bridges

Organisation	Answer to Question
Member of the public	Retail park and park and ride facilities on the outskirts of the town allowing for possible relocation of larger retail outlets such as supermarkets.
Member of the public	No
Member of the public	yes - around the railway station (on norton side) towards the golf course
Member of the public	There needs to be a proper ring road around Malton and Norton to reduce the traffic through the centres, allowing businesses to flourish.

Organisation	Answer to Question
Member of the public	Yes
Member of the public	For any future development in Malton and Norton the infrastructure should come first. In recent developments it has invariably been part of the development of a site (or done afterwards) rather than the precursor. Maybe if infrastructure improvements were front loaded into the equation and signed off before the houses were built the system would work better.
Member of the public	"Could lead to a more frequent and better used rail system to York and Scarborough, taking pressure off the A64 Upgrading of the A64"
Member of the public	At some time a new Doctors surgery with related services should be planned on the Norton side of the railway tracks as most of the population of the two towns live on the south side of the railway.

Organisation	Answer to Question
Environment Agency	<p>If a site can be shown to pass the Sequential and Exceptions Tests, and therefore be developed safely without increasing flood risk elsewhere, we would be supportive of considerations given to contributions that may be required for flood risk and drainage infrastructure. This may be on a case-by-case basis. Development sites that are likely to be reliant on existing or additional infrastructure are likely to be at high flood risk and therefore less likely to be suitable for development. We would recommend that you consider how any contributions to flood and drainage infrastructure may be linked with development – for example if there are direct or indirect benefits. By indirect, we mean aspects that may provide wider community benefit and therefore potentially contribute to overall reduction in flood risk. Contributions to infrastructure may therefore be financial or non-financial; and direct or indirect with respect to any specific site.</p>
Member of the public	<p>Yes, more incomes and spending.</p>
NYCC Highways	<p>Malton and Norton Infrastructure and Connectivity Improvements Study (2017) WSP were also commissioned in December 2017 by Ryedale District Council (RDC) and North Yorkshire County Council (NYCC) to undertake a study into potential options for improvements (both highway and non-highway) to infrastructure and facilities in the towns of Malton and Norton. The aim of any improvements was to minimise the adverse impact of congestion and poor connectivity in the towns, which are primarily considered to result from the railway level crossing, limited crossing points over the river and the traffic-signalled crossroad junction of B1248/B1257; known locally as Butcher Corner. The study also considered the impacts that poor connectivity and existing congestion may have on future development plans for the area, although this may have changed since the report was published.</p> <p>This Options Assessment Report provided a summary of the existing evidence base – analysis relating to the issues and problems experienced in the study area. It considered existing conditions in addition to the forecasted future situation, culminating in an</p>

Organisation	Answer to Question
	<p>initial view on the need for intervention. By reviewing the current and future issues, the Options Assessment Report sought to identify potential options for addressing the adverse impacts relating to congestion in and around Malton and Norton. Depending on the options selected within the Distribution of Development Consultation, this report may be useful and help steer decision making when preferred sites are assessed.</p>

***Question 5b: Could growth of Pickering in a particular way/location deliver wider, key infrastructure?***

Organisation	Answer to Question
Steve Murray Associates Ltd	Possibly although there is a good infrastructure already in place to support development
Carter Jonas	We have no response at this time.
Spawforths obo Keyland Developments	Keyland has highlighted within their Vision Statement and indicative masterplan the opportunity to positively contribute to the urban fabric of Pickering and enhance biodiversity and landscape opportunities by enhancing connectivity around Pickering through a publically accessible green corridor, which will link the Community Park to the north of the town towards the town centre through the Whitby Road site.

Organisation	Answer to Question
Heslerton Parish Council	Improve public transport provision.
Malton Town Council	Yes
Member of the public	No personal knowledge to add
Member of the public	A170 bypass is essential

Organisation	Answer to Question
Member of the public	Insufficient local information.
Member of the public	not particularly - other than a scheme that would help improve/contribute towards traffic management easing away from the centre of town
Member of the public	Yes
Member of the public	I am not sure what infrastructure improvements would help Pickering,

Organisation	Answer to Question
Member of the public	unable to comment
Environment agency	As with any new infrastructure, flood risk should be taken into account. If there are options being prepared then we would encourage you to think about how it interacts with flood risk early on, and seek any relevant comments from the Environment Agency and other risk management authorities.

**Question 5c: Could growth of Kirkbymoorside in a particular way/location deliver wider, key infrastructure?**

Organisation	Answer to Question
Carter Jonas obo Nawton, Nunnington, Place Newton, Thorpe Bassett and Westow Estates	We have no response at this time.
Johnson Mowat obo KCS Development	The expansion of the western edge of Kirkbymoorside, in particular the KCS controlled land south of the A170 will provide the opportunity to deliver an enhanced area of publicly accessible open space with significant biodiversity enhancement opportunities. The provision of additional housing will deliver a quantum of affordable housing and provide a package of contributions which the wider community will ultimately benefit from (e.g. POS, education, highways, health).

Organisation	Answer to Question
Malton Town Council	Yes
Member of the public	Insufficient local information.
Member of the public	Development of housing for first time buyers
Member of the public	Not particularly

Organisation	Answer to Question
Member of the public	Yes
Member of the public	I don't know Kirkbymoorside well enough.

**Question 6a: What infrastructure improvements are needed to support additional development at Malton/Norton?**

Individual/Organisation	Answer to Question
Steve Murray Associates Ltd	Decent infrastructure already in place
ELG Planning obo Malton Fitzwilliam Estate	Further assessment would be needed to fully determine what infrastructure improvements would be required, however, as set out above, the proposed development of the Castle Howard Road site would include a link road between York Road and Middlecave Road, and highways modelling for the previous application on site (which included employment uses which are no longer proposed) concluded that the traffic associated with the development could be accommodated on the surrounding

Individual/Organisation	Answer to Question
	road network, and the provision of the link road would be a benefit to the operation of the Castle Howard Road/York Road junction. This link road is also an aspiration of the draft Malton & Norton Neighbourhood Plan to assist in alleviating wider congestion in Malton.
Network Rail	A new grade-separated access route across the railway line should be considered - it is understood that the road over the Malton Level Crossing (a key access route between Malton and Norton) experiences traffic congestion when the crossing is crossed for the passage of a train.
Malton Town Council	Schools, Doctors, Dentists and proper Bypass.
Amotherby Parish Council	Link B1257 to bypass. Ring road on Norton side of river.
Member of the public	Enhanced road system (long term ring road?). Expansion of Medical Services

Individual/Organisation	Answer to Question
Member of the public	1 or 2 primary schools, additional health centre, link roads as outlined above, railway station and crossing improvements
Member of the public	Much better traffic management or increase in public transport to local villages to help support existing.
Member of the public	A new multi-directional junction between the A64 and B1257 Broughton Road would alleviate traffic build-up at Butchers Corner. A new river crossing south of Talbot hotel would help eastbound traffic into Norton.
Member of the public	a new bridge & ring road around Norton, over the river and linking onto York road

Individual/Organisation	Answer to Question
Member of the public	Derwent Surgery and Malton hospital.
Member of the public	None
Member of the public	traffic flow and parking
Member of the public	For more development there needs to be a segregated Cycle network implemented with traffic free bridges over the river and railway. There also needs to be new junctions on to the A64. The capacity of some services such as the Surgery, the Hospital and all schools should be increased as well. All this should be done before houses are built.

Individual/Organisation	Answer to Question
Member of the public	Road and rail links
Member of the public	"At some time a new Doctors surgery with related services should be planned on the Norton side of the railway tracks as most of the population of the two towns live on the south side of the railway. Yorkshire Waters services to the area need to be upgraded"
Member of the public	More toilets, parking
Environment Agency	In Malton, further improvements may be required for the River Derwent flood defences, to increase the Standard of Protection offered; and to associated pumping stations on tributaries. The specific details of improvements are not yet known. There are known issues in relation to surface water, groundwater and sewer flooding during times of flood that often require the deployment of multi-agency infrastructure. Varying proposals are in development to address these known issues and existing constraints. It will therefore be important to ensure that sufficient space is provided in the vicinity of watercourses and flood risk infrastructure to allow for existing operational and maintenance requirements; and future improvements (where required). The current 6 year capital programme (2021-2027) is available at <a href="https://www.gov.uk/government/publications/programme-of-flood-and-coastal-erosion-risk-management-schemes">https://www.gov.uk/government/publications/programme-of-flood-and-coastal-erosion-risk-management-schemes</a> . Beyond

Individual/Organisation	Answer to Question
	<p>this, additional projects and schemes may be identified within the lifetime of this Local Plan (identified as 2023 – 2038 on Pg.3).</p> <p>Other Risk Management Authorities may also have plans for future improvements to flood and drainage infrastructure that interact with those currently maintained or operated by the Environment Agency. We recommend that you also speak to the Lead Local Flood Authority and Yorkshire Water.</p> <p>Planned and prospective flood and drainage infrastructure improvements could be identified and link with the existing Local Plan policies in relation to identification or safeguarding of land (SP9) that may be required, and/or contributions that may be expected (SP17). This could also utilise potential links with upstream flood storage and Natural Flood Management.</p> <p>With regards infrastructure, consideration will also need to be given to any future requirements relating to key bridge crossings (whether existing or new), ensuring that they consider the implications of present day and future flood risk. This may also need to include, for example, the interaction between raising flood defences and existing bridges; ensuring that flood risk is not increased.</p>
NYCC Highways	<p>Malton and Norton Infrastructure and Connectivity Improvements Study (2017)</p> <p>WSP were also commissioned in December 2017 by Ryedale District Council (RDC) and North Yorkshire County Council (NYCC) to undertake a study into potential options for improvements (both highway and non-highway) to infrastructure and facilities in the towns of Malton and Norton. The aim of any improvements was to minimise the adverse impact of congestion and poor connectivity in the towns, which are primarily considered to result from the railway level crossing, limited crossing points over the river and the traffic-signalled crossroad junction of B1248/B1257; known locally as Butcher Corner. The study also considered the impacts that poor connectivity and existing congestion may have on future development plans for the area, although this may have changed since the report was published.</p> <p>This Options Assessment Report provided a summary of the existing evidence base – analysis relating to the issues and problems experienced in the study area. It considered existing conditions in addition to the forecasted future situation, culminating in an initial view on the need for intervention. By reviewing the current and future issues, the Options Assessment Report sought to identify potential options for addressing the adverse impacts relating to congestion in and around Malton and Norton.</p> <p>Depending on the options selected within the Distribution of Development Consultation, this report may be useful and help steer decision making when preferred sites are assessed.</p>

Individual/Organisation	Answer to Question
NYCC Children and Young People's Services	At present some growth is projected to be possible within Malton and Norton without requiring additional Educational infrastructure at primary phase, although additional secondary places may be required.
NYCC Adult and Social Care	There are likely to be improvements/ capacity required within GP access and social care services (domiciliary care, residential/ nursing and specialist services).

***Question 6b: What infrastructure improvements are needed to support additional development at Pickering?***

Individual/Organisation	Answer to Question
Steve Murray Associates Ltd	Don't think any major infrastructure would be required
Spawforths obo Keyland Developments	Keyland notes that the Pickering Background Paper (October 2017) for the current Local Plan identifies the desire for more open space provision, especially for children and young people and enhanced green infrastructure. Keyland's site at Whitby

Individual/Organisation	Answer to Question
	Road includes green/blue infrastructure and pedestrian/cycle provision to connect the green spaces and enhance this area of Pickering.
North Yorkshire Police	Improved road network at A170/A169 although i have no idea how this could realistically be achieved.
Heslerton Parish Council	A by-pass would improve the town's environment and de-clog the central area.
Member of the public	No personal knowledge
Member of the public	By pass

Individual/Organisation	Answer to Question
Member of the public	Insufficient local information.
Member of the public	roads
Member of the public	None
Member of the public	I don't know Pickering well enough to know what is needed in detail.

Individual/Organisation	Answer to Question
NYCC Children and Young People's Services	At present some growth is projected to be possible within Pickering without requiring additional Educational infrastructure.
NYCC Adult and Social Care	There are likely to be improvements/ capacity required within GP access and social care services (domiciliary care, residential/ nursing and specialist services).

***Question 6c: What infrastructure improvements are needed to support additional development at Kirkbymoorside?***

Organisation	Answer to Question
Steve Murray Associates Ltd	Not sure

Organisation	Answer to Question
Member of the public	No personal knowledge
Member of the public	No views
Member of the public	Insufficient local information.
Member of the public	Larger Supermarket

Organisation	Answer to Question
Member of the public	None
Member of the public	I don't know Kirkbymoorside well enough to know what is needed in detail.
NYCC Children and Young People's Services	The expansion of the Primary school to 1.5 forms of entry would be required to support any further development.
NYCC Adult and Social Care	There are likely to be improvements/ capacity required within GP access and social care services (domiciliary care, residential/ nursing and specialist services).

***Question 7: If you live in a village, what would you say are the most important local village services/facilities to your community?***

Individual/Organisation	Answer to Question
Steve Murray Associates Ltd	Shops, schools, amenity space, transport
Carter Jonas	We have no response at this time.
ArkleBoyce	The Star Inn and Pheasant Public Houses are the heart of the village and valued community assets. They create a vibrancy to the locality and are well used by existing residents, but the modest growth of the village will ensure that these vital community assets can be supported and sustained for many generations to come.
Edwardson Associates	Bus route, village shop, doctors surgery, schools, public house, Village Hall (all located in the village of Terrington and walking distance)

Individual/Organisation	Answer to Question
ELG Planning	<p>The need to support and enhance rural communities is a key aim of national policy. Services and facilities play a key role in this. There is no single service or facility that should automatically mean a village is capable of accommodating additional development. Instead, the LPA need to recognise that sense of community is on the increase, with growing demand and recognition of the need for local produce, services and facilities. The delivery of new housing appropriate to the scale of the Service Villages will help retain and enhance these important rural communities.</p> <p>The Council's recent Village Services Audit identified a wide range of services and facilities in Ampleforth, including schools, pubs, a café, church, doctor's surgery, village hall and sports centre (Ampleforth College). A housing development of comparable scale to the previous allocation will evidently be able to benefit from and support these.</p>
Savills obo the Church Commissioner for England	<p>It is considered that educational facilities are extremely vital in a rural district but these are not the only important local village services/facilities to a community.</p> <p>Sand Hutton and Claxton would benefit from some modest development to help sustain the likes of St Mary's Church, the Sand Hutton and Claxton village hall, and more importantly Sand Hutton Church of England Primary School. The villages also have a regular bus service passing through them (the Castleline) with services running to Malton and York, which without use, would be subject to review.</p> <p>Similarly, Gate Helmsley, albeit is subject to Green Belt protection in parts, would benefit from some modest development to help sustain St Mary's Church, Gate Upper Helmsley Village Hall as well as the public transport connections via the existing bus services.</p>
Savills obo the Settrington Estate	<p>Settrington would benefit from some modest development to help sustain the likes of All Saints Church, the village hall, the Bowls, Cricket and Tennis Clubs and more importantly Settrington All Saints' Church of England Primary School. The village also has a regular bus service (Service 190 ran by North Yorkshire County Council) and without use would be subject to review.</p>
Savills obo Hovingham Estate	<p>Hovingham benefits from a number of local services/ facilities, all of which play an important role in village life and are well used by the community and visitors. These include:</p> <ul style="list-style-type: none"> <li>- Hovingham GP Surgery</li> <li>- Hovingham Primary School</li> </ul>

Individual/Organisation	Answer to Question
	<ul style="list-style-type: none"> <li>- Hovingham Village Hall</li> <li>- Supermobile Library (alternate Monday evenings)</li> <li>- Mobile Post Office</li> <li>- Hovingham Inn</li> <li>- Park Street Café, Hairdresser and Beauty Salon</li> <li>- Hovingham Bakery and Café</li> <li>- Village Shop</li> <li>- Self-catering properties</li> <li>- Worsley Arms Hotel</li> <li>- Wath Court Nursery</li> <li>- Hovingham Fireplaces</li> <li>- Park/ Recreational Ground</li> <li>- Allotments</li> </ul>
Savills obo Louise Kirk (Ampleforth)	In contrast, Service Villages such as Ampleforth have deliverable and developable sites available which could make a vital contribution to the Districts Land Supply in the short term. These representations are made in respect of the Land at Back Lane, Ampleforth and the Land at Station Road, Ampleforth. Which have capacity to deliver circa 25 new dwellings and community parking facilities.
KVA Planning	access to public transport, public house, post office, shop, doctors, church
North Yorkshire Local Access Forum	community hub (could be shop, pub, village hall, church, school etc), access to countryside, broadband, maintenance of utilities (including road, power, rights of way, car & cycle parking , public lavatories etc)
Heslerton Parish Council	Better public transport services to reduce car reliance.

Individual/Organisation	Answer to Question
Wintringham Parish Council	Our only remaining facility is the Community Hall. The Church is no longer used for services.
Chair Wintringham Parish Council	We only have a village hall, no other services apart from a request bus on a Friday
Amotherby Parish Council	Bus service
Member of the public	Public transport, shops, doctors, school, pavements, leisure activities eg pub/restaurant/Gym, street lighting, play area for children.

Individual/Organisation	Answer to Question
Member of the public	Shops and public transport.
Member of the public	There are no local facilities in Wintringham.
Member of the public	Wintringham only has one facility, which is our Village Hall
Member of the public	"Primary and Secondary Schools Public House Farm Shop and Cafe"

Individual/Organisation	Answer to Question
Member of the public	the ability for any village to provide good housing to both the young + older generations - otherwise housing just gets bought up by the elder cash rich demographic (who are then surprised the village dies sociologically).village hall. playground
Member of the public	Shop church post office pub
Member of the public	Doctors, shop, pub, public transport, primary school, village hall.
Member of the public	Good internet and phone signal

Individual/Organisation	Answer to Question
Member of the public	Shop
Member of the public	Grocery shop, doctor, village hall
Member of the public	"Village shop Mobile post office Village Hall Doctors surgery"
Member of the public	"We don't have one but a pub/restaurant is important for community bonding. Potential to bring more visitors to see the town and take advantage of walks in the area. Village hall"

Question 8: What services and facilities do you consider to be essential/need sustaining, please explain your answer?

Individual/Organisation	Answer to Question
Steve Murray Associates Ltd	Good transport links, educational facility, local shops, play area. Ability to come and go to the wider area, education for local children. Areas to play & relax. Shop for local products
ArkleBoyce	As outlined within the response to Q7, we consider that The Star Inn and Pheasant Public Houses are the heart of the village, valued community assets and important employers within the area. They create a vibrancy to the locality and are well used by existing residents.
Edwardson Associates	Even if a particular settlement does not have any services of its own, settlements nearby with services that need to be supported and sustained. Local Planning Authorities need to adopt Paragraph 79 of the NPPF approach to housing delivery - development in one village can support services in a village nearby - such as local school, pub, village store/Post office.
ELG Planning	<p>The need to support and enhance rural communities is a key aim of national policy. Services and facilities play a key role in this. There is no single service or facility that should automatically mean a village is capable of accommodating additional development. Instead, the LPA need to recognise that sense of community is on the increase, with growing demand and recognition of the need for local produce, services and facilities. The delivery of new housing appropriate to the scale of the Service Villages will help retain and enhance these important rural communities.</p> <p>The Council's recent Village Services Audit identified a wide range of services and facilities in Ampleforth, including schools, pubs, a café, church, doctor's surgery, village hall and sports centre (Ampleforth College). A housing development of comparable scale to the previous allocation will evidently be able to benefit from and support these.</p>

Individual/Organisation	Answer to Question
Savills obo the Church Commissioner for England	As per our comments to question 7 above, guiding new housing to villages will help to sustain communities and their services in the longer term. For example, Sand Hutton Church of England Primary School, play groups help in village halls, local sports clubs and public transport will only survive if there is community to support and use them.
Savills obo the Settrington Estate	Guiding new housing to villages will help to sustain communities and their services in the longer term. For example, Settrington All Saints' Church of England Primary School, the sports clubs and public transport will only survive if there is community to support and use them.
Savills obo Hovingham Estate	<p>The mix of services and facilities listed in response to Question 7 are essential and need sustaining in recognition of the valuable contribution they make to village life in Hovingham.</p> <p>The beauty of Hovingham lies within its special village character as an Estate Village, which Hovingham Hall forms the centrepiece. First and foremost, it is crucial that this heritage is preserved and conserved for future generations to enjoy, like the many visitors to Hovingham do today.</p> <p>It is the Estate's intention to not only support and sustain all the existing facilities that exist, but to improve and enhance the offer as part of its wider masterplan through expansion of existing facilities and provision of new visitor facilities, such as a dedicated car park for the village.</p> <p>The growth proposed within the village, will therefore not only support and sustain those services and facilities that exist, but also create the opportunity for additional facilities that there is great demand for.</p> <p>The Vision Document proposes a holistic vision for the future of the village that puts businesses, the community and design at its heart.</p> <p>Housing growth is clearly a key component in sustaining such services, with Paragraph 79 of the NPPF recognising that housing development can be used to enhance or maintain the vitality of rural communities and calls on plan makers to identify opportunities for villages to grow and thrive.</p>

Individual/Organisation	Answer to Question
	The sites put forward through this Local Plan consultation represent the most appropriate sites within the village and coupled with the Estate's dedication to high quality design and leaving a positive legacy, represent a key opportunity for the sensitive growth of the village.
KVA Planning	public transport, doctors, post office/shop and pub - in order for communities to be able to access basic services without the need to commute
North Yorkshire Local Access Forum	all of the below: community hub (could be shop, pub, village hall, church, school etc), access to countryside, broadband, maintenance of utilities (including road, power, rights of way, car & cycle parking , public lavatories etc)
Wintringham Parish Council	The community hall as our only facility is essential to the village
Chair Wintringham Parish Council	Access to a Drs surgery, already difficult in Sherburn and Rillington. Sewerage infrastructure is also struggling and our unclassified country road is already overused by traffic in particular HGVs
Member of the public	Public transport, shops, doctors, school, pavements, leisure activities eg pub/restaurant/Gym, street lighting, play area for children. All of the above. We currently have none of these in Wintringham where we live.

Individual/Organisation	Answer to Question
Member of the public	Shops and public transport. As above. My village has no services. I am reliant on my car to access any facilities in Ryedale.
Member of the public	Improved traffic management; electric charge points to enable required switch to electric vehicles; better public transport
Member of the public	We accept limited services because we are a small village. No development should take place until there is a shop, public transport, healthcare services
Member of the public	"Public Transport links Many people, especially the elderly, do not have access to cars"

Individual/Organisation	Answer to Question
Member of the public	Community buildings, sports facilities, playgrounds. to help the quality of life personally & for the village/towns sake
Member of the public	Shop and post office - to enable daily life to continue
Member of the public	Doctors surgery and Village shop.
Member of the public	Good internet and phone signal

Individual/Organisation	Answer to Question
Member of the public	shop - bus service - village hall
Member of the public	<p>"Grocery shop - provides a service to residents and is a locus for visitors  Doctor - provides access to healthcare for those without transport (no bus service in Terrington)  Village hall - much used and appreciated by residents. Also provides entertainment opportunities to people from beyond the village"</p>
Member of the public	All of the above - to create a community and help the less mobile residents who live in a rural location that is not served by a bus service
Member of the public	<p>"Village hall  Sports facilities for kids, a flat playing field, playground that is available in the weekends, i.e. not out of bounds to kids as dogs are being trained on it or a car boot sale takes place."</p>

Individual/Organisation	Answer to Question
NYCC Adult and Social Care	<p>As stated previously:</p> <ul style="list-style-type: none"> <li>• Access to local health services – GP, hospital, mental health or learning disability services.</li> <li>• Access to local amenities – schools, transport, activities (social), groceries etc.</li> <li>• Access to good quality and local services.</li> <li>• Integration and socialisation – to avoid social isolation and loneliness and to reduce stigma /hate crime etc</li> <li>• ☑ Access to workforce – decline in working age population and an increase in aging population</li> </ul>

***Question 9: Are there specific facilities/ services that a village should have before we consider allocating land for housing at the village?***

Individual/Organisation	Answer to Question
Steve Murray Associates Ltd	Yes - Good transport links / bus service
Carter Jonas	No

Individual/Organisation	Answer to Question
Edwardson Associates	<p>Yes -</p> <p>Not necessarily. There may be small scale sites worth allocating which can deliver planning gain to a particular settlement and help to support services in settlements nearby. Just because a particular village has no or limited services, development can still be sustainable if it can support facilities in settlements nearby.</p>
ELG Planning	<p>The need to support and enhance rural communities is a key aim of national policy. Services and facilities play a key role in this. There is no single service or facility that should automatically mean a village is capable of accommodating additional development. Instead, the LPA need to recognise that sense of community is on the increase, with growing demand and recognition of the need for local produce, services and facilities. The delivery of new housing appropriate to the scale of the Service Villages will help retain and enhance these important rural communities. The Council's recent Village Services Audit identified a wide range of services and facilities in Ampleforth, including schools, pubs, a café, church, doctor's surgery, village hall and sports centre (Ampleforth College). A housing development of comparable scale to the previous allocation will evidently be able to benefit from and support these.</p>
Savills obo the Church Commissioner for England	<p>It is considered that for a settlement to accommodate some growth it should have some facilities and services, albeit perhaps limited if it could be considered as part of a cluster of settlements. This ensures that development is located in sustainable locations as much as possible whilst still providing a housing choice to residents throughout the district. Examples of important services and facilities to quantify sustainable development could include educational facilities and access to public transport. For example, whilst Claxton does not have as many services as Sand Hutton, they do rely on shared facilities such as the village hall. As such, the development in one village would help support that of another in line with paragraph 79 of the 2021 NPPF.</p>
Savills obo the Settrington Estate	<p>It is considered that for a settlement to accommodate some growth it should have some facilities and services, albeit perhaps limited if it could be considered as part of a cluster of settlements. This ensures that development is located in sustainable locations as much as possible whilst still providing a housing choice to residents throughout the district. Examples of important services and facilities to quantify sustainable development should include educational facilities and access to public transport.</p>
Savills obo Birdsall Estate	<p>Yes –</p> <p>We have previously set out the services and facilities available in each settlement. As previously mentioned and in the context of the rural character of much of Ryedale, we would support the progression of 'Functional Cluster Model' which would recognise that development in settlement can support the vitality and sustainability of that settlement, as well as services and facilities in settlements nearby.</p>

Individual/Organisation	Answer to Question
	2.28. This approach would be in line with Paragraphs 78 of the NPPF which recognises that where there are groups of smaller settlements, development in one village may support services in a village nearby.
Savills obo Hovingham Estate	<p>Yes - We would support the distribution of large levels of growth to villages which benefit from existing services and facilities, such as Hovingham. As we have already outlined within these representations, Hovingham is an active rural community which benefits from a large number of key shops and services which are located within walking distance of homes in the Village. The village is also served by a bus service which provides sustainable travel options to Malton.</p> <p>Growth in such villages will also support appropriate levels of growth within smaller villages in the locality. The adoption of a 'Functional Clusters Model' would allow the Council to realise the more broad distribution of growth in line with Option 2 as set out in the Distribution of Growth Consultation Paper.</p> <p>This approach is also supported by paragraph 79 of the NPPF which states that 'where there are groups of smaller settlements, development in one village may support services in a village nearby'.</p>
KVA Planning	<p>Yes -</p> <p>At least one of the services above should be within the settlement (infill sites should be included albeit size dependent) prior to allocation</p>
Heslerton Parish Council	<p>Yes -</p> <p>Availability of local shops, medical services, schools etc.</p>
Wintringham Parish Council	<p>Yes -</p> <p>Public transport to reduce vehicle dependency, a shop and pub are very important.</p>

Individual/Organisation	Answer to Question
Chair Wintringham Parish Council	Yes - Good public transport, good sewerage provision, a post office or shop. Local surgeries that have capacity
Amotherby Parish Council	Yes - A good size shop with a wide range of products and reasonable prices that saves journeys to a supermarket - eg. Hovingham, or such a shop within easy access/close proximity.
Member of the public	Yes - All of the above but with the emphasis being on public transport, shops, doctors and school. Given that many villages are remote a good and safe road system is important as people will have to travel to reach amenities.
Member of the public	Yes - Good public transport and road links, superfast broadband

Individual/Organisation	Answer to Question
Member of the public	Yes - Needs shops, public transport, employers.
Member of the public	Yes - Improved mains facilities particularly drainage and sewage; update of electricity and telecommunications; improved traffic management to cope with increased road usage.
Member of the public	Yes - The only roads into Wintringham from the A64 are too narrow for increased traffic (two HGVs can't pass each other at present)
Member of the public	Yes - Public Transport links

Individual/Organisation	Answer to Question
Member of the public	No
Member of the public	Yes - shop
Member of the public	Yes - Public transport, pub, etc as above
Member of the public	No

Individual/Organisation	Answer to Question
Member of the public	Yes - Shop - Bus service and school
Member of the public	Yes - Bus service
Member of the public	Yes - Good communications, including bus service and more than single track roads as main access Leisure opportunities for young people
Member of the public	No

Individual/Organisation	Answer to Question
Member of the public	Yes - Restaurant/cafe/bar,
NYCC Children and Young People's Services	<p>As stated in response to question 1 from the perspective of the CYPS ensuring that developments are able to be supported with appropriate sustainable Education provision is a very important factor. In addition it is preferable if pupils are able to live close enough to Educational establishments that they can easily access on foot.</p> <p>It is preferable that development occurs where school places are available or where the impact of the development can be mitigated for example by expansion of an existing school or by providing a new school.</p>
NYCC Adult and Social Care	For specialist accommodation we would want some infrastructure so people can live independently (shops, leisure etc. if possible) as well as good public transport to bigger centres for work, socialising etc. as many people we support do not drive.

**Question 10: If you live in a village, would you like to see more housing development if it brought wider improvements such as public open space, biodiversity enhancements as well as address as a minimum any infrastructure requirements of the development?**

Individual/Organisation	Answer to Question
Steve Murray Associates Ltd	No
Carter Jonas	Yes
ArkleBoyce	Yes
Edwardson Associates	Yes
Savills obo the Church Commissioner for England	Yes – Our client is a landowner in the district, in and around a range of villages, and would support the delivery of more housing in Sand Hutton, Claxton and Gate Helmsley. Subject to viability of a scheme, particularly if it was small in scale, our client would support future development if it brought wider improvements to the area.

Individual/Organisation	Answer to Question
Savills obo the Settrington Estate	<p>Yes – Our client is a resident and landowner in the village and would welcome more housing in Settrington. Subject to viability of a scheme, particularly if it was small in scale, the Settrington Estate would support future development if it brought wider improvements to the area.</p>
Savills obo Hovingham Estate	<p>These representations are made in the context of the Estate’s wider development ambitions for Hovingham, which seeks to make Hovingham a high quality place to live and visit. The Worsely family have also demonstrated a wider commitment to environmental stewardship, as part of their custodianship of the Estate. This commitment will be carried forward to any development in order to enhance biodiversity and address infrastructure requirements of a development.</p> <p>Sustainability benefits of any proposed development will be carefully considered through each development, including consideration of how the site will adopt the energy hierarchy of the Local Plan Strategy and deliver biodiversity net gain.</p> <p>The holistic development strategy presented within the Vision Document at Appendix 1 also identifies a number of key locations for tree planting and for delivering additional community facilities, which are focussed around the natural environment, such as a forest school, planting and allotments. The Hovingham Estate are taking a high-level, long-term view to the evolution of the village, which allows for the consideration of matters such as Public Open Space and biodiversity enhancements from the outset.</p>
Savills obo Louise Kirk (Ampleforth)	<p>The distribution of growth to settlements such as Ampleforth is encouraged given the support such smaller sites in more rural village locations provide the opportunity for high quality developments delivered by local tradespeople. The Framework suggests that small and medium sites should be encouraged, requiring 10% of a Districts housing requirements be delivered on sites no larger than 1 ha. Small and Medium sized sites should also be promoted given they can often be delivered by local housebuilders, supporting local trade.</p> <p>For the avoidance of doubt, we strongly support the distribution of growth to Service Villages such as Ampleforth, which will realise a number of benefits for the village whilst also contributing to the housing supply of the District in a sensitive manner.</p>
Heslerton Parish Council	<p>Yes</p>

Individual/Organisation	Answer to Question
Wintringham Parish Council	No
Chair Wintringham Parish Council	No
Amotherby Parish Council	No
Member of the public	No

Individual/Organisation	Answer to Question
Member of the public	No
Member of the public	No
Member of the public	No
Member of the public	Yes

Individual/Organisation	Answer to Question
Member of the public	Yes
Member of the public	Yes
Member of the public	No
Member of the public	No

Individual/Organisation	Answer to Question
Member of the public	No
Member of the public	No
Member of the public	No

**Question 10a: Following on from the above question, if you are as an individual or as a community answered yes to the above question what is the village called, and what type (market housing/ affordable housing/ self-build housing) and size of housing development would be likely to be supported?**

Individual/Organisation	Answer to Question
Carter Jonas	We have no response at this time.
ArkleBoyce	Harome.
Edwardson Associates	Yes, even small scale housing schemes can make a contribution to improving the sustainability of settlements such as Terrington. A flexible approach which, subject to appropriate scale, allows for market housing. Market housing can provide contributions to local projects such as a new community centre, playing pitches, affordable housing and biodiversity enhancements etc.
Savills obo the Church Commissioner for England	<p>Our client is a landowner in Sand Hutton, Claxton and Gate Helmsley and would support future housing development in these villages. As part of the Call for Sites consultation in 2021, we submitted several sites (12 to be exact) that are considered suitable for small scale development. These sites include:</p> <ul style="list-style-type: none"> <li>• Site 238 – Land to the north of Clematis Cottage Sand Hutton</li> <li>• Site 239 – Land to the West of Upper Helmsley Road Sand Hutton</li> <li>• Site 240 – Land at White Syke Farm Sand Hutton</li> <li>• Site 241 – Land to the Northwest of Pine Wood Lodge Sand Hutton</li> <li>• Site 242 – Land to the North of Claxton Ings Farm Claxton</li> <li>• Site 243 – Land north of Whinny Lane Ings Farm Claxton</li> <li>• Site 244 – Land to the south of Whinny Lane Claxton</li> <li>• Site 245 – Land west of Claxton Ings Farm Claxton</li> </ul>

Individual/Organisation	Answer to Question
	<ul style="list-style-type: none"> <li>• Site 246 – Land east of Green Hills Claxton</li> <li>• Site 247 – Land north of Risewood Gate Helmsley</li> <li>• Site 248 – Land east of the Lane Gate Helmsley</li> <li>• Site 249 – Land to the rear of 10-14 Sand Hutton</li> </ul> <p>It can be confirmed that these sites continue to be available, suitable, achievable and deliverable for development over the Local Plan Review period and we would welcome the opportunity to discuss these sites further with the Council when deemed appropriate.</p>
Savills obo the Settrington Estate	<p>Our client is a resident and landowner in Settrington and would support future housing development in the village. As part of the Call for Sites consultation in 2021, we submitted three sites that are considered suitable for small scale development in the village. These sites include:</p> <ul style="list-style-type: none"> <li>• Land at the Mill Yard- Settrington (Call for Sites Reference - Site No. 272)</li> <li>• The Old Orchard Site, Settrington (Call for Sites Reference - Site No. 273)</li> <li>• Francis Johnson Close, Settrington (Call for Sites Reference - Site No. 274)</li> </ul> <p>It can be confirmed that these sites are available, suitable, achievable and deliverable for development over the Local Plan Review period and we would welcome the opportunity to discuss these sites further with the Council when deemed appropriate.</p>
Heslerton Parish Council	<p>People live in villages to avoid urban sprawl. Development would destroy this.</p>

Individual/Organisation	Answer to Question
Member of the public	"Beadlam and Nawton Market housing/affordable housing. 30 to 50 houses"
Member of the public	Barton-le-street & Newton-on-Rawcliffe. well designed and built open market housing which can be bought by young locals (and i don't just mean those from the village - the Ryedale area as a whole). OM so the banks will lend & they can be sold
Member of the public	Terrington - would only support the conversion of existing buildings not new building on green field sites

***Question10b: If you answered no, is this in relation to a specific settlement? If so, please identify the settlement and your reasons for why you would not wish to see new housing delivered there.***

Individual/ Organisation	Answer to Question
Steve Murray Associates Ltd	Pickering which is well serviced
Wintringham Parish Council	In Wintringham there has been a lot of infill development within the development limit of the village. Proposals are seeking to build outside this limit which would change the character of the village
Chair Wintringham Parish Council	Yes Wintringham. There are no services. The proposals are outside the development limits of the village and 3 are in areas of high landscape value. The other lies adjacent to An SSSI and several water courses/wetland areas.
Amotherby Parish Council	Amotherby - These improvements are easily “fiddled” in a planning application and may actually bring no benefit to the village. We have already been allocated an unacceptable number of dwellings for the size of the village and available facilities

Individual/ Organisation	Answer to Question
Member of the public	Wintringham has absolutely no amenities at all and is serviced by one single already overused and dangerous narrow road.
Member of the public	Wintringham...it is a conservation area and would be spoilt by further development.
Member of the public	Wintringham. Development would have a negative impact on biodiversity as it supports a wide variety of habitats for rare and uncommon bird and amphibian species. The Wolds Way goes through the village providing an important public space.

Individual/ Organisation	Answer to Question
Member of the public	The only roads into Wintringham from the A64 are too narrow for increased traffic (two HGVs can't pass each other at present)
Member of the public	Terrington, we do not have the infrastructure in our village to accommodate more housing.
Member of the public	"TERRINGTON Please see attached letter pdf"

Individual/ Organisation	Answer to Question
Member of the public	Terrington. The current public open space, biodiversity are sufficient. The road infrastructure would require improvement
Member of the public	"Building houses on green field sites takes away biodiversity and public open space Terrington - building on a paddock used as a local amenity, accessed by a single track road. Access to both ends of the village is also by a single track road"
Member of the public	As the village is small, it has the open spaces for walking which should be advertised/marketed more. If you turn all the small villages into not so small villages then you lose potential visitors and thus spend in the area.

***Question 11: Would you like to see development in the smaller villages? If so, what would be your reasons for this?***

Individual/ Organisation	Full Answer to Question
Steve Murray Associates Ltd	Yes. For local people to continue to live where they were born/brought up.
Barton Willmore	<p>Our client supports development in the smaller villages. The council acknowledge that there is currently a limited supply of sites at the service villages and therefore development in smaller villages would support the overall growth of the district and ensure housing development continues to be delivered where there is a limited supply of sites in the towns and service villages.</p> <p>Appleton-le-Street is located approximately 1.8km west of Amotherby and Swinton, which are both allocated as service villages. However, with limited sites available in these settlements, the Council should place greater emphasis on the way villages interact with each other to help secure their future sustainability and therefore, accommodate for housing provision in some of the smaller settlements to support the sustainability of services and facilities located in the larger service villages, particularly where there is a limited supply of sites in the service villages.</p>
Carter Jonas	<p>Yes. The Estates represented by Carter Jonas LLP would welcome the benefits of development in the smaller villages to be acknowledged within policy formulation.</p> <p>If the latter approach were not to be adopted, it will mean the distribution of housing would be inequitable and would lead to no or very limited development taking place in villages over the Plan period, resulting in a lack of housing opportunity, keeping prices high and constraining the viability of local services. We consider that rather than ignoring villages and settlements such as Nunnington, Pockley, Thorpe Bassett, Westow and Wintringham, a far more effective way of providing for local housing needs would be to allocate modest and appropriate sites for residential development within them, thereby providing for certainty and managed growth at the outset, rather than being left to ad hoc windfall development.</p>

Individual/ Organisation	Full Answer to Question
ArkleBoyce	Yes. It is imperative, particularly in smaller villages with access to facilities, such as Harome, that some growth is directed there. The NPPF is supportive of this approach. Paragraph 78 of the Framework supports development which will provide the opportunity for rural communities to 'grow and thrive, especially where this will support local services'.
Edwardson Associates	Yes. Yes to enhance and maintain the vitality of rural communities; responding positively to Para 79 of the NPPF. Small scale high quality development can provide a mix of much needed housing in rural settlements.
Savills obo the Church Commissioner for England	Yes.
Savills obo the Settrington Estate	Yes.
KVA Planning	Yes. If this met a specific local need and could be offered as such.
Heslerton Parish Council	Yes.

<b>Individual/ Organisation</b>	<b>Full Answer to Question</b>
Wintringham Parish Council	No. Not unless there is actual infrastructure investment.
Chair Wintringham Parish Council	No. Unless they had the services to support them.
Amotherby Parish Council	Yes. Some have been asking for small scale development for many years. More people living there would possibly help to maintain bus services, local pubs etc.
Member of the public	No. Only if the requisite amenities exist.

Individual/ Organisation	Full Answer to Question
Member of the public	No. Nothing beyond local needs to protect their identity.
Member of the public	No. There is no infrastructure to support development.
Member of the public	No. Many have insufficient infrastructure and facilities but sit in areas of high landscape value and are more appropriate for concentrating biodiversity improvements such as tree planting and habitat improvements.
Member of the public	No. Ryedale's rural character must be protected.

Individual/ Organisation	Full Answer to Question
Member of the public	Yes. So housing stock here does not become so limited its price excludes local families staying there.
Member of the public	No. Likely to be unsustainable and not in character.
Member of the public	No. Maintain rural character.
Member of the public	Yes. Not all development is bad. villages need to expand for their own population and provide themselves with better facilities - which can usually only come from development charges.

Individual/ Organisation	Full Answer to Question
Member of the public	No. To maintain the character of the villages.
Member of the public	No. Could attract second home buyers.
Member of the public	No.
Member of the public	Yes. Growth can be accommodated in small projects to keep villages sustainable.

Individual/ Organisation	Full Answer to Question
Member of the public	No. The relative impact of a parcel of new housing on smaller villages is greater than that on larger settlements.
Member of the public	Yes. I think villages always benefit from continuous development and new blood, clearly if it is a smaller village without services this will be tougher to justify, but where there are some services there is maybe scope for more to be added. The services such as village shops, post offices, pubs, fish and chip shops and butchers always require custom.
Member of the public	No. Maintain the character of the villages and the surrounding countryside (AONB). Increased road traffic, including more residents commuting, home deliveries which has already dramatically increased. Concerned about the number of second homes in Howardian villages.
Member of the public	Yes. I do not think it should be barred. I think a small development of a few dwellings could be designed to meet local interests.

Individual/ Organisation	Full Answer to Question
Member of the public	No. Spoil the character and beauty – these little villages brings visitors and spend into the area.
NYCC Children and Young People's Services	Yes. In smaller villages which have schools, some development could provide additional pupil numbers which may help with sustainability. A list of the schools with projected surplus capacity is provided in Appendix 1.
NYCC Adult and Social Care	Yes. To enable people with disabilities to have access to their own accommodation within their own village, without having to move locality or out of area.

*Question 12: Land allocations at the villages have been made to help provide affordable housing in the rural area and to help sustain local services. They could also be used to help support our local landed estates in conserving important heritage assets and landscapes. Do you think that this is something we should be looking to directly support in Ryedale, through the review of the Plan?*

Individual/Organisation	Answer to Question
Steve Murray Associates Ltd	Yes. For local people to remain.
Carter Jonas	<p>Carter Jonas LLP knows first-hand from the Estates represented in this consultation that the release of small housing sites within the villages mentioned above can provide a vital source of revenue, which is an important element in ensuring their long-term viability, recognising the role of diversification of activities and assets.</p> <p>However, restricting development to affordable housing schemes can sometimes act as a disincentive to sites coming forward for residential development due to the reduced returns associated with this form of development, having a negative impact on housing supply.</p>
Edwardson Associates	Yes. Landed estates are an important asset with various land and buildings. There should also be this approach to agricultural holdings which are owned and are capable of delivering a variety of developments including market and affordable housing.
Savills obo the Church Commissioner for England	<p>Rural Exception Sites are small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection.</p> <p>A proportion of market homes may be allowed on the site at the local planning authority's discretion, for example where essential to enable the delivery of affordable units without grant funding. Whilst we support such proposals, as these are in line with national policy, Rural Exception Sites should not be the only form of residential development supported in the smaller settlements. For vitality and viability some modest market growth should be supported across the district. This would</p>

Individual/Organisation	Answer to Question
	<p>provide a greater housing choice to all residents in Ryedale and by supporting some larger scale housing sites across the District, by virtue of policy would require a proportion of such housing to be affordable in tenure in any event.</p>
Savills obo the Settrington Estate	<p>Rural Exception Sites are small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection.</p> <p>A proportion of market homes may be allowed on the site at the local planning authority's discretion, for example where essential to enable the delivery of affordable units without grant funding. Whilst we support such proposals, as these are in line with national policy, Rural Exception Sites should not be the only form of residential development supported in the smaller settlements. For vitality and viability some modest market growth should be supported across the district.</p> <p>In terms of enabling development, this is development that would not be in compliance with local and/or national planning policies, and not normally be given planning permission, except for the fact that it would secure the future conservation of a heritage asset. Whilst only applicable in certain circumstances, enabling development can be a useful tool. Making the case for enabling development can involve a considerable investment as there are inevitably a number of detailed information requirements. Again, while we support such proposals in principle, having greater flexibility in the Local Plan will be beneficial to such circumstances.</p>
Savills obo Birdsall Estate	<p>Yes. The allocation of sites which are located to support local landed estates can provide an extremely important source of secure income which can be used for the upkeep and conservation of important heritage assets and landscapes and so this approach is very much supported. There are a number of important estates within Ryedale which attract visitors from across the country, supporting the tourism industry, generally in rural areas. Many of the estates include heritage assets which are of local or national importance. The duty to protect and conserve these assets, in a manner appropriate to their significance, is placed upon the landowner and often their upkeep can require a significant sum of money. The support through allocations of land will be a great support in delivering conservation efforts.</p>

Individual/Organisation	Answer to Question
	<p>As part of their Enabling Development Programme, the Birdsall Estate have calculated that around £78 million will be required for conservation projects over the next 20 years. This is on top of the £3.5 million spent on conservation and restoration works since 2010. Agriculture is the principal industry and revenue stream for the Estate currently, with land farmed and let to tenants. Increasing costs, legislation changes and forestry in decline, the Estate needs to find alternative streams of income to continue to meet its conservation obligations. The allocation of sites on estate owned land, which falls in a number of villages surrounding Birdsall, will provide a secure source of income to contribute towards the heritage deficit.</p> <p>This approach would also align with the Option 2 Growth Strategy outlined within the Distribution of Development Consultation Paper. We have already outlined that growth distributed to villages can also deliver benefits for local communities and local services.</p> <p>In seeking to support landed estates, it is important that any allocations in villages include market housing in order to maximise the land receipt, which can be re-invested into the upkeep of the Estate. This should be balanced with a policy compliant level of affordable units, subject to viability. These affordable units are often much needed in a village context, but cannot form the full extent of any allocation (ie. rural exception), otherwise the land receipt will be significantly reduced.</p> <p>Recognising the policy support required by these landed estates is an important consideration for the Local Plan, and this approach is supported by Paragraph 190 of the NPPF, which requires plans to set out a positive strategy for the conservation and enjoyment of the historic environment. The NPPF also recognises that this approach can also bring social, cultural, economic benefits and deliver developments which make a positive contribution to local character and distinctiveness. The allocation of sites presented in our supporting Vision Document, would therefore have a number of benefits, not only supporting the long term conservation efforts of the Estate, but also supporting any local shops and services nearby, and create more active rural communities.</p>
Savills obo Hovingham Estate	<p>The allocation of sites which are located to support local landed estates can provide an extremely important source of secure income which can be used for the upkeep and conservation of important heritage assets and landscapes and so this approach is very much supported. There are a number of important estates within Ryedale which attract visitors from across the country, supporting the tourism industry, generally in rural areas. Many of the estates include heritage assets which are of local or national importance. The duty to protect and conserve these assets, in a manner appropriate to their significance, is</p>

Individual/Organisation	Answer to Question
	<p>placed upon the landowner and often their upkeep can require a significant sum of money. The support through allocations of land will be a great support in delivering conservation efforts.</p> <p>Given the location of many historic landed estates, such as the Hovingham Estate, much of the housing allocations required to support the conservation efforts will be placed in village locations like Hovingham. This would also align with the Option 2 Growth Strategy outlined within the Distribution of Development Consultation Paper. We have already outlined that growth distributed to villages can also deliver benefits for local communities and local services.</p> <p>In seeking to support landed estates, it is important that any allocations in villages include market housing in order to maximise the land receipt, which can be re-invested into the upkeep of the Estate. This should be balanced with a policy compliant level of affordable units, subject to viability. These affordable units are often much needed in a village context, but cannot form the full extent of any allocation (ie. rural exception), otherwise the land receipt will be significantly reduced.</p> <p>Recognising the policy support required by these landed estates is an important consideration for the Local Plan, and this approach is not only welcomed, but supported by Paragraph 190 of the NPPF, which requires plans to set out a positive strategy for the conservation and enjoyment of the historic environment. The NPPF also recognises that this approach can also bring social, cultural, economic benefits and deliver developments which make a positive contribution to local character and distinctiveness. The allocation of sites within Hovingham, as presented in our supporting Vision Document, would therefore have a number of benefits, not only supporting the long term conservation efforts of the Estate, but also supporting local shops and services in the Village, to allow the community of Hovingham to remain the active rural community it currently is.</p>
KVA Planning obo CPRE	Yes. Several estates within the area have historically relied upon workers to ensure landscape/farmland is maintained etc. Often these workers are required to live locally to their employment and traditional roles should be preserved if poss.
Heslerton Parish Council	No. Affordable housing for local people yes. Estate owners are well able to finance the properties that they own without public financial support.

Individual/Organisation	Answer to Question
Wintringham Parish Council	No.
Chair Wintringham Parish Council	No. Allowing our local landed estate to develop these sites is not conserving the heritage and landscape it is trashing it!
Amotherby Parish Council	Yes. Worth examining the possibilities.
Member of the public	Yes. Where existing facilities exist or could be easily and quickly developed then this would be fine but I expect that not to be possible in many small villages.

Individual/Organisation	Answer to Question
Member of the public	Yes. Local estates are a vital part of village success in many cases.
Member of the public	Not sure I understand what you mean by this.
Member of the public	No. Allocating land in local villages is unlikely to achieve these aims. Further development of land in these areas is more likely to worsen, rather than conserve landscapes and heritage assets.
Member of the public	No. The landed estates should follow the same planning rules as everyone else.

Individual/Organisation	Answer to Question
Member of the public	Yes. To support local families staying in their area of birth.
Member of the public	Yes. Protecting the countryside.
Member of the public	Yes. To support & diversify – however the concept of affordable housing is so flawed it needs to be revamped and become useful in promoting small dwelling development.
Member of the public	Yes. Would only support the conversion of existing buildings not building on green field sites.

Individual/Organisation	Answer to Question
Member of the public	No. Clearly there is no need for affordable housing based on Castle Howard selling off most of their rented housing which initially was for estate workers.
Member of the public	No.
Member of the public	Yes. Seems a sensible approach.
Member of the public	No. I think the landed estates should be responsible for conserving heritage assets and landscapes without resorting to selling parcels of land for housing development.

Individual/Organisation	Answer to Question
Member of the public	No. I find the link between affordable housing in villages and helping conserving important heritage in landed estates a little incongruous. I don't think it is something that should be supported in the review of plan and seems to be diverting away at a tangent from the real issues.
Member of the public	Yes. Affordable housing is important in any community – but more so where work is available.
Member of the public	Yes. Sustaining local services, improving and upgrading the buildings in AONB whilst being careful about the environment seem worthwhile, but should not be done with the intention of helping landed estates.
Member of the public	<p>No. There is one family that owns a lot of land in the area, the facility at Castle Howard is relatively expensive, I don't see how people in affordable housing will be in a position to take advantage of this heritage asset/landscape.</p> <p>There seems to be a lot of land surrounding this facility – it's a shame this can't be utilised!</p>

