

RYEDALE
DISTRICT
COUNCIL



The Ryedale Plan: Local Plan Sites Document

Amotherby & Swinton Background Paper

Ryedale District Council

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Part 1: Introduction and Context

Introduction

This paper is one of a series produced to explain the site-specific policy choices and allocations that are being proposed for each of the Market Towns and Service Villages through the Local Plan Sites Document. The Local Plan Sites Document will identify sufficient sites to meet development requirements to 2027. It also identifies site specific policies. Together with a new Policies Map, the Sites Document and the Local Plan Strategy will form the Development Plan for Ryedale - The Ryedale Plan.

This paper focuses on the approach that the Local Planning Authority has used to consider new development sites at this settlement. It outlines which sites are considered to be the most appropriate sites to be allocated for future development if required and provides an explanation of why other sites are not considered to be suitable. It also considers the use of specific site protection policies for the settlement.

Settlement Description Amotherby

Amotherby abuts the boundary with the Howardian Hills AONB. The village straddles the rising land between the flatter Vale of Pickering and the undulating, wooded landscape of the Howardian Hills. To the south of the village the land rises, and is described as “North Ridge” in the Howardian Hills Management Plan. The Landscapes of Northern Ryedale Landscape Character Areas denote this land as “Howardian Hills Footslope”, which includes the following characteristics: gently sloping terrain; strongly rural and predominantly pastoral; distinctive pattern of villages strung along the B12457; with panoramic views across the Vale of Pickering.

The village is located with ribbon development on both sides of the B1257, which is a road of at least Roman origins. It belongs to a collection of villages (known as ‘Street Villages’). The village also extends perpendicular to the main road, northwards, down into the lower Vale land. The village may contain significant archaeological deposits because of its location within the Vale of Pickering where there is long-standing evidence of human habitation.

Amotherby is in relatively close proximity to Swinton. They are separate settlements, albeit with few fields separating the physical form of the settlements. The form of the villages is similar in that they are subject to streets running perpendicular to the main road, northwards, and thus going down the slope, reflecting historic field boundary patterns, and potentially historic routes across the Vale of Pickering. Later development is concentrated along the main road.

Development has taken place primarily in a linear, frontage style. Properties are mainly residential and range in style and materials from stone/pantile cottages built hard up to the footpath, to modern estate-type housing of brick and concrete tiles.

St. Helens Church is to the east of the village, and set back from the built up part of the village. It is of at least Mediaeval origin (Amotherby Parish Plan, 2009), but the earliest part of the current building dates from the sixteenth century. The church is Grade II Listed.

The undeveloped space and trees on the land between Manor Farm and Church Street forms an important element of the form and character of this part of the village and is currently identified as a Visually Important Undeveloped Area.

To the north of the village there has been larger buildings constructed close to the former railway line, perhaps in response to the line, and some of these are occupied by commercial enterprises, include in the BATA site, which is a former mill. To the south of the settlement, accessed from the B1257, is the Malton Foods Site, a food manufacturer, which is surrounded by the AONB.

The villages are served by a network of Public Rights of Way which link up the various villages which run along the B1257.

Amotherby has a modern primary school, on the western side of the settlement. The village has a village hall and tennis courts, with a pub/restaurant.

Settlement Description Swinton

Swinton also abuts the boundary with the Howardian Hills AONB. The village straddles the rising land between the flatter Vale of Pickering and the undulating, wooded landscape of the Howardian Hills. To the south of the village the land rises, and is described as “North Ridge” in the Howardian Hills Management Plan. The Landscapes of Northern Ryedale Landscape Character Areas denote this land as “Howardian Hills Foothills”, which includes the following characteristics: gently sloping terrain; strongly rural and predominantly pastoral; distinctive pattern of villages strung along the B12457; with panoramic views across the Vale of Pickering.

The form of Swinton is similar to Amotherby in that it has streets running perpendicular to the main road, northwards into the Vale of Pickering and reflecting historic field boundary patterns. There are two streets which run in a broad north-south alignment and which merge at the northern edge of the village, in a narrow track, Low Lane. There is a single street - Middle Street, which transverses between the two streets. Development has taken place along all the street frontages and takes a very compact, dense form between East and West Streets. Properties are mainly two storey residential and decrease in age away from the B1257 (High Street). Swinton has had two relatively recent residential schemes approved prior to the adoption of the Local Plan Strategy, these are to the east and north of the village and are small cul-de-sac style developments. Older properties are generally a mixture of limestone with clay pantile roofing with more modern buildings are built mainly of brick under concrete roof tiles. In some instances, the more modern style of development on the north western and eastern edges of the settlement creates a relatively hard edge to the settlement and its juncture with the open countryside.

The villages are served by a network of Public Rights of Way which link up the various villages which run along the B1257.

Local Plan Objectives

The Local Plan Strategy (Section 3) outlines the objectives of the Ryedale Plan. These objectives have strongly influenced the strategic locations of development within the Plan. The Local Plan objectives have also been integrated into the Sustainability Appraisal Framework that has been used to assess the social, economic and environmental issues associated with site -specific policy choices and protection policies.

Strategic Policy Context

The Local Plan Strategy (LPS) provides the strategic part of the Ryedale Plan. Its policies direct most new development to the Market Towns and a limited level of new housing development to the Service Villages. The Local Plan Strategy seeks the identification of a supply of land to meet the requirement for approximately 300 new homes within the Service Villages.

The Local Plan Strategy does not prescribe a 'quota' of new housing development for each Service Village. It aims to ensure that, where it is possible, development is shared across the settlements. It should also be noted that settlements were defined as Service Villages in the Local Plan Strategy on the basis that they are considered to be sustainable locations for planned, small-scale housing development in principle.

Amotherby and Swinton are 'twinned' as a designated 'Service Village'. In policy terms, this means that the settlements are, in effect, treated as one for the purposes of identifying development sites. It is not the intention of the strategic approach that future housing should be split equally between twinned Service Villages. In identifying sites in the Service Villages for new housing, the Council's approach has focused on where the site assessment process has identified the most appropriate housing site(s) without artificial amendment.

It is also important to recognise that these proximal settlements are grouped as a 'Service Village' because of their existing collective capacity to share key services. It is not the strategy of the Ryedale Plan to coalesce settlements.

The plan/ site selection process is designed to identify appropriate future development sites if these are required. In some Service Villages recent (within the Plan Period) planning permissions may mean that a supply of new housing development will be delivered in some locations during this early part of the Plan Period and there may no longer be a need to allocate further sites for this Plan. For Amotherby and Swinton this has not happened to date.

The Local Plan Strategy does not seek to allocate land for employment development at the villages. This is to ensure that employment land requirements are directed to the Towns. The employment allocations within Amotherby are to be retained. Therefore, in terms of the Service Villages, the site selection process is limited to the selection of sites for future housing development.

Local Sustainability Issues

As part of the production of the Local Plan Sites Document, the Local Planning Authority produced an updated Sustainability Appraisal Scoping Report/Methodology, which was

consulted upon in a targeted manner in January 2014 and then through a wider consultation in November 2015. This was to ensure that the site selection process took account of finer-grain settlement and site specific sustainability issues as well as the more strategic matters that were addressed in the sustainability appraisal that informed the policies of the Local Plan Strategy and which had provided the broad framework for the Site Selection Methodology produced to assess the relative merits of sites.

Below is a table of the issues identified for Amotherby and Swinton:

Issue	Information Sources
<ul style="list-style-type: none"> • Additional capacity will be needed for primary education • Howardian Hills AONB designation is to the south of the villages • Green infrastructure corridor – Rye and Howardian Hills • SINC – Amotherby Lane • Green infrastructure corridors – Rye and Howardian Hills • A pond west of Seven Wells, Amotherby • Visually Important Undeveloped Area (VIUA) in Amotherby • Grades 2 and 3 Agricultural Land surrounds Amotherby and Swinton • Scheduled Monuments <ul style="list-style-type: none"> ○ Dovecote at Appleton le Street ○ 5 x round barrows near Easthorpe Lodge and Cottages • Potential coalescence of settlements • HSE notifiable site - BATA Amotherby • Areas of the village at risk of surface water flooding as identified by the Environment Agency • Lack of children's play space 	<ul style="list-style-type: none"> • The Ryedale Plan: Local Plan Strategy (2013) • The Ryedale Plan: Local Plan Strategy Examination document Reference DDH20 – Settlement Analysis (2012) • HSE PADHI+ • Defra - Agricultural Land Classification Map • Howardian Hills AONB Management Plan (2009-2014) • EA Surface Water Map • Historic Environment Record / Heritage Gateway http://www.heritagegateway.org.uk/gateway/ • Natural England -Green Infrastructure dataset • Landscapes of Northern Ryedale, Landscape Character Assessment • Natural England Landscape Character Areas - Howardian Hills, and Vale of Pickering • Open Space Study (PMP 2006)

Part 2: Consideration of new housing sites

Residual Requirement for Housing

All of the sites that have been considered through this process have been put forward for development by landowners and developers. Across Ryedale, more sites have been put forward for consideration through this process than will be needed. The Local Planning Authority has made this clear from the outset of the plan-making process.

At October 2017, housing completions and planning permissions at settlements in the Service Village category of the settlement hierarchy meant that the planned (minimum) amount of housing established by the Local Plan Strategy for the Service Villages as a whole, has been met.

The amount of housing completed or committed is a significant factor which has been taken into account as site choices have been finalised.

To date, no significant schemes other than small scale individual dwellings both in Amotherby and Swinton) have been granted permission or completed in either Amotherby or Swinton within the Plan period.

Site Submissions - Amotherby and Swinton

A number of sites have been proposed at the villages. These are identified on the Plan at Appendix 2 of this paper and are as follows:

Site Reference	Site Location
Amotherby	
3	Land South-East of BATA's Manufacturing & Distribution Site
8	Land east of housing fronting Main Street
61	Bentleys Garage south of the B1257
148	Land North of B1257 and South of Amotherby Primary School
181	Land West of Amotherby Lane
371	Malton Foods/Wrestlers, High Street
381	Amotherby Pump House, High Street
489	Land East of Gas Storage and North of the Cricket Pitch
612	Amotherby Pump House, High Street
635	Land West of Eastfield and North of the B1257
636	Land Opposite Lime Kiln Farm, South of the B1257
Swinton	
161	Land West of 11-19 West Street
178	Land East of East Street
254	Land West of 11-19 West Street
341	Land north of Meadowfield Close and west of Low Lane
346	Land East of Low Lane and North Of Lowfield Lane
455	Land south of High Street and west of Swinton Lane
456	Land south of High Street and east of Swinton Lane
478	Land East and South of Low Farm, East Street
537	Land East of East Street (2)
538	Land East of East Street (3)

540	Land East of Low Lane and North of Rye View
566	Land East of 1-4 East Street

Site Descriptions - Amotherby

Site 3 - Land South-East of BATA's Manufacturing & Distribution Site (0.39ha)

This site is to immediate east of Zetechnics and to the south of BATA. It is currently a grazed paddock, with mature hedging. It is a square-shaped paddock, with a dog-leg strip of land which would be to the south of Zetechnics. This area is localised industrial activity. Residential developments are proximal to the south.

Site 8 – Land east of housing fronting Main Street (0.91ha)

The site is to the immediate east of single depth residential development, which has occurred on the main street, known as Amotherby Lane. The site is a collection of four paddocks, demarcated by both fencing, and hedging. To the east of the site are open fields, to the north the businesses of Zetechnics and BATA. To the south is the graveyard of the Grade II Listed Church of St. Helen, and the church itself.

Site 61 – Bentleys Garage south of the B1257 (0.43ha)

The site is a disused former garage, and dwelling, which are situated on the south eastern edge of the village, in close proximity to the entrance to Westlers (Malton Foods), a food processing factory. To the rear is land that formed part of the garage. As the land is currently not in use, it is becoming increasingly vegetated to the rear. The site is adjacent to the Area of Outstanding Natural Beauty.

Site 148 – Land North of B1257 and South of Amotherby Primary School (2.83ha)

The site is a broadly rectangular field, currently grazed, to the south west of the village. It is abutted to the north by the primary school. The site extends up to the B1257. Access to the site is currently provided two public footpaths, one which is adjacent to the School, the other from Amotherby Lane to the east, and a Public Right of Way extends diagonally across the field, to the south western corner.

Site 181 – Land West of Amotherby Lane (1.1ha)

This site is a rectangular cropped field adjacent to the northernmost extent of the village of Amotherby. It is directly opposite the BATA site, which includes petrochemical storage, heavy goods vehicles. It is the only Health and Safety Executive site in the District. The field is adjacent to residential development on the southern extent, and the Amotherby Lane, an unclassified road.

Site 371 – Malton Foods/Wrestlers, High Street (6.1ha)

This large, rectangular site incorporates an industrial complex of Malton Foods/Westlers, and further land to the south and east (the extent of which mirrors the 2002 Local Plan Extent of 'land for expansion of existing employer'). This land is currently two open, cropped fields. The site is to the south of the B1257, and is on the south-eastern edge of the village.

Site 381 – Amotherby Pump House, High Street (0.05ha)

It is located on the extreme eastern edge of the village of Amotherby, and consists of a former water pump station, and a grassed area. Much of the area has been absorbed into domestic curtilage, through no planning approval has been sought. The site fronts onto the B1257.

Site 489 – Land East of Gas Storage and North of the Cricket Pitch (0.77ha)

This is an irregularly shaped parcel of land, which is in two components; the larger part is to the east of the BATA gas storage, and to the north of the cricket pitch. The site skirts round the cricket pitch to the west, and to a smaller, regular shaped parcel of land which fronts onto Amotherby Lane. The land is cropped (the larger part). This site has been submitted for employment uses.

Site 612 – Amotherby Pump House, High Street (0.05ha)

It is located on the extreme eastern edge of the village of Amotherby, and consists of a former water pump station, and a grassed area. Much of the area has been absorbed into domestic curtilage, through no planning approval has been sought. The site fronts onto the B1257. The extent of the site is nearly identical to the submission of site 381, although the western boundary is slightly wider at the front of the site, relative to the back.

Site 635 – Land West of Eastfield and North of the B1257 (0.56ha)

The site is a broadly rectangular shaped field, which is the south east of the village. It is to the immediate north of the B1257, and between post war housing and a farmstead. The land is grazed, and the site splits the larger field into two. The site extends as far north as the extent of the post war housing cul-de-sac.

Site 636 – Land Opposite Lime Kiln Farm, South of the B1257 (0.43ha)

The site is located to the south east of Amotherby. A rectangular field, situated to the east of the former water pumping station, and the field runs to the east, and abuts the parish boundary with Swinton. It also abuts a domestic property's curtilage, which includes an orchard. The field is cropped. There is no identifiable access from the B1257, which is adjacent to the north. Access to the site is currently provided by a parcel of land to the west which is not included in the land submission.

Site Descriptions - Swinton

Site 161 – Land West of 11-19 West Street (1.27ha)

This site is nearly the same in extent as 254. It is field which is sporadically grazed. It is located to the south west of the village, and is surrounded on three sides by development; to the south and east residential dwellings, to the north a collection of residential dwellings of relatively recent construction. The site has planning history, planning permission was refused in 1989, and an appeal dismissed in 1990 on the site. The access to the site is provided by a small, curved, 'drive' style road, with an incline.

Site 178 – Land East of East Street (1.9ha)

This site is a broadly rectangular, grazed field, which contains a pond at the far eastern extent. It is to the north-eastern extent of the village. Access is being proposed through a gated, grassed, access to the field which is between two dwellings on East Street, The

Nestlings, and Pippins. The site is one of three submissions that have been submitted covering part of this land (537/538). They are submitted by the same land owner.

Site 254 – Land West of 11-19 West Street (1.28ha)

This site is nearly the same in extent as 161. It is field which is sporadically grazed. It is located to the south west of the village, and is surrounded on three sides by development; to the south and east residential dwellings, to the north a collection of residential dwellings of relatively recent construction. The site has planning history, planning permission was refused in 1989, and an appeal dismissed in 1990 on the site. The access to the site is provided by a small, curved, 'drive' style road, with an incline.

Site 341 – Land north of Meadowfield Close and west of Low Lane (1.16ha)

This is a broadly rectangular field, which is situated to the north of the existing built form of the village. The land extends between existing residential development, and an isolated bungalow. Part of the site, the most southerly part, has been developed into Meadowfield Close. The site is adjacent to Low Lane, which is not an adopted road. It is also directly opposite an operating scrap yard.

Site 346 – Land East of Low Lane and North of Lowfield Lane (0.78ha)

This site is a rectangular, grazed field, which is adjacent to a small collection of buildings (commercial and domestic) distanced from the main settlement, to the north, and to the north of the Swinton Sports Centre on Lowfield Lane, an unclassified road.

Site 455 – Land south of High Street and west of Swinton Lane (0.64ha)

This is a linear strip of land to south east of the village, it is to the rear of commercial and domestic properties on the B1257 (High Street), and is proposed as a mixed use. The site is part of a larger, cropped field. To the east of the site is the Swinton Lane, an unclassified road. The land is within the Howardian Hills AONB.

Site 456 – Land south of High Street and east of Swinton Lane (1.18ha)

This is a rectangular piece of land to south east of the village. The site is fronting onto the B1257 (Malton Road), and is proposed as a mixed use. The site is part of a larger, cropped field. To the west of the site is the Swinton Lane, an unclassified road. The land is within the Howardian Hills AONB.

Site 478 – Land East and South of Low Farm, East Street (1.35ha)

This site is to east of properties of East Street. It extends out to the east, up to the field boundary. The site is grazed. The site is to the north of properties on the Malton Road (B1257). Access is proposed to be off from East Street, through an existing driveway. There is also a recent residential scheme to the north west of the site, and the land which forms part of the landscaping scheme of that development is included within the extent of the site submission.

Site 537 – Land East of East Street (2) (0.94ha)

This site is a broadly rectangular, grazed field. It is to the north-eastern extent of the village. The site is one of three submissions that has been submitted covering part of this land (178/538). This site submission demonstrates no access. It is smaller in scale than the 178

submission, by discounting the land which surrounds the pond. They are submitted by the same land owner.

Site 538 – Land East of East Street (3) (0.60ha)

This site is a broadly rectangular, grazed field. It is to the north-eastern extent of the village. The site is one of three submissions that has been submitted covering part of this land (178/537). This site submission demonstrates no access. It is smaller in scale than both the 178 and 357 submissions, by discounting the land which surrounds the pond, and a strip of land, to the east, which was part of the 537 submission. They are submitted by the same land owner.

Site 540 – Land East of Low Lane and North of Rye View (0.07ha)

This small plot is to the north of the established village. It is separate from the built up extent of the village, by the presence of the Scrap Yard. The land is in ownership of the owners of the Scrap Yard. They are desirous of a dwelling to provide surveillance of the scrap yard. Planning consent has been sought, and refused on the site. The site forms part of a larger paddock.

Site 566 – Land East of 1-4 East Street (1.04ha)

This site is to east of properties of East Street. It extends out to the east, up to the field boundary. The site is grazed. Access is proposed to be off from East Street, through an existing driveway. There is also a recent residential scheme to the south west of the site. To the south of the site is a Public Right of Way, which runs from Broughton.

Overview and Application of the Site Selection Methodology (SSM) in summary

To assist the site selection process, the Local Planning Authority has prepared a Site Selection Methodology (SSM). The SSM incorporates the Council's sustainability appraisal framework and has been prepared following consultation with a range of stakeholders. The SSM produced for each settlement can be viewed at:

www.ryedaleplan.org.uk/local-plan-sites-publication

This paper demonstrates how the Local Planning Authority has applied its Site Selection Methodology (SSM) to assess the merits and issues associated with individual sites that have been put forward from a settlement-level context.

Whilst the SSM helps to identify individual, site-specific matters, this does not in itself, always provide a clear distinction between sites, or provide the means to determine which site or sites are the most appropriate sites to be taken forward. A consistent issue that has arisen in the site selection process in a number of villages (particularly where a number of sites have been put forward) has been the extent to which sites are acceptable or represent the most appropriate choice(s). In this respect, a significant part of the site selection process for some villages has involved consideration of how sites compare with each other in terms of their impact or contribution to the form and character of specific villages. This is in part due to the fact that many of the Service Villages have strong historical form and character but also, unlike the Market Towns, in general, there are fewer settlement-wide issues/constraints that would influence the selection of sites in individual settlements.

The Site Selection Methodology (SSM) tables for each settlement are stand-alone documents due to their size. Amotherby and Swinton are on a single document. This section of the settlement -specific paper discusses the key findings of the SSM. For the village of Amotherby and Swinton key matters were:

- Relationship to other settlements (i.e. avoiding coalescence between Amotherby and Swinton)
- Relationship to the AONB
- Proximity of the BATA site (HSE site) and other land uses/operations which could adversely impact on residential amenity
- Relationship of sites to the Grade II Listed Church, and the other two Listed Buildings
- Considering the existing community issues- such as parking for the primary school
- Site's relationship with existing settlement, including form and character
- Access issues- ability to create a compliant access
- Proximity of Principal Aquifer, transmissive geology, and private water supply
- Local Plan Strategy spatial approach- no allocations at Service Villages for Employment Land.
- Open space provision

Settlement-Wide Considerations for both Amotherby and Swinton

There are some matters which can be considered on a settlement-wide basis, and these are discussed below.

Accessibility

In terms of accessibility, the sites are within a relatively short distance of services and facilities available within Amotherby. Amotherby and Swinton are twinned because they can reasonably share facilities, such as the School (Amotherby) and the shop (Swinton).

Flood risk

Sites in Amotherby and Swinton are within Flood Zone 1, the lowest level of risk, and the only acceptable location for residential development, when there are sites available in this level of flood risk. Any site which is over 1ha in size would be expected to produce a Flood Risk Assessment, even if it is identified as being in Flood Zone 1 so that matters concerning surface water run-off are appropriately considered and attenuated to at least greenfield run-off rates.

Agricultural land productivity

The land around the settlements of Amotherby and Swinton is classified as predominantly Grade 3 and some Grade 2, which is typical of settlements in or on the edge of the Vale of Pickering. There is no published data to distinguish between grades 3a and 3b, the former being identified as being Best and Most Versatile (BaMV) agricultural land. Given that the Local Planning Authority needs to ensure that land for housing is made available, the loss of any BaMV agricultural land has to be a balanced decision, and undertaken in an efficient manner. The number of sites within the Service Villages that are to be allocated (2 sites) are not considered to be significant in terms of the cumulative loss of BaMV agricultural land.

Settlement Character and the Howardian Hills AONB

For Amotherby and Swinton, there is only a limited area of land which current separates the settlements. The distinctiveness of settlements is identified as a Sustainability Appraisal Objective, and is subjected to a long-standing policy approach. Sites which would contravene

this, and lead to inferred or actual coalescence would perform poorly in that particular element of the SSM.

The Howardian Hills AONB designation also extends southwards out with the developed area of southern Amotherby and Swinton. The land at this area is gently rising and with the presence of hedgerows. As a nationally- recognised landscape designation, the AONB designation's primary objective is to preserve and enhance the natural beauty. As such, sites that are within the AONB have a higher landscape sensitivity. In addition, for sites that are close to the AONB boundary a consideration has been made on the impact on the setting of the AONB, including the scale of the proposal, building heights and siting, and potential key areas of landscaping.

The relationship of any proposed sites within the existing settlement is particularly important. Amotherby and Swinton broadly have the same settlement form, comprising ribbon development along the B1257 Road(s) perpendicular to the B1257 have been formed from which development has occurred, along with the formation of some smaller cul-de-sac development. This is broadly similar to many of the Street Villages along the B1257. The access arrangements for the proposed sites is also an important consideration.

Amenity

In Amotherby the proximity of the BATA site is a significant consideration. The BATA site includes petrochemical storage, and milling. No conditions are imposed on the operation of the site, and the site can, at busy times, operate on a 24/7 basis. Part of the BATA complex has a Health and Safety Executive designation. Meaning residential development within a certain range would not be considered appropriate based on a calculation of risk and scale of harm to person and property. The other land uses/operations which take place on the BATA site have been identified as presenting a potential serious noise nuisance for residential development within close proximity of the site. The Local Planning Authority does not want to risk fettering the operations of BATA by allocated residential development close by. Other noise generators are the school, and the B1257, and noise assessments would be required to assess the acoustic issues and possible mitigation for such sites. The Local Planning Authority is also conscious of the need to ensure that prospective residents have a level of amenity which can be reasonably expected to be experienced in a rural area. This would mean that the use of mitigation measures such as non-opening windows, are not appropriate within a rural context.

Designated Heritage Assets

Amotherby and Swinton have a limited number of designated heritage assets. In evaluating the impact on designated heritage assets, the Scheduled Monuments were first considered. These are situated some distance from both settlements: the Dovecote at Appleton le Street and 5 x round barrows near Easthorpe Lodge and Cottages. There are also a Grade II Listed Farmhouse- Close Farm, and Grade II Listed Boundary Stone. These features are a considerable distance from the villages of Amotherby and Swinton. Some further assets are listed, but not capable of being affected by any of the sites submitted due the presence of intervening development:

- The Old Vicarage, Grade: II, Church Lane, Amotherby
- Old Schoolhouse, Grade II Church Street, Amotherby,
- Milepost, Grade II, Yew Tree House, Main Street, Swinton

There are, however, the following assets which would need to be considered particularly carefully in respect of how development could affect the significance of these assets.

- Church of St Helen, Grade: II, Church Lane, Amotherby
- Milepost Approximately 1 metre west of The Stable Range to Station Farm, Grade: II, High Street, Amotherby
- Lime Kiln Farmhouse, Grade II, B1257, Amotherby

Hydrogeology

Amotherby's geology and geomorphology is such that there are areas which provide a transmissive strata, which increases the potential for contamination of ground water supplies. In such circumstances, and where public ground water supplies are sourced, the Environment Agency identifies Ground Source Protection Zones. These are categorised based on the nature of movement of pollutants through the strata, Zone 1 is the most sensitive, but even in Zone 3 there is still considerable sensitivity. There is a private water supply extraction site, which is utilised by the food industry (Malton Foods), and represents a particularly vulnerable receptor. As such there is a particular level of sensitivity for sites which would have the capacity to present a threat to water supply integrity.

Site- Specific Considerations Amotherby

The Site Selection Methodology also identifies where there are site- specific issues which require consideration. They may be considered under wider policy principles, but they are only applicable to the individual site situation. This is particularly relevant in considering matters around settlement form and character, impact on heritage assets, amenity, water quality protection.

Site 3

Stage 1:

This site was submitted for employment land, and due to the proximity of the site to the existing BATA the site could not be considered suitable for residential development. The Local Plan Strategy identifies no strategic requirement to allocate land for employment uses in the Service Villages. Such sites would be considered on their merits, in the context of Policy SP6, which supports the principle of expansion of existing businesses and identified sites (such as the BATA site) which are to be retained and protected for employment purposes.

Site 8

Stage 1:

The site complies with the stage one of the Site Selection Methodology.

Key Considerations at Stage 2:

The site is proximal to BATA site which is a long-standing local employer. Noise from the site varies significantly depending on when the mill is operation (which can be 24/7 in times of harvest). There is also a significant difference between background noise and the operation of the site. There is also sporadic noise attributed to the movement of vehicles, particularly when reversing. There is some residential development already in close proximity, and established

screening is referred to in the submission. The Council's Environment Health department advised that a noise assessment was required to establish the scope and nature of any acoustic concerns, to allow any issues to inform the layout of the site. There have been noise complaints made in the past, which the council has been unable to follow up due to lack of evidence. On receipt of the noise assessment Officers raised concerns about the level of noise on what would be a new developed rural housing scheme, based on the standards applied in the Local Plan Strategy. The proposed mitigation measures were not acceptable, as they would not allow a reasonable enjoyment of the properties in a rural area, such as being able to be out in the garden on a summer's evening without considerable noise, or open a window to escape a fire or simply improve air flow in a room at night. The noise assessment was applied to a pre-existing scheme, and did not inform the site extent and layout in the first instance.

The surface water management needs to be considered within the context of the sites, along the B1257 southern part of the site being on a Principal Aquifer, and need to ensure no adverse impacts on the protection of water quality. The southern part of this site is within the Principal Aquifer and there is a private water supply, serving a food manufacturing business, which means that the receptor is particularly sensitive to pollution. It is expected that a Hydrogeological Risk Assessment would be required as part of a planning application. It is not needed at this stage due to proposed residential development, and because it covers a small part of the site.

The field boundaries, hedgerows, are particularly important as a landscape feature. This site is within the flatter vale land, and is formed from a series of paddocks; developments to the north and south have physically and visually enclosed this land, although wider views of it would be achievable from the east. As such it is considered that this site may be accommodated within the landscape, subject to boundary treatment considerations. However, in terms of the character of this site, its rural, pastoral qualities would be lost through development, and these do contribute to the village and the setting of the proximal Grade II Listed Church; there is a concern that the setting and the experience of the Church and church yard could be harmed by the presence of development in this location. The submitted scheme outlines an established treed boundary to the southern boundary of the site. The setting of the other two Listed Buildings: St. Helens House and the Old Vicarage would not be affected. The existing dwelling, to which the proposed access is adjacent, known as 'Station Farm' is not listed. It is an attractive 'farm house', which contributes positively to the street scene. Close to the proposed access is the Grade II Listed Milepost, it is not considered that the access would physically affect the milepost, and would not affect its setting.

The site is a greenfield site, with established hedgerows. It forms a garden area and series of paddocks. A scheme submitted illustrates a net increase in the presence of hedgerows. No impacts on trees.

The site proposes a single access onto Main Street, adjacent to Station Farm, involving the demolition of the outbuildings of this property. Clarification is needed concerning the means of access, and this has been sought from the Site Submitter.

Site 61

Stage 1:

The site complies with the stage one of the Site Selection Methodology.

Key considerations at Stage 2:

The site is a Brownfield site, being previously developed land, and there is a high probability of land contamination from the activities of the former garage. No land instability has been identified. The site is proximal to Malton Foods/Westlars factory, which will necessitate further considerations around noise. Residential development is already in close proximity. It is likely that noise mitigation measures could be implemented. The scheme submitted at the time of submission also suggests live/work units which would be occupied by individuals who would expect some minor nuisance, and design measures could help ameliorate impacts.

No information has been submitted concerning the impact on trees and hedgerows. The site has trees, and mature hedgerows, a scheme of redevelopment would need to retain those trees and boundary features which contribute to the character of the area.

Being to the north of the B1257, this site is adjacent to the Howardian Hills National Character Area, and is reasonably close to the Howardian Hills AONB itself. This site is within the built up area of the village, and is a Brownfield frontage plot which has a dilapidated dwelling and former garage. There is significant potential to improve the appearance of this site, which would contribute to the character and appearance of the settlement.

Site 148

Stage 1:

The site complies with the stage one of the Site Selection Methodology.

Key considerations at Stage 2:

The proposal would need to involve the creation of a new access from the south of the site onto the B1257, as the existing footpaths are too narrow. North Yorkshire County Council in their capacity as the Highway Authority has confirmed that access onto Malton Road is acceptable, subject to the undertaking of both a Travel Plan and Transport Assessment, which will need to consider cumulative impact along Malton Road.

There is a PRoW currently on the site, which runs diagonally across the site. As a result of the 2015 Sites Consultation two potential schemes have been submitted with details to show how this would be treated. In one scheme the PRoW remains unchanged, the other the PRoW is diverted to follow the road. The Council's Tree and Landscape Officer have advised: Retain the alignment of the existing public right of way, include it within open space allocation, and enhance with an avenue of large mature native trees. Given the position of the PRoW it is inevitable that some form of diversion would be required to ensure that the resulting layout of the development.

This site is demonstrative of the broad landscape character, with grazed, gently sloping land, bounded by hedgerows. The land rises to the south, and this may need consideration, in terms of treatment of the topography as it means that development will affect the setting of the AONB. The site is adjacent to the AONB, the road being the demarcation at this point. It is a relatively substantial site, relative to the existing settlement, and schemes indicate c.45 units. To the north the school site projects out from the village to enclose the land from the north, the site would be open at the south and west, but there is sizable, established hedgerows. As such the design

and scale of buildings, particularly on the frontage of the site will be important. Some details have been submitted regarding a landscaping scheme. The Council's Tree and Landscape Officer seeks retention of the existing boundary vegetation, because it provides a good level of screening. The Council's Tree Office also seeks small to medium sized trees and a small number of larger species where space permits in larger gardens. Properties along the road frontage should provide front gardens large enough to accommodate large trees to perpetuate the prevailing landscape character of road frontages throughout that part of the village along the B1257.

The surface water management needs to be considered within the context of the sites, along the B1257 southern part of the site being on a Principal Aquifer, and need to ensure no adverse impacts on the protection of water quality. The southern part of this site is within the Principal Aquifer and there is a private water supply, serving a food manufacturing business, which means that the receptor is particularly sensitive to pollution. It is accepted that a Hydrogeological Risk Assessment would be required as part of a planning application. It is not needed at this stage due to proposed residential development, and because it covers a small part of the site.

The site submitter has indicated that the site, being proximal to the primary school, has the potential to deliver a car parking area, with a drop of area, which is indicated to the north of the site. This is a community facility which has been discussed by Amotherby Parish Council as being a feature which would be beneficial for the local community. Currently there are problems with children being dropped off and collected from school within the current road network, which causes congestion. The proposal also includes a new hall and tennis courts, but the Parish Council have identified that these elements would be surplus to requirements. Officers are concerned that based on the current layout, there will be amenity concerns regarding the proximity of car park to existing residents, and the route/configuration of the road which serves both the school traffic and the housing. Comments from the Highway Authority are awaited.

There were, in early 2015, when the sites were being taken through the Site Selection Methodology, concerns about the deliverability of the site. There were multiple landowners, and the Council, as Local Planning Authority, had not received confirmation that all the landowners were in full agreement for the site's progression through the allocation process. Since the 2015 Sites Consultation the Site Ownership has been clarified into single ownership, and there is a new agent on the site, who has submitted more detailed master plans for consideration to the Local Planning Authority.

An acoustic assessment would be required in due course to consider the noise from both the school and the main road. However, due to the site size and the proposed parking area these features will allow opportunities for appropriate mitigation without restricting the reasonable use of the properties within a rural context.

Site 181

Stage 1:

The site complies with the stage one of the Site Selection Methodology.

Key considerations at Stage 2:

This site is adjacent to the BATA fuel storage facility. This is the only Health and Safety Executive (HSE) site in the District. The site was assessed through the HSE framework, which evaluates the sensitivity and risk posed to occupants of new development. The site, being proposed for residential development for up to 30 units, was in the Zone I –highest risk. As a result, the HSE framework status was “advise against development”. It is considered that on this basis, the site is not in a position to be progressed through the allocations process.

Site 371

Stage 1:

The site complies with the stage one of the Site Selection Methodology.

Key Considerations at Stage 2:

North Yorkshire County Council, as the Highway Authority has confirmed that access onto Malton Road is acceptable. Minor works may be required to extend existing footway/street lighting to serve the site. It will also need to consider cumulative impact along Malton Road.

The site is proposed as a mixed use. The Local Plan Strategy identifies no strategic requirement to allocate land for employment uses in the Service Villages. Such sites would be considered on their merits, in the context of Policy SP6, which supports the principle of expansion of existing businesses and identified sites (such this site) which are to be retained and protected for employment purposes. However, the consideration of the site’s appropriateness for development will be undertaken if a planning application is submitted. With the established use of the site, there would be residential amenity issues, and as such it is not considered the site is suitable for residential development.

In terms of the landscape context of this site it sits on elevated, and rising land, and is immediately adjacent to the Howardian Hills AONB. As such in landscape sensitivity it is one of the most sensitive sites within Amotherby. The site is currently designed, and landscaped which mature hedging which do currently screen the site. However, in expanding the site, and the need to consider the scale, massing and landscaping of this exposed site, the site has the potential to adversely affect the setting of the AONB, and may encroach into the AONB. No further details have been submitted to consider this matter in greater detail.

Site 381

Stage 1:

The site fails to comply with the stage one of the Site Selection Methodology. It is well below the size threshold.

Site 489

Stage 1:

This site was submitted for employment land, and due to the proximity of the site to the existing BATA the site could not be considered suitable for residential development. The Local Plan Strategy identifies no strategic requirement to allocate land for employment uses in the Service Villages. Such sites would be considered on their merits, in the context of Policy SP6, which supports the principle of expansion of existing businesses and identified sites (such as the BATA site) which are to be retained and protected for employment purposes.

Site 612

Stage 1:

The site fails to comply with the stage one of the Site Selection Methodology. It is well below the size threshold.

Site 635

Stage 1:

The site complies with the stage one of the Site Selection Methodology.

Key considerations at Stage 2:

Due to this site being a later submission, no response from North Yorkshire Highways has been provided yet. The site has a pre-existing access which is used by farm traffic. It is within the 40 mph zone, close to where the speed limit drops to 30mph. It is proximal to the principal junction.

The site is on a green infrastructure network, and this will allow linking into the existing corridor. No information has been submitted concerning the nature of Green Infrastructure on the site. On the opposite side of the road to the site there is a collection of 4 trees which are subject to a TPO. It is considered that by virtue of their distance from the site, there would not be an adverse impact on the trees. There are mature trees on the site, and their considered retention would be beneficial and be within the prevailing character of the built form in Amotherby in proximity to the B1257.

The site has the following characteristics sloping terrain, semi-rural and predominantly pastoral, with some views across the Vale of Pickering. The field boundaries, hedgerows, are particularly important as a landscape feature. This site is sloping down from the road, and is enclosed by residential development on two sites, with a shelter belt of trees to the north, the site would visually less intrusive. The development to the west is the farm stead and the older part of Amotherby, and to the east is a twentieth century council housing scheme of 7 semi-detached dwellings in a cul-de-sac. This site is close to the AONB, but due to topography and being within the built up area, it is not considered that development of this site in principle would harm the character of the AONB and although land is rising, it is screened by trees.

Coalescence between Amotherby and Swinton has been identified as a local concern through the consultation work on the sites. The Local Plan Strategy states the importance of retaining the individual character of settlements. The site is contained by existing development on two sides, and it would therefore not contribute to any actual or notional coalescence of the two settlements.

Later submission material has identified acoustic concerns for residential properties with sensitive rooms (bedroom and living) facing the B1257, which would be above the WHO recommended guidelines, unless the properties were built to a higher acoustic specification, and that some windows would be non-opening. Aside from potential fire safety implications, the properties would not allow the reasonable enjoyment of the properties within a rural area. Based on the size of the site, and its depth, there is very limited scope to deliver a revised layout, without significant revision to the number of dwellings on the site.

Site 636

Stage 1:

The site complies with the stage one of the Site Selection Methodology.

Key considerations at Stage 2:

Due to this site being a later submission, no response from North Yorkshire Highways has been provided yet. The site does not have a pre-existing access which serves the site. It is within the 40 mph zone.

The landscape character assessment also mentions the distinctive presence of the Street Villages, which are strung out along the B1257. Coalescence, and therefore loss of that individual identity, is an aspect of concern referred to in the Landscape Character Assessment. Coalescence between Amotherby and Swinton is identified as a local concern. The Local Plan Strategy states the importance of retaining the individual character of settlements. This is the last open field between Amotherby and Swinton on the AONB (southern) side of the B1257. Its development would lead to total coalescence of these two villages. Its open character could not be retained if development were to occur. The site submitter has argued that the land to north would be predominantly open, but it is considered that the fundamental dual openness would be lost, and that it is of fundamental importance not in terms of the form and character of Amotherby and Swinton, but also in terms of designated heritage assets and designated landscapes:

- The site is opposite to a Grade II Listed Lime Kiln Farmhouse, which is out with both Swinton and Amotherby. The impact on the setting of this farmhouse would be a key consideration, in considering the impact of development of this site, as it would bring coalescence of the settlements, and reduce the sense of separation that the farm has experienced and currently experiences, and the development of a estate-type development on this site would have a sub-urbanising influence, and would harm the setting of the Farm.
- This site is in the Howardian Hills AONB, on the edge of the landscape designation it would be visually prominent, given that the site is currently open, with some hedging, and development of this site would in itself lead to the coalescence of Amotherby and Swinton. No information has been submitted concerning landscaping. The prevailing landscape character is for open, relatively low level hedging, and the presence of increasing the level of landscaping to 'screen' the site would still be harmful to the overall landscape character. The site is open in character, and this is inherently important to the site's contribution to settlement character by providing a visual break between Amotherby and Swinton. Any development would erode this open character, as such this would harm the setting, and experiential qualities of the AONB.

Site- Specific Considerations - Swinton

Sites 161 and 254

Stage 1:

The site complies with the stage one of the Site Selection Methodology.

Key considerations at Stage 2:

The Highway Authority at North Yorkshire County Council, that the access to the site is steep, narrow, winding and straddled by high walls and development on either side. Access directly onto the B1257 is not achievable due the presence of residential properties. The site submitter provided more detailed access drawings, which included a widened, and straightened access

point, but the visibility is still limited, and the site access remains steep in its incline. The plans were emailed to the County Council but no response has been currently received.

The site is enclosed by development on three aspects, with the western aspect being open. The land is sloping towards the north. It is a substantial site which although not in an absolute manner, would engender a sense that the land between Amotherby and Swinton is being eroded further. As such, part of the site may be more appropriate, subject to access considerations.

Site 178

Stage 1:

The site complies with the stage one of the Site Selection Methodology.

Key considerations at Stage 2:

The Highway Authority (North Yorkshire County Council) have advised that the site has no direct connection/frontage to a highway maintainable at the public expense. The access to the site is narrow and proposed onto East Street. This would be in between dwellings, so the access would need to afford appropriate noise mitigation for existing/future occupants of those properties. Access directly onto the B1257 is not achievable due the distance.

Here the topography is sloping downwards, very gently onto the Vale. This site is one of a collection of five sites submitted on the eastern side of the village. In combination these sites extend out almost to the end of the linear strip development along the B1257. Single depth development has occurred to west of the site. The principle of 'at depth' development has occurred at Pearson's Yard which is to the south of the site, and was completed prior to the adoption of the Local Plan Strategy, and was part of a farm complex.

No information has been submitted concerning the landscaping. There is a pond, which is a biodiversity asset, but it is not designated, and biodiversity implications would be considered, through either excluding it from the scheme, or some form of SUDs.

The scale of the site as submitted is significant, and would be a significant projection out from the village, utilising part of the site would have a lessened impact. It is expected that existing boundary hedges should be retained wherever possible. Owing to the low field boundaries on the eastern side of the fields the site is highly visible when approaching from the east along the public right of way that connects Swinton and Broughton. It is a matter of how far out the sites project which will be a determining factor in terms of the impact on settlement character, but due to the topography, presence of existing development and the road it is unlikely to harm the setting of the AONB.

Site 341

Stage 1:

The site complies with the stage one of the Site Selection Methodology.

Key considerations at Stage 2:

The Highway Authority, has identified that the only available access from Low Lane, which is too narrow. Meadowfield Close is not adopted. The site has no direct connection/frontage to a

highway maintainable at the public expense. The scheme proposes to improve 'to adoptable standard' the part of Low Lane up to the junction with the sports facility. However, the indicative scheme for the development site indicates that Low Lane is narrower than the estate road proposed. As such this is not considered satisfactory means to access the site. Also there is the viability considerations of the cost of undertaking such work, in conjunction with the priority for delivery of affordable housing, and non-negotiable CIL charge.

This site is adjacent to the built up edge, on low lying land at the northern end of the village. This site abuts the existing development in the village, the site is low, and flat, and has some existing hedging, which there would be an expectation that this hedging would be retained wherever possible. The field is currently grazed and bounded by a mixture of hedging and fencing. It is considered that the site in full could be extending too far. Some information has been submitted concerning the landscaping which is proposed to 'screen' the site from the proximity of the scrap yard, but no other landscaping considerations have been provided. Also in terms of the indicative layout, the site proposes a very stark and severe layout which would not be in keeping with the build character of Swinton.

The site is proximal to the scrap yard, and so mitigation would be required, to ensure that there was no harm to potential residences in terms of noise. The scrap yard is a lawful use, but for which there are no conditions imposed on the timing of the operation of the site. Site visits have demonstrated that there are piles of scrap metal piled high against the boundary fence on the western side, which would be overlooked by properties of the proposed site and it is considered that their outlook would be unacceptably compromised, the site submitter has proposed landscaping and boundary treatments to address this, but in themselves they would not contribute to the character and setting of Swinton.

Site 346

Stage 1:

The site complies with the stage one of the Site Selection Methodology.

Key considerations at Stage 2:

The Highway Authority has identified that the only available access from Low Lane, which is too narrow. The site has no direct connection/frontage to a highway maintainable at the public expense. The scheme proposes to improve 'to adoptable standard' the part of Low Lane up to the junction with the sports facility. However, no details have been provided which sets out how this is to be undertaken. As such this is not considered satisfactory means to access the site. Also there is the viability considerations of the cost of undertaking such work, in conjunction with the priority for delivery of affordable housing, and non-negotiable CIL charge.

The site is physically, and visually distanced from Swinton village, there is currently a field, which is bounded by mature hedging with trees, which separates the site from the settlement. Views of the site are achievable from the B1257. It is considered that the site's development, irrespective of the building heights, will not relate well to the existing built form of Swinton.

Site 455

Stage 1:

The site complies with the stage one of the Site Selection Methodology.

Key considerations at Stage 2:

The Highway Authority have concluded that the site does not include a sufficient frontage to enable an access of acceptable standard to be formed onto the public highway. Required visibility cannot be achieved onto Swinton Lane.

At Swinton some limited, and primarily frontage, development has occurred to the south of the B1257, on the land which rises into the Howardian Hills AONB. This site is to the rear of existing development and would involve the subdivision of part of a larger field. It is considered that due to the topography of rising open fields, the site will be visually prominent if developed. The site is within the Howardian Hills AONB. The site would be prominent, with the topography of the land begins to rise, but it would not lead to skyline development, and there is development to the north of the site, which could mitigate the impacts. It is considered that without sufficient care, this site could harm the setting of the AONB.

Site 456

Stage 1:

The site complies with the stage one of the Site Selection Methodology.

Key considerations at Stage 2:

The Highway Authority considered: Access acceptable onto Malton Road. Impact will be determined by a traffic assessment. Would require a Travel Plan. Dependant on the proposed use, this may require additional facilities/service provision.

At Swinton some limited, and primarily frontage, development has occurred to the south of the B1257, on the land which rises into the Howardian Hills AONB. This site is no subject to any existing development and would involve the subdivision of part of a larger field. It is considered that due to the topography of rising open fields, the site will be visually prominent if developed. The site is within the Howardian Hills AONB. The site would be prominent, with the topography of the land begins to rise, but it would not lead to skyline development. There is no development in this locality, and as such this site is likely to impact more significantly on the special qualities of the AONB, because of the lack of adjacent development to provide any context.

Site 478

Stage 1:

The site complies with the stage one of the Site Selection Methodology.

Key considerations at Stage 2:

The Highway Authority considered: No appropriate access onto the adoptable highway. The existing access to this land is too narrow to achieve an adoptable access. East Street is also narrow in nature and may need to be widened/improved if the use of this road is to be intensified.

This site is one of a collection of sites submitted to the eastern extent of the village. Here the topography is sloping downwards, gently onto the Vale. Single depth development has occurred to west of the site. The principle of 'at depth' development has occurred at Pearson's Yard. There is also development along the B1257, which would, in part, screen the site from the

higher land to the south of the road. It is considered that part of the site may be appropriate for development.

Site 537

Stage 1:

The site complies with the stage one of the Site Selection Methodology.

Key considerations at Stage 2:

The Highway Authority have concluded that the site has no direct connection/frontage to a highway maintainable at the public expense. The access to the site is narrow and proposed onto East Street. This would be in between dwellings, so the access would need to afford appropriate noise mitigation for existing/future occupants of those properties. Access directly onto the B1257 is not achievable due the distance.

This site is one of a northernmost collection of five sites submitted on the eastern side of the village. In combination these sites extend out almost to the end of the linear strip development along the B1257. Single depth development has occurred to west of the site. The principle of 'at depth' development has occurred at Pearson's Yard which is to the south of the site. It is considered that part of the site may be appropriate for development. It is a matter of how far out the sites project which will be a determining factor in terms of the impact on settlement character, but due to the topography, presence of existing development and the road it is unlikely to harm the setting of the AONB. No information has been submitted concerning the landscaping. The nature and scope of the development will affect the nature of landscaping required. This site is 50% smaller than a previous submission (178), and excluding the pond and thus reducing its visual appearance, and an any adverse impact on the pond. It is expected that existing boundary hedges should be retained wherever possible. Owing to the low field boundaries on the eastern side of the fields the site is highly visible when approaching from the east along the public right of way that connects Swinton and Broughton.

Coalescence between Amotherby and Swinton is identified as a local concern. The Local Plan Strategy states the importance of retaining the individual character of settlements. It is considered that the development of this site would not exacerbate a sense of coalescence in principle, by virtue of its eastern orientation.

Site 538

Stage 1:

The site complies with the stage one of the Site Selection Methodology.

Key considerations at Stage 2:

The Highway Authority have concluded that the site has no direct connection/frontage to a highway maintainable at the public expense. The access to the site is narrow and proposed onto East Street. This would be in between dwellings, so the access would need to afford appropriate noise mitigation for existing/future occupants of those properties. Access directly onto the B1257 is not achievable due the distance.

This site is one of a northernmost collection of five sites submitted on the eastern side of the village. In combination these sites extend out almost to the end of the linear strip development along the B1257. Single depth development has occurred to west of the site. The principle of 'at

depth' development has occurred at Pearson's Yard which is to the south of the site. It is considered that part of the site may be appropriate for development. It is a matter of how far out the sites project which will be a determining factor in terms of the impact on settlement character, but due to the topography, presence of existing development and the road it is unlikely to harm the setting of the AONB. No information has been submitted concerning the landscaping. The nature and scope of the development will affect the nature of landscaping required. This submission is smaller than two previous submissions (178/537). The scale of the site as submitted is more moderate, and thus would have a lessened impact. It is expected that existing boundary hedges should be retained wherever possible. Owing to the low field boundaries on the eastern side of the fields the site is highly visible when approaching from the east along the public right of way that connects Swinton and Broughton.

Coalescence between Amotherby and Swinton is identified as a local concern. The Local Plan Strategy states the importance of retaining the individual character of settlements. It is considered that the development of this site would not exacerbate a sense of coalescence in principle, by virtue of its eastern orientation.

Site 540

Stage 1:

The site fails to comply with the stage one of the Site Selection Methodology, due to the size of the site.

Site 566

Stage 1:

The site complies with the stage one of the Site Selection Methodology.

Key considerations at Stage 2:

No observations from the Highway Authority currently provided, but the access is no wider than other proposed access points, and based on responses 478 and 178/537/538: County Highways have confirmed: No appropriate access onto the adoptable highway. The existing access to this land is too narrow to achieve an adoptable access. East Street is also narrow in nature and may need to be widened/improved if the use of this road is to be intensified.

This site is one of a collection of sites submitted to the eastern extent of the village. Here the topography is sloping downwards, gently onto the Vale. The site is in between existing site submissions, and is to the north of the development at Pearson's Yard. Single depth development has occurred to west of the site. The principle of 'at depth' development has occurred at Pearson's Yard. It is considered that part of the site may be appropriate for development.

Site Findings and Comparative Assessment. Grouping Conclusions of SSM

Following the application of the Sites Selection Methodology sites were grouped into one of four groups to assist comparative assessment. These groups are as follows:

Group 1- site fails Stage 1 of the SSM and is not considered to be suitable for allocation.

Group 2- sites where it is considered that there is no reasonable prospect/ very unlikely that concerns identified at Stage 2 of the SSM can be mitigated or sufficiently mitigated or, there are compelling reasons which indicate that a site is not deliverable or developable

Group 3 - sites where issues have been identified as part of the SSM. Mitigation could be used to reduce impact or achieve an acceptable form of development on sites within this group if they are required to meet development requirements

Group 4 – the site generally performs well across each of the stages of the SSM

Site ID	Location	Outcome grouping	Principal reason for outcome
3	Land South-East of BATA's Manufacturing & Distribution Site, Amotherby	1	Fails Stage 1 of the Site Selection Methodology (employment use within Service Village) and therefore is not carried forward/suitable for allocation.
381	Amotherby Pump House, High Street, Amotherby	1	Fails Stage 1 of the Site Selection Methodology (site size) and therefore is not carried forward/suitable for allocation.
489	Land East of Gas Storage and North of the Cricket Pitch, Amotherby	1	Fails Stage 1 of the Site Selection Methodology (employment use within Service Village) and therefore is not carried forward/suitable for allocation.
540	Land East of Low Lane and North of Rye View, Swinton	1	Fails Stage 1 of the Site Selection Methodology (site size) and therefore is not carried forward/suitable for allocation.
612	Amotherby Pump House, High Street, Amotherby	1	Fails Stage 1 of the Site Selection Methodology (site size) and therefore is not carried forward/suitable for allocation.
61	Bentley's Garage, South of B1257, Amotherby	2	Unlikely/ no reasonable prospect that concerns identified at Stage 2 of the Site Selection Methodology (amenity issue) can be sufficiently mitigated in conjunction with delivering a meaningful level of housing. Site is a brownfield site
161	Land West of 11-19 West Street, Swinton	2	Unlikely/ no reasonable prospect that concerns identified at Stage 2 of the Site Selection Methodology (access concerns) can be sufficiently mitigated.
178	Land east of East Street, Swinton	2	Unlikely/ no reasonable prospect that concerns identified at Stage 2 of the Site Selection Methodology (access concerns) can be sufficiently mitigated.
181	Land West of Amotherby Lane, Amotherby	2	Unlikely/ no reasonable prospect that concerns identified at Stage 2 of the Site Selection Methodology can be sufficiently mitigated. The Health and Safety Executive advise against development due to the proximity of BATA HSE site.
254	Land West of 11-19 West Street, Swinton	2	Unlikely/ no reasonable prospect that concerns identified at Stage 2 of the Site Selection Methodology (access concerns)

Site ID	Location	Outcome grouping	Principal reason for outcome
			can be sufficiently mitigated.
346	Land East of Low Lane and North Of Lowfield Lane, Swinton	2	Unlikely/ no reasonable prospect that concerns identified at Stage 2 of the Site Selection Methodology (form and character issues as separated from the settlement and access concerns) can be sufficiently mitigated.
371	Malton Foods Site, High Street, Amotherby	2	Unlikely/ no reasonable prospect that concerns identified at Stage 2 of the Site Selection Methodology (form and character issues due to scale of site) can be sufficiently mitigated.
455	Land south of High Street and East of Swinton Lane, Swinton	2	Unlikely/ no reasonable prospect that concerns identified at Stage 2 of the Site Selection Methodology (form and character issues as separated from the settlement and access concerns) can be sufficiently mitigated.
456	Land south of High Street and West of Swinton Lane, Swinton	2	Unlikely/ no reasonable prospect that concerns identified at Stage 2 of the Site Selection Methodology (form and character issues) can be sufficiently mitigated.
478	Land East and South of Low Farm, East Street	2	Unlikely/ no reasonable prospect that concerns identified at Stage 2 of the Site Selection Methodology (access concerns) can be sufficiently mitigated.
537	Land East of East Street (2) Swinton	2	Unlikely/ no reasonable prospect that concerns identified at Stage 2 of the Site Selection Methodology (access concerns) can be sufficiently mitigated.
538	Land East of East Street (3) Swinton	2	Unlikely/ no reasonable prospect that concerns identified at Stage 2 of the Site Selection Methodology (access concerns) can be sufficiently mitigated.
566	Land East of 1-4 East Street , Swinton	2	Unlikely/ no reasonable prospect that concerns identified at Stage 2 of the Site Selection Methodology (form and character issues access concerns) can be sufficiently mitigated.
635	Land west of East Field and north of High Street, Amotherby	2	Unlikely/ no reasonable prospect that concerns identified at Stage 2 of the Site Selection Methodology (source protection zone vulnerability) can be sufficiently mitigated.
636	Land opposite Lime Kiln Farm, and south of the B1257, Amotherby	2	Unlikely/ no reasonable prospect that concerns identified at Stage 2 of the Site Selection Methodology (form and character issues due to settlement coalescence) can be sufficiently mitigated.
8	Land to east of	(2015) 3	In 2015 Some potential for development

Site ID	Location	Outcome grouping	Principal reason for outcome
	properties on Main Street, and north of St. Helens, Amotherby	(approximate yield 19 dwellings) (2017) Group 2 site)	identified at Stage 2 of the Site Selection Methodology and mitigation (amenity and setting of heritage assets) is potentially achievable. However, there are acoustic amenity issues with the scale of the site in relation to BATA, which have not been resolved satisfactorily, accordingly it is now a group 2 site
148	Land North of B1257 and South of Amotherby Primary School, Amotherby	3 (approximate yield 59 dwellings)	Some potential for development identified at Stage 2 of the Site Selection Methodology and mitigation (concerning ground source protection zone) is potentially achievable.
341	Land north of Meadowfield Close and west of Low Lane Swinton	3 (2015) 2 (2016) (approximate yield 24 dwellings)	Some potential for development was identified at Stage 2 of the Site Selection Methodology. But it has been established that mitigation concerning the access is not achievable, and it is considered that a better level of residential amenity can be provided at other locations.

Interim Site Assessment Conclusions for Amotherby and Swinton (2015)

In November 2015, the Council consulted upon Site 8 as representing the site with the greatest capability to be both developable and deliverable, based on the information which was available at the time, and delivering an indicative yield of c.19 units. This was on the basis that information had been submitted which gave the Local Planning Authority the opportunity to consider the scheme's merits in greater detail. It was noted that the site still had some matters which required further resolution. These are, namely, setting of the Listed Church, access considerations and noise considerations, which all have the potential to impact on the design and density of the proposed development. It is also proposing a quantum of development nearly double to that which the Council identified as being a reasonable.

The other sites which received a Grade 3 grouping were not considered to be a preferred site due to the established access and amenity constraints (site 341), and for the landownership concerns at (site 148). The access and amenity concerns still remain for site 341, although it has been revaluated at a Grade 2 site. The landownership matters at site 148 have now been clarified, and indicative master plans have been submitted for consideration.

A noise assessment was produced in 2016 for site 8. The assessment identified significant and demonstrable noise concerns. The noise assessment proposed mitigation measures, which were viewed by the Council's Environmental Health Officers as unacceptable for new residential development in a rural area. As they would not allow residents to reasonably enjoy their homes without considerable disturbance. They concluded that the noise assessment needed to inform the layout, and this had not happened.

Consideration of New Site Submissions (Site 667)

A very late site submission was received in late September 2017. The site has been given ID 667. It has not been subjected to site assessment due to the lateness of the submission.

The site is to the east of Swinton, adjacent to the B1257 Malton Road, and extends behind properties on Malton Road. It is 2.11 Hectares of site size and is a grazed field. It has been submitted for residential use.

The site submission has not demonstrated that it performs better than the site 148 at Amotherby, the preferred allocation (discussed below). Nor has the submission been subjected to Sustainability Appraisal or consultation.

Additional information provided to support the site's inclusion:

- identifies Swinton as a sustainable settlement with close proximity to Malton and Norton
- direct access onto Malton Road is identified (with improvements)
- the proximity of the site to other sites submitted

Conclusions for proposed Site Allocation in Amotherby/Swinton

On the basis of the assessment work, site 148 represents the best site for residential development to occur within Amotherby and Swinton for the Plan period. This is based on the site's individual performance, and when compared to other sites. There is a requirement to undertake a noise assessment due to the acoustic implications of the B1257, but it is not considered to represent an issue which would undermine the delivery of the site. Master Plans have been provided, indicative of schemes ranging from 40 and 50 dwellings. This includes appropriate access, and reconfiguration of the PRoW. This is also in conjunction with the provision of a children's play area, and a 'kiss and drop' for the School, with car parking also for the school, easing the pressure on Main Street. Whilst a play area is a policy requirement for a scheme of 50 units, it can be proposed on a smaller scheme. The absence of a play area was recognised in background evidence as a deficiency. The kiss and drop area, which the site submitters have proposed to include, would be of benefit to the local community. Whilst not indicating support for housing development of more than 15 dwellings, Amotherby Parish Council raised the problems of the congestion issues. This particularly related to children being dropped off and collected at school times, and Main Street also being used by lorries from BATA and being a well-used route to Kirkbymoorside and the villages in between.

The Development Principles therefore include:

- access from the B1257
- retention of Public Right of Way through the site
- pedestrian and cycle only link to Meadowfield
- land to be provided for a kiss and drop facility for Amotherby Primary School ; public open space and children's play area within the northern quarter of the site
- retention of hedge along boundary with the B1257

- well-designed streets and spaces
- landscaping belt to the western site boundary
- scale of buildings to be limited to one and two storey heights
- sustainable drainage system to be integrated into design
- sensitive lighting
- electric vehicle charging capability

Part 3. Other Site-Specific Policies

The Policies Map and Site-Specific Designations for Amotherby/Swinton

The Policies Map identifies site allocations where these are proposed. It also illustrates geographically the policies of the Local Plan Strategy. This includes, amongst other matters, Development Limits and Visually Important Undeveloped Areas.

Development Limits

The current Development Limits for Amotherby and Swinton were established in the previous Ryedale Local Plan (2002). They have been carried forward for use in the Ryedale Plan Local Plan Strategy and will be redrawn to include any new land allocation once this is formally adopted. The process of selecting new development sites and subsequently, redrawing the Development Limits for the village will reflect the following longstanding objectives which are to:

- To provide clear and unambiguous guidance as to where development is likely to be permitted
- To prevent the outward spread of development from settlements spoiling the countryside
- To direct development to existing settlements
- To relate development opportunities in settlements to the number of houses required in the plan period
- To ensure that new development is sympathetic in scale and location to the form and character of settlements
- To assist with the identification of 'exceptions' sites for affordable housing.

Other than to take account of new land allocations, the Council does not intend to make any further alterations to the existing defined Development Limits. Unless this is in response to an obvious anomaly, which has remained undetected since the limits were originally adopted or to take account of any subsequent new development. No such anomalies have been identified for Amotherby and Swinton.

Visually Important Undeveloped Areas

A number of sites within settlements in Ryedale are currently defined as Visually Important Undeveloped Areas (VIUA's). These are areas where development would be resisted and they have been defined on the basis that an area:

- Makes a significant contribution to the character and /or setting of a settlement; or
- Provides an attractive setting for buildings within a settlement ;or
- Is important to the historical form and layout of a settlement

Existing VIUA's have been reviewed as part of the preparation of the Sites Document and in the context of the criteria outlined above. Additionally, the Council considered whether it is appropriate to identify further VIUA's.

There is currently a single VIUA within the village of Amotherby, which is centrally located within the village, and forms part of the curtilage of three substantial properties which faces on the road and contains a collection of mature trees. It is considered that this area of land contributes to contribute to the form and character of the village.

There are no such designations in Swinton.

Potential coalescence of settlements is identified as a sustainability issue in the Scoping Report for the settlements of Amotherby and Swinton. The coalescence of settlements is not supported within the Local Plan Strategy. Identified development pressure from site submission 636 raised concerns about the loss of the last open field to the south of the B1257. This site could merge the two settlements together to the detriment of their individual form and character and would also obscure attractive open views of the AONB. The site is proposed as a VIUA and follows the VIUA consultation of 2016, which identified this area as a prospective VIUA. Its merits as a designation are considered in greater detail in the Background Paper on VIUAs, but to summarise, the following matters were considered:

- ensure that Amotherby and Swinton do not coalesce;
- protect lad which contributes to the setting of the Grade II Listed farm on the opposite site of the road
- allow views into the AONB to be retained

Employment expansion land retention

Amotherby has two employment sites which are identified as being important to retain in Policy SP6 of the Local Plan Strategy. These areas were originally identified in the 2002 Local Plan, and are discrete areas of land for the businesses to expand into (subject to the wider policies of the Local Plan Strategy). The generic employment land allocations are focussed on the Market Towns, and these areas are identified provide a policy position for existing key employers who operate outside of the Market Towns. The Council has sought confirmation from the businesses involved whether the land remains part of their future business operations. Both businesses in this case confirmed that they did. The Development Limits are not drawn round these sites, as historically has been the case. This is to reinforce the fact that this land should only come forward for the purpose intended.

Other designations

In the previous Local Plan (2002), and the saved Proposals Map, the Council identified playing fields/ ponds and other features of interest which are subject to policy considerations. The identification of these items within the production Policies Map will be continued, but on a more refined basis, as some features (such as Flood Risk and ponds) can change in their position over time and so will not be included. Such features will be considered within the context of the adopted Local Plan Strategy.

Appendix 1: Summary of representations from 2009 up to 2016

The 2015 Sites Consultation and 2016 VIUA Consultation are within the Statement of Consultation

Amotherby

Site 3 - Land South-East of BATA's Manufacturing & Distribution Site (0.39ha)

2009 Public Consultation – Issues raised:

- The site is to the south and east of the BATA site
- Consider the justification for new buildings- beneficial to business but would they be detrimental to the area?
- Cricket pitch is a recreational area- concerned about industrial buildings surrounding it
- The area is within the building line of the village
- Drainage in terms of both surface water and sewerage are unable to cope- further development will exacerbate this
- In extra class rooms are permitted, where will the extra parking come from for school traffic
- Support employment development- but speculative light industrial/offices are difficult to let- need commitment of occupancy before development takes place
- Also need to consider the type of business coming forward

(SH Clarke, Amotherby Parish Council and Neil Harper)

Site 8 – Land east of housing fronting Main Street (0.91ha)

2009 Public Consultation – Issues raised:

- Impact on residential amenity
- Part of the site is the rear access to the Rectory
- Inappropriate Greenfield development
- Destroy the nature of the village
- Drainage in terms of both surface water and sewerage are unable to cope- further development will exacerbate this
- For the site- it is small
- Against- the exit/entrance is difficult and would affect other properties

- Site too big for the village
- Historic refusal- no change in circumstances
- Object to loss of view
- Impact on Amotherby School – parking
- Access into and out of the school may be affected- congestion was a reason for refusal in the past

(B Bowes, S Douglas, M Ingram, N Harper, J Gill, Mr and Mrs Holmes, J and R Smith and Amotherby Parish Council)

Site 61 – Bentleys Garage south of the B1257 (0.43ha)

2009 Public Consultation- Issues raised:

- Drainage in terms of both surface water and sewerage are unable to cope- further development will exacerbate this
- Housing too close to Wrestlers, would result in complaints
- Impact on Amotherby School – parking
- Adjacent to the AONB- should be informed by Landscape character assessment
- Appropriate for small scale mixed/residential development.
- Easy access
- Brownfield site

(Mr and Mrs Holmes, Natural England and S Douglas)

Site 148 – Land North of B1257 and South of Amotherby Primary School (2.83ha)

2009 Public Consultation – Issues raised:

- Would be ribbon development- not appropriate would encourage more of the same
- Important to keep Amotherby, Swinton and Appleton as separate as possible
- Whole site may cause lop-sided development of the village
- Best possible option for expansion of the primary school without congestion to the village
- Drainage in terms of both surface water and sewerage are unable to cope- further development will exacerbate this
- Impact on Amotherby School – parking
- Could create parking for the school and an access onto the B1257
- Hopefully these homes will be affordable homes for local lower income people and be a mix of 1,2 and 3 bedroom properties
- Please leave space for the school to expand
- Without the access to main road presents serious congestion and access issues
- Might be feasible to allocate part of the site
- Offers potential to extend the school
- Amotherby doesn't have amenities such as a shop/post office
- Question need for housing here, with no employment opportunities. People will live where they work

- Good site with access onto B1257, with speeding restrictions
- Infrastructure capacity needs investigation
- Good site- providing access is obtained onto the B1257, and car parking is available for the school
- Concerns about impact onto the B1257
- Flooding issues
- Concerns about the size of the site
- Public footpath crosses the site
- Beautiful views across to Kirkbymoorside
- Concerned that offered community facilities will not be delivered

(G Goforth, SH Clarke, J and R Smith, Woodhead, J Gill, Welford, Mr and Mrs M Suddaby, B Bowes, S Douglas, Amotherby Parish Council, M Ingram, Mr and Mrs Holmes and N Harper)

Site 181 – Land West of Amotherby Lane (1.1ha)

2009 Public Consultation – Issues raised:

- Concerned about the scale of housing
- Too close to the BATA site – adverse impacts on residential amenity
- The access is good though
- Will have the least impact on the village
- Not good to extend the village
- Traffic implications and congestion
- Extra parking from school traffic
- Only site that is remotely viable
- Would be in keeping with the size of the village
- Would be an extension of the existing ‘street’ nature of the village
- Concerns about drainage issues and flooding

(N Harper, J and R Smith, Amotherby Parish Council, Mr and Mrs Holmes, J Gill, S Douglas, A Cox and S H Clarke)

Site 371 – Malton Foods/Wrestlers, High Street (6.1ha)

2009 Public Consultation – Issues raised:

- Concerns about drainage issues and flooding
- Adjacent to the AONB. Sites should be informed by a Landscape character assessment
- Does mixed mean housing? Housing on such a large site would be difficult to restrict or contain once planning permission was granted
- Too large and too close to Swinton
- Needs to be kept as an employment site
- Would be appropriate for small residential or mixed development- easy access and existing Brownfield site – would benefit from development
- If extra class rooms are required need extra parking required at the school
- Source Protection Zone 1 – may object due to risk to ground water

- Probably the best site, get rid of the obsolete petrol station and tidy the area

(Natural England, G Goforth, Mr and Mrs Holmes, S Douglas, Yorkshire Water and M Ingram)

Site 381 – Amotherby Pump House, High Street (0.05ha)

2009 Public Consultation – Issues raised:

- If extra class rooms are required need extra parking required at the school
- Need to keep Amotherby and Swinton separate – development could set an undesirable precedent
- Concerns about drainage issues and flooding

(G Goforth)

Site 489 – Land East of Gas Storage and North of the Cricket Pitch (0.77ha)

This site was submitted after the 2009 Public Consultation

Site 612 – Amotherby Pump House, High Street (0.05ha)

This site was submitted after the 2009 Public Consultation, but its extent is the same as site submission 381. The following comments were made in 2009 on site 381:

- If extra class rooms are required need extra parking required at the school
- Need to keep Amotherby and Swinton separate – development could set an undesirable precedent
- Concerns about drainage issues and flooding

(G Goforth)

Site 635 – Land West of Eastfield and North of the B1257 (0.56ha)

This site was submitted after the 2009 Public Consultation

Site 636 – Land Opposite Lime Kiln Farm, South of the B1257 (0.43ha)

This site was submitted after the 2009 Public Consultation

Swinton

Site 161 – Land West of 11-19 West Street (1.27ha)

2009 Public Consultation – Issues raised:

- Sewerage problems already- with flooding
- Loss of light to existing dwellings
- Poor access
- Traffic problems already- roads are very narrow particularly West Street
- Harm residential amenity

- Back infill detracting from the rural nature of the village
- Concern about numbers of school children- already stretched
- Inadequate access to West Street or the B1257
- Plot is larger than needed to meet housing needs
- Current properties are too expensive
- Commuters occupy new homes with no interest in the village
- Swinton is at the maximum with all the infill development
- Should use Greenfield sites over Brownfield
- If any development does occur, it should be in keeping with style and visible building materials
- Infill site to be used if requirement can be justified in the future
- Lack of demand for housing
- The existing bus service- whilst welcome doesn't run Sundays/bank holidays nor run late enough from/to Malton
- Harming the character of the village
- Footpaths, roads and verges in a state of disrepair
- School cannot cope with increased pupils
- Many unsold existing properties
- No places for children to go
- Existing junctions have poor visibility
- Site 161 and 254 fits the overall village plan quite well but probably doesn't want to go quite far as west
- Swinton has already grown by a third
- No school and one small shop
- Good agricultural land should be retained
- Enough new builds already
- Development wouldn't damage village character, providing scale, design and materials appropriate
- Perhaps a future site for long term development
- Opposed to such development on a large scale
- Need to consider safety of children
- Improve footpaths for pedestrians
- Better site- where access can be gained from west street
- Plot has inadequate access to West Street and B1257
- Plot is larger than required
- Detrimental impact on residential amenity
- Loss of view
- Footpath from Swinton to Malton needs upgrading
- Traffic calming measures
- There is a strategic requirement to maintain open spaces within settlements, mixed land uses, safe walking, small scale development to meet local needs.
- Settlement has already seen its fair share of development
- Restricted in the past- decision should stand
- PROW between Swinton West Street and Amotherby Church Yard
- Would Swinton represent a suitable place for affordable housing
- Limited local amenities

- Provision of utilities to new homes would impact on the delivery of supplies to existing residents, or need a high invasive upgrade programme
- Malton Hospital should consider re-opening casualty for more hours with such large developments in the area
- Good use of land available- however access onto West St needs investigation and improvement
- 150mm sewer

(F Suddaby, J Walker, Mr and Mrs J Dean, D M Wray, R Liversidge, A Jeffries, E Wray, P Cuthbertson, C Mortimer, H Stead, S R Webb, K Radford, H M Smith, Nutman, H Peel, J B Horton, H Poulson, S Roger, S Wright, D Cuthbertson, Mr and Mrs R J Sharp, Mr and Mrs P Wentworth, M Farmer, L Carter, Mrs Gibson, B Knight, D Illingworth, P Handley, J Bailey, E Press, J C Swales, K and I G Atkin, OM Robey, W Chan, J Dean, F Sudbury, I Flett, J Roberts, Swinton Parish Council, J Berry, H Hornsey, H and SA Stead, M Raistrick, D Powell, R Anson, M Stainthorpe, M C Smith, WH Leeson, D Cuthbertson, C Buxton, H Coe, E Press, L Bodkin, DB Fish, K Beddall, C A Allenby, A Jeffries, Mr and Mrs Horner, Yorkshire water and S Pope)

Site 178 – Land East of East Street (1.9ha)

2009 Public Consultation – Issues raised:

- Roads unsuitable for an increased volume of traffic
- Site looks acceptable, would not devalue any visually important area of Swinton.
- Consideration should be given to direct high street access, as currently points of poor visibility
- Perhaps a future site for long term development
- Harm residential amenity of existing residents
- Large site- some benefits to existing shops and enterprises, but adverse impacts on the roads and school- opposed
- No sites developed, existing sewerage and surface water drainage are insufficient
- Swinton is becoming a commuter village, with most of the new residents showing no interest in village life.
- Roads do not provide enough space for existing traffic.
- Merging with other settlements- lose individual style
- Need to restrict the amount of housing development- people living in the rural area will always need a care
- Too large and sprawling
- Compromises the distinction between Swinton and Broughton
- Along with other sites turn Swinton into a dormitory village
- Amotherby School is already at capacity
- East Street is very narrow- single carriage
- Sites bears no relationship to the village boundary- creates no limits
- Better to build a whole new village on a bus route
- Would Swinton represent a suitable place for affordable housing?
- Limited local amenities
- Poor public transport

- Existing properties are not selling
- The village will become one huge housing estate and lit up like Blackpool illuminations
- Do not consider good agricultural land should be used for building on
- More cars will use West Street and it is terrible in winter
- There is a strategic requirement to maintain open spaces within settlements, mixed land uses, safe walking, small scale development to meet local needs.
- Settlement has already seen its fair share of development
- Recent expansion of Swinton should be taken into account
- Road system cannot be upgraded due to the topography and property boundaries
- Plot is larger than required to accommodate the required allowance of properties
- Swinton will lose its character and charm
- Loss of views for the wider residents
- Would change topography and the traditional boundaries of the village
- Should use Brownfield sites first
- The existing bus service- whilst welcome doesn't run Sundays/bank holidays nor run late enough from/to Malton
- Considered not to have a detrimental effect on the visual impression of the village
- Will have least impact on the privacy
- Any small scale development should be in keeping with the style and visible and building materials
- Access issues and access onto Main Street especially reversing would be dangerous. There are existing threats and accidents have occurred. New housing will increase the threats.
- Malton Hospital should consider re-opening casualty for more hours with such large developments in the area
- Footpath from Swinton to Malton needs upgrading
- Traffic calming measures
- Current properties are too expensive to buy
- Villages do not have estates
- If there are say more than 4 houses on each of the plots there will be major problems
- Prime agricultural land
- Impacts on residential amenity- other plots are less intrusive but would still increase general traffic levels
- There are significant sewerage and surface water drainage issues, village regularly experiences flooding in heavy rainfall
- Reasonable use of the land, but access onto East St. is a problem due to its narrowness.
- Site has some merit, depending on the amount of houses put here, and the sewerage and drainage are updated prior to building
- Scale to big, and not in character of the settlement, any building should stay on the current building line, therefore a narrow band on the western side of the site
- Adversely impact on a series of footpaths
- Safety of residents: elderly people feel threatened
- Development should be focussed on the towns
- Let unsold properties be sold, allow new families to embed into the community and allow existing infrastructure to be upgraded and adapted
- Should be exception schemes to meet identified local need

(E Press, S Pope, Mr and Mrs K and IG Atkin, P Macmillan, W Chan, D Powell, D Illingworth, Mr and Mrs M C Smith, D B Fish, J Downs, D Richards, C Buxton, M Farmer, E S Freer, H Coe, P Wentworth, Mr and Mrs D and H King, A Jeffries, H Poulson, Swinton Parish Council, J B Horton, Nutman, B Leach, D Cuthbertson, Mr and Mrs R Scarth, K Beddall, M Raistrick, H Stead, Mr and Mrs S R Web, R Cockerill, C Horner, J L Farrow, R Liversidge, Mr and Mrs Horne, H and S A Stead, P Cuthbertson, F A Fenwick, S Roger, Woodhead, H Peel, E Press, J C Swales, L Bodkin, I Flett, H M Smith, R Anson, D K Timms, A Barker, Mr and Mrs RJ Sharp, J Bailey, M Taylor, H Stevens, W H Leeson, J Walker, C Mortimer, C Jeffries)

Site 254 – Land West of 11-19 West Street (1.28ha)

2009 Public Consultation – Issues raised:

- No road access
- No utilities
- The sewerage system and drains need upgrading, particularly the pipes
- Adverse residential amenity issues
- Spoil the nature and character of the village
- West Street access is narrow
- Dangerous- children playing in the area
- School is already stretched and oversubscribed
- Size of site is huge
- Appreciate increased population could bring financial benefits to existing businesses
- Concerns about increased traffic
- Infill site to be used if requirement can be justified in the future
- Back infill detracting from the rural nature of the village
- Within the AONB
- Swinton is now a dormitory village for Malton and York
- Surface water drainage and sewerage services are shared- problems when heavy rain
- Public transport is insufficient
- Poor access onto West Street
- Scale of proposals would adversely harm the character of Swinton
- Developments on 161/254 and 478 would make sense because they are bounded on one or more sides by development
- There are currently properties available and are not being sold
- Site has some merit, but it depends on the scale
- The bus service to/from the village has shortcomings: No service on Sundays and Bank Holidays; and the last service to Malton is not late enough and often proved unreliable
- Impact on public footpaths
- Only commuters occupy the village- with no interest in village life
- Safety of residents- elderly people feel threatened
- Children play in the streets- but will be unable to do so
- Unsuitable as too close to current residential properties
- 150mm sewer

- Prime agriculture land – Greenfield –use Brownfield
- Recent expansion should be taken into account
- Any development should comply with the conditions attached to the permission
- A smaller, singular plot should be chosen
- The 2009 consultation document a max of 23 properties would need to be constructed in Swinton
- Swinton is at a maximum with all the infill development
- Villages do not have estates
- Adverse residential amenity- loss of view- to the point of needing to relocate business and home
- Congestion- affecting emergency services
- Footpaths are too narrow
- Fit the village plan quite well but probably doesn't want to go quite as far west
- Keep Swinton and Broughton Separate
- At this rate, Swinton will be a town
- Oppose- restricted in the past- decision should stand
- Would Swinton be appropriate for affordable housing?
- Limited local amenities – a pub and butchers shop
- All sites except 341 would represent excessive over development
- Choose Brownfield sites in Malton and Norton – fill the new builds already here
- A good use of land, but access onto West Street would need further investigation and improvement
- All these plots are outside the village boundaries
- Not suitable
- Bus services will need to be improved
- Malton Hospital should consider re-opening casualty for more hours with such large development plans in the area
- Former pond in the field causes back up into the fold yard
- How does development of rural areas with the need for cars help the environment? More people need cars in the country due to restricted public transport.
- Footpath between Swinton and Malton needs to be upgraded, especially with the proposed sports centre at Malton School
- Traffic calming measures are needed in the village with a reduced speed limit
- Development should be focused in the towns.
- People choose to live in a village due to its rural location, peace and quiet, lower number of resident. Why does this need to change by building all these houses?
- Sensible infill for the village but access to main road should be improved as visibility poor
- The access is poor- narrow rises steeply round a bend (directly from the junction with the village street) with side camber towards a wall and no pavement. Cars cannot currently get up this drive in winter, and are left on the street below. The driveway cannot be straightened due to the ownership of adjacent properties.
- In the Regional Strategic Framework there is a requirement to maintain open spaces within settlements, mixed land uses, safe walking, sensitive development over time, sharing out, within an overall approach of restraint in the sub area (Malton being the main focus), Service Villages small scale by exception for local needs
- Contribute to the visual amenity of the village, with a footpath running through

- Allow the existing houses to be sold, the new families to embed into the community before new building
- Don't build anymore homes in this Plan period in Swinton- unless it is exception sites to meet an identified local need, with access off the B1257 with safe, all weather access junction

(H M Smith, Mr and Mrs J Dean, W Chan, Nutman, D M Wray, F Sudbury, J Berry, J C Swales, E Press, H and SA Stead, F A Fenwick, J B Horton, C Mortimer, H Poulson, J Walker, M Bradshaw, Swinton Parish Council, E Press, D Cuthbertson , H Stead, H Peel, I Flett, Yorkshire Water, J Dean, W H Leeson, A Jeffries, C A Allenby, Mr and Mrs S R Web, H Hornsey, D Powell, E Wray, D Cuthbertson, P Handley, R Liversidge, Mr and Mrs R J Sharp, P E Paylor, M Stainthorpe, F Suddaby, J Bailey, M Farmer, Mr and Mrs M C Smith , C Buxton, L Carter, D B Fish, H Coe, Mr and Mrs Horne, A Jeffries , S Rogers, Mr and Mrs D & H King, P Cuthbertson, K Beddell, L Bodkin, D Illingworth, M Raistrick, B Knight, S Pope, R Anson and O M Robey)

Site 341 – Land north of Meadowfield Close and west of Low Lane (1.16ha)

2009 Public Consultation – Issues raised:

- Lack of demand for housing
- Increased traffic, and the road cannot be widened.
- Sewerage system is not designed to cope with increased pressure
- Safety of residents- elderly people feel threatened
- Arable land should not be used for building
- The existing sewerage system leads to flooding with episodes of heavy rain
- The bus service is welcome, but has shortcomings: No service on Sundays and bank holidays; the last service to/from Malton isn't late enough and proved unreliable
- Site is subject to flooding, which will increase
- Should use Brownfield sites
- There is no obvious need for housing
- Significantly increase traffic through the existing residential village, including turns onto the main B road from East and West Streets
- Swinton has already reached its maximum
- Villages do not have estates
- If there are say more than 4 dwellings on each plot there will be unacceptable pressure on existing utilities and infrastructure.
- Best placed for any future development and would cause least disruption for residents although further traffic down the village could cause problems.
- The shop is not a post office or shop selling everyday objects.
- School is stretched already- couldn't cope with further residents
- Pensioners have to go to Malton
- The current properties for sale are too expensive
- Road is too narrow
- Will new residents accept local business: it is not fair to hassle established businesses which provide local employment
- If all were to be developed would represent a fundamental change to the character of the village

- Does Swinton represent a suitable place for affordable housing?
- Limited local amenities- pub and a butcher's shop
- This plot would be a logical extension to present development in what is still basically a rural village
- Looks to have the least impact
- Swinton is becoming a commuter village, with most of the new residents showing no interest in village life
- This site is next to new development, would have least impact on the sewerage system, and possibly the road would be upgraded
- Too far out of the village for development
- Footpath from Swinton to Malton needs to be upgraded, especially with the proposed sports centre at Malton School
- Traffic calming measures need to be brought into the village, with a reduced speed limit
- Only plot in my opinion that should be developed.
- Prone to flooding
- Extends the village boundary significantly along current industrial/agricultural areas
- If development required, would be best place: West Street is not so overcrowded traffic wise
- Effect on drains would be less
- Would affect less residents
- Could be screened
- The junction at the apex of East Street and West Street would have to be improved- sighting is already poor
- Site adjoins a narrow single road with no footpath
- Water standing on narrow road
- Increase in vehicles using road
- Possible water pressure problem
- Site is currently used by dog walkers, if developed dog walkers have further to get to, leaving the choices to walk much less
- Harmful to residential amenity
- Loss of views enjoyed by a lost of current residents
- Need to reduce speed limit on B1257 to 30mph
- Low lying area- roads constantly flooded in winter
- Recently constructed development has the facility to accept further expansion into the plot, access, utilities etc
- Access has been previously constructed and preferred route to the B1257 would be the 2-lane West Lane
- Has the least effect on existing properties and residents in the village
- Eastern boundary has natural screening
- Whilst outside the traditional village limits, the plot maintains the general development limits of residential properties in the village
- There will be impacts on the pressure and flow of water to existing properties
- Can another road onto the B1257 be made?
- Reasonable use of site- provided from Meadowfield Close
- Existing boundary should be maintained- do not want sprawl to Amotherby, Broughton and Malton

- Development should be in keeping with the style and visible building materials
- The village has had two recent developments, these should be taken into account
- The consultation document proposed a maximum of 15% of the 3000 homes to Service Villages, thus a maximum of 23 dwellings to Swinton, to meet such a need only a singular plot of an appropriate size is required
- Further consultation with the residents and conditions compliance needs to be enforced.
- A high proportion of new properties remain unsold. These should be considered when considering the number of properties required in the village if future development is granted.
- 225mm sewer on northern boundary and numerous sewers in Meadowfield Close Development would need either sewer to be relocated or development layout reflect site infrastructure
- Agricultural land
- Flood plain- ditch often overflows
- Adverse impact on public footpaths
- The Street Villages need to maintain their individual identity
- How does development of rural areas with a need for cars help the environment? More people need cars in the country due to the restricted public transport
- People chose to live in a village due to rural location, peace and quiet and lower number of residents. Development should be focussed on the towns
- Plots 341 and 346 would be least intrusive
- Too far out, 1-2 dwellings should be minimal
- Only commuters occupy new homes with no interest in the village or its life
- Ideal plot- less intrusion to existing residents
- Footpaths, verges and roads in states of disrepair
- No places for children to go
- Could these junctions be improved?
- Acceptable if a small field park area separates new development from West Grove
- Appreciate larger population will bring extra financial benefit to existing businesses
- Opposed to development on a large scale
- Preferred site
- No development
- Would be better to build a whole new village on a bus route

(Mr and Mrs S R Webb, Mr and Mrs Burnett, J Bailey, H and S A Stead, H Coe, M Stainthorpe, C Buxton, Mr and Mrs M C Smith, D Powell, M Raistrick, S Pope, D B Fish, L Bodkin, W H Leeson, C A Allenby, D Cuthbertson, H Poulson, H Stevens, Swinton Parish Council, E Press, B Leach, Mr and Mrs Horne, K Radford, A Jeffries, F A Fenwick, Yorkshire Water, Mr D and Mrs H King, Ms Gibson, R Liversidge, B Knight, D Illingworth, C Mortimer, JL Farrow, J Downs, M J Redstone, H Stead, P Handley, S Wright, Mr K and Mrs IG Atkin, P Leeson, I Flett, W Chan, MK Wood, P Cuthbertson, Mr and Mrs RJ Sharp, M Farmer, S Rogers and D Richards)

Site 346 – Land East of Low Lane and North of Lowfield Lane (0.78ha)

2009 Public Consultation – Issues raised:

- Footpaths, verges and roads are in states of disrepair
- Flooding and surface run off issues already exist- and will increase
- Amotherby school is already at capacity
- Many unsold new properties are still in the village
- No places for children to go
- Very great risk of flooding- adjacent fields are often under water after heavy rain
- West Street needs traffic calming
- Will new residents accept local business: its not fair to hassle established businesses which provide local employment
- No post office or shop selling everyday objects
- The School is over subscribed
- The Bus service is unreliable
- Swinton has experienced numerous flooding experiences
- Pensioners have to go into Malton for pension and shopping
- A number of properties remain unsold in village
- Prefer to see no development along Low Lane North or Old Railway links, in order to preserve the very rural nature of this area
- Access to a single track road, with no footpath, with commercial vehicles and HGVs
- Problems with water pressures
- A suitable site for development
- Against, well out of the village and no utility amenities
- Junction at the apex of East and West Streets would need to be improved, sighting
- Too remote from the rest of the village
- Who would buy houses next to a drainage works?
- Neither East nor West Streets are suitable for an increase in the volume of traffic – of insufficient width
- Sewer not large enough
- Plot is outside the village boundary
- Concerns about Swinton merging into Amotherby, Broughton and eventually Malton
- High density development could be detrimental to village character and quality of life
- The floods of 2000 reached high up the track which leads from the north of the village to the R. Rye, and almost reached plot 346 itself.
- Although the former sewerage works have been upgraded, the pipe work has not
- All sites would represent a fundamental change in the character of the village
- Would there be a percentage of affordable housing, would Swinton represent a suitable place for it
- Appreciate such development could be extra business to existing businesses, but out of scale with the village
- Who would want to live so near a sewerage plant?
- Too far out of the village for development- isolated
- Footpath from Swinton to Malton needs upgrading- especially with the proposed sports centre at Malton School

- Traffic calming measures need to be brought to the village with a reduced speed limit
- People chose to live in a village due to rural location, peace and quiet, lower number of residents.
- Developments should be focussed in the towns
- Should be light industrial not residential – in common with the surroundings
- Concern about village becoming a commuter village
- Most new residents showing no interest in village life
- Over development
- If there are housing estates the village will lose its ruralness
- The village will become one huge housing estate and be lit up like Blackpool illuminations
- Can East St. cope with anymore traffic?
- Can another road onto the B1257 be made?
- Appropriate to allow unsold properties time to be sold, to mature and new families to embed into the community, to allow the village, school and services to adapt to the recent influx of properties.
- Further development in Swinton should be by exception to provide fulfilment of small scale local need.
- Any scheme should be able to access the B1257 with safe junctions suitable to all weathers without further crowding the narrow East and West streets
- Site would be built on shifting sand
- How does the development of rural areas with the need for cars help the environment? More people need cars in the country due to restricted public transport
- It would be better to build a new village on a bus route
- Any development should have plot sizes stipulated
- Good quality agricultural land- currently farmed
- Low Lane access is inadequate
- Used for recreational purposes – dog walking
- Loss of residential amenity for residents
- Least intrusive- but traffic issues
- Lack of demand for housing
- Safety of residents- elderly people feel threatened
- Does not encroach on anyone's views or space
- Villages do not have estates
- If there are say more than 4 houses per site there will be major infrastructural and access problems
- The Bus service although welcome does have short comings (Sundays and Bank Holidays no service) and unreliable coming down into the village
- Ridiculous site
- Use Brownfield sites before Greenfield
- Need a speed limit of 30mph on the B1257 in any case
- The village has already has had two major residential developments- this should be taken into account
- The 2009 consultation document suggests a maximum of 15% of dwellings to service villages, a maximum of 23 properties in Swinton- this should reflect the land needed
- Need further consultation with the community
- Need greater condition compliance

- The provision of water to significantly more properties would impact on the pressure and flow of water to existing households

(S Wright, M J Redstone, H Coe, H and SA Stead, D K Timms, D Cuthbertson, Mr K and Mrs I G Atkin, F A Fenwick, CA Allenby, E Press, Mr D and Mrs H King, K Radford, J C Swales, D Cuthbertson, C Buxton, W Chan, M Raistrick, S Pope, B Knight, D Powell, D M Sutton, E S Freer, M Farmer, R Anson, D B Fish , D Illingworth, L Bodkin, Mr and Mrs MC Smith, D Richards, Mr and Mrs R J Sharp, J Downs, A Barker, Nutman, Swinton Parish Council, H Stead , H Poulson, J L Farrow, H Peel, C Mortimer, R Liversidge, B Leach, Mr and Mrs SR Web, Mr and Mrs Horne , J B Horton, A Jeffries, P Cuthbertson, M Stainhorpe, J Bailey, J Walker, S Roger, P Leeson, H Stevens, I Flett, A Jeffries and E Press)

Site 455 – Land south of High Street and west of Swinton Lane (0.64ha)

2009 Public Consultation – Issues raised:

- All the sites would add to an already overloaded sewerage system as it is combined sewer
- Although the sewage treatment works was upgraded, the pipe work was not
- Elevated site, overlook all existing houses on High Street and Malton Rd- privacy issues
- Easy access onto the main road
- Would be more suitable for residential
- Any large scale development would destroy the village
- Is this within the AONB?
- The general infrastructure and water supply needs to be addressed
- Should have plot sizes stipulated
- Planning should be refused
- Site has access problems.
- Do not have road infrastructure to take traffic to the Main Road
- Not suitable
- Prime agricultural land
- Greenfield site
- Outside of village boundaries
- No entrance
- Swinton Grange Road busy enough and very narrow
- No objections
- Recent developments in Swinton should be taken into account
- Existing road infrastructure cannot be upgraded due to the topography of the ground and proximity of property boundaries.
- Future developments increased vehicular movements and associated congestion and increase in potential for accidents
- Maximum of 23 dwellings based on 2009 strategy document for Swinton, small singular plot required
- Consultation required with the local community
- Any build conditions need to be rigorously enforced
- Need to consider the number of houses already built that remain unsold
- Plot unsuitable

- Falls outside the traditional boundaries of the village
- Locations of plots on the high side of the village, inappropriate on the visual streetscape of Swinton, visible from an increased area around the village and impact upon the Howardian Hills AONB
- Inappropriate for employment uses
- Probably most viable opportunity for expansion
- Road access, traffic volumes and service provision impact would be least disruptive
- Swinton is becoming a commuter village
- Most of the new residents showing no interest in village life
- Over development. No not approve.
- Preferable as direct access from main road not West/East Streets
- Access to main road is dangerous
- In Howardian Hills AONB, should be informed by Landscape character assessment
- If land is turned into huge housing estates, the village's rural character will be destroyed and will be lit up like Blackpool illuminations
- The School at Amotherby is over subscribed.
- Will enhance the 'core' of Swinton village, as tiny percentage of the residential property in the village is south of B1257
- Greater community atmosphere would be created with the developments of 455 456 and 478
- Oppose- not within the village framework
- With proper infrastructure would be good sites without destroying existing village
- Swinton has already taken a relatively large amount of development, in accordance with the regional strategic framework
- Allow unsold properties to be sold, to mature and new families to embed into the community and facilities to adapt to this influx
- Further housing development should be by exception to provide small scale fulfilment of local needs following uptake of existing properties
- Should be accessible off the B1257 with safe junctions suitable in all weathers
- Implies preference to 455, but there is a blind fall off to the junction with B1257, and if developed a driveway should be a required element to provide potential future access to parking behind the village hall
- People chose to live in a village due to rural location, peace and quiet and lower number of residents.
- Swinton will become and extension of Malton.
- Development should be focussed on the towns.
- What is meant by meant by mixed?
- Currently agricultural land
- No development should be allowed in 455 and 456 extending the village
- Within the AONB which has the same statutory protection as the National Park and is therefore inappropriate
- Sewages issues remain
- Don't want to increase traffic joining the busy main road from Swinton Grange Road
- Serious and justified concerns regarding increased traffic from new development in the village. Need to proper traffic management- speed bumps
- Proposed sites would represent a fundamental change to the character of the village

- Would be an element of affordable housing, would Swinton represent a suitable place for it?
- Limited local amenities- pub and butchers
- Public transport is limited
- New houses built in the village have not been sold
- Suitable residential sites as appears to cause little if any disruption to current residents
- Sites 478,455 and 456 submitted late for consideration
- If sites 455 and 456 were to be developed, daffodils which I look upon from my home, which were planted by the Parish Council in memory of my Son who died this year, would be taken from me.
- This road is very dangerous to children and pets and development should be in the village, off the road which is fast and busy
- Could provide a site for Swinton Play Group, as current site is not satisfactory
- Totally against development on the south side of the main road
- Away from East West and Middle Streets
- Speed limit on the B1257 must be reduced to 30mph as a matter of course
- Isolated from the rest of the village
- May be better for residential development would urge for quality over quantity in terms of development
- Footpath from Swinton to Malton needs to be upgraded, especially with the proposed sports centre at Malton School
- Need traffic calming measures in the village.
- Buildings would dominate the rest of the village
- Concerns about the merging of settlements-merging of Amotherby, Broughton Malton
- Any allowed development should be in keeping with style and visible buildings materials
- What exactly is mixed use? Some retail/office may be beneficial but manufacturing/warehousing is catered for at Malton Industrial areas.
- Opposed to further development on a large scale
- Appreciate financial contribution to existing business – but will strain facilities
- Swinton cannot grow any bigger
- Find Brownfield land in towns

(D Cuthbertson, J Berry, Mr and Mrs MC Smith, Mr and Mrs R J Sharp, J Bailey, P Cuthbertson, R Cockerill, E Wray, E Press, D Powell, D M Sutton, J Walker, Natural England, E S Freer, J Dean, M Stainthorpe, H Coe, R Anson, M Farmer, DK Minns, D Cuthbertson, Mr and Mrs R Scarth, C Buxton, I Flett, L Morton, Mr and Mrs B and J Clarke, F A Fenwick, C Mortimer, D Powell, H Stevens, WH Leeson, Mr and Mrs Horne, Mr D and Mrs H King, H Poulson, M Raistrick, Mr and Mrs K and IG Atkin, J Downs, B Knight, J Dean, L Bodkin, M Taylor, DB Fish, S Pope, K Radford, W Chan, J Houlston, Mr and Mrs SR Web, Nutman and E S Freer)

Site 456 – Land south of High Street and east of Swinton Lane (1.18ha)

2009 Public Consultation – Issues raised:

- Swinton is already at a maximum with all the infill development
- Villages do not have estates

- If there are say more than 4 properties on each plots there will be major problems concerning infrastructure and traffic
- If the land is turned into housing estates the village will lose its ruralness, and the village will be lit up like Blackpool illuminations
- Will the sewerage and water be able to cope?
- The local school in Amotherby is already oversubscribed
- The increase in traffic will be of importance
- The sewer is combined, which means in heavy rain, the bottom of the village is flooded by sewage
- The treatment works may be substantial investment
- The quiet nature of the village allows children playing, but with increased traffic the risks increase
- Village experienced two recent building events, these and their impacts should be taken into account
- Current road system cannot be upgraded due to topography of the ground, and proximity of property boundaries
- Strategic approach in consultation document refers upto 15% of housing requirement in 10 service villages, a maximum of 23 properties would need to be constructed, which would only require a singular plot to accommodate this
- Further development- consultation should be held with the village to minimise the impact
- Important to ensure conditions compliance
- Need to consider the number of outstanding constructed dwellings which remain unsold
- Unsuitable for development- outside the traditional boundaries of the village
- Elevated position, inappropriate impact on the whole visual streetscape of Swinton and surrounding area
- Within the Howardian Hills AONB
- Employment is inappropriate
- Unsure how the District Council would manage the aesthetics of the area
- Easy access onto the main street
- Suitable for residential development
- Any large scale development would destroy the village
- Access onto the main road, not via existing residential area- preferable
- Bring traffic straight out onto a dangerous road
- Before any further development is considered Yorkshire Water and Highways have to upgrade the infrastructure
- Footpath from Swinton to Malton needs to be upgraded, especially with the proposed sports centre at Malton School
- Traffic calming measures need to be brought in to the village, with a reduced speed limit
- Not within the village framework
- People chose to live in a village due to rural location, peace and quiet, lower number of residents.
- Swinton will become an extension of Malton
- Development should be focussed in the towns.
- Greenfield sites shouldn't be used for housing
- Currently agricultural
- Elevated position- unsuitable for housing development

- Just a landowner cashing in with little thought for those living there
- No objections
- Falls outside the traditional boundaries of the village
- Inappropriate visual impact upon the Howardian Hills AONB
- Employment upon this site is inappropriate
- Concerned about access from an already very busy and fast main road
- Swinton is at a maximum with all the infill development
- Villages do not have estates
- If there are more than say 4 dwellings on each plot, there will be major problems with infrastructure and services
- Site would be good for Playgroup for its own purpose built building
- Too much development towards Broughton
- Not required.
- Concern about merging of settlements
- Any development within the village confines to be in keeping with style and visible building materials
- Some retail/office may be beneficial, but manufacturing/industry would not
- In Howardian Hills AONB. Should be informed by landscape character assessment
- Prime agricultural land
- Swinton Grange Road busy enough and very narrow
- Use speed bumps- Access already is dangerous
- Not suitable
- Wouldn't impact as much on residential streets
- If necessary use for quality rather than quantity building would suite the village better
- Less impact on existing residents
- What exactly does mixed mean?
- There has been little time to inspect the plans
- Although the sewerage works were updated, the pipework was not
- Development would enhance the core of the village, as a tiny percentage of residential property in the village lies south of the B1257.
- A greater community atmosphere would be created with the development sites 455,456 and 478
- Appreciate some development will be bring economic benefits to existing businesses
- Over development
- If sites 455 and 456 were to be developed, daffodils which I look upon from my home, which were planted by the Parish Council in memory of my Son who died this year, would be taken from me.
- Potentially harmful to children and pets- very busy road
- The land is in the AONB – which is of the same statutory protection as the National Parks- therefore plot is not appropriate for development
- Concerned about the scale of development- if it were to come forward it would represent a fundamental change in the character of the village
- Would Swinton represent a suitable place for affordable housing
- Limited local amenities – a pub and a butchers shop
- Public transport is limited
- New houses in the village have not been sold

- Allow unsold properties to be sold, mature, and existing families embed into the community, and allow facilities to adapt
- New development should only be by exception to provide for small scale fulfilment of local need following uptake of current unsold properties
- Swinton is becoming a commuter village, with most of the new residents showing no interest in village life
- Suitable, cause little disruption to existing residents
- Ideal for access onto the main road
- Loss of view to properties on main road
- Least disruptive site
- Speed limit must be reduced to 30mph

(E S Freer, A Jeffries, J Berry, J Walker, M Raistrick, M Stainthorpe, D Powell, E Wray, Swinton Parish Council, C Mortimer, Mr and Mrs S R Webb, Mr B and Mrs J Clarke, J Downs, Nutman, K Radford, Natural England, R Cockerill, A Barker, R Scarth, A Jeffries, P Cuthbertson, H Poulson, J Dean, M Taylor, Mr and Mrs RJ Sharp, D Cuthbertson, J Houlston, J Dean, W Chan, M Farmer, Mr and Mrs K and IG Atkin, Mr D and Mrs H King, B Knight, L Morton, C Buxton, R Anson, Mr and Mrs M C Smith, L Bodkin, D Powell, Ian Flett, S Pope, WH Leeson, D B Fish, F A Fenwick, E Press, H Stevens, Mr and Mrs Horne and D Cuthbertson)

Site 478 – Land East and South of Low Farm, East Street (1.35ha)

2009 Public Consultation – Issues raised:

- Concerned about loss of view,
- Agricultural land- need to retain this for food production
- All sites would add to an overloaded sewerage system
- The former sewage works was upgraded, but the pipework was not
- Would unacceptably increase vehicle movements on East Street, which is single width
- The existing junctions of East and West Street have poor visibility- risk of accidents increased
- Access to plot is unsuitable- risk of accidents
- Main sewers
- Archaeological remains
- Reduce physical separation between Swinton and Broughton- reducing distinct identities
- Public Right of Way passing round it
- Harm the residential amenity of the existing dwellings, in particular new development- views were a key feature of the scheme
- Detrimental impact on residents
- Quality farmland actively utilised
- Plot is larger than required to accommodate the required allowance of properties
- Swinton already grown by a third- no further development
- No school of our own
- The housing numbers are too high
- Current infrastructure re. sewage cannot cope
- Flooding and surface water drainage issues

- East Street and Low Lane are single carriage
- Need plot sizes stipulated
- Site in itself looks to fit quite well, but access issues will be problematic
- We want to keep the village as a village, not a town
- Houses are already for sale in the village- why build more?
- Cramped site
- Will lead to commuter village impacts – large numbers leaving for work in the morning and returning in the evening
- Amotherby School is stretched already
- Impact on residential amenity- loss of views particularly to new development
- People choose to live in a village due to rural location, peace and quiet and lower number of residents
- Swinton will become an extension to Malton
- Development should be focussed in the towns
- Problems letting existing properties, the families most in demand are the ones who rely on a good bus service, the one have could leave them stranded
- Speed limit must be reduced to 30 mph in any case
- Back building
- Access into site is poor
- Loss of view and residential amenity
- If too many sites are developed the character and existing structure of the settlement will be lost
- Bounded on one or more sides with by existing development, and could be infilling but access is poor
- Village lacks amenities – one shop and pub
- Footpath from Swinton to Malton needs upgrading, especially with the proposed sport facilities at Malton School
- Traffic calming measures need to be brought to the village
- Reduce speed limit
- Swinton cannot grow any bigger
- Should focus on Brownfield sites in towns
- Combined sewer and surface water
- Increased traffic threats to young children
- Based on strategy consultation document 23 dwellings required within Swinton up to 2026- a small singular plot can be used to meet this quantity
- Need to ensure condition compliance
- Need to consider the number of dwellings already built and unsold in the village
- Adoptable access not achievable
- Good use of land, providing access can be provided through adjacent field to the B1257 thus alleviating traffic issues
- Access road would lead to adverse residential amenity issues for adjacent residents
- Using a private drive
- Over development
- Swinton is becoming a commuter village, with most of the new residents showing no interest in village life
- Would Swinton be a suitable place to have affordable housing?

- Limited local amenities
- Limited public transport
- Malton hospital should consider re-opening casualty for more hours with such large development plans for the area
- How does development of rural areas with the need for cars help the environment? More people need cars in the country due to restricted public transport
- Do not develop unless all adjoining properties agree
- Greater community atmosphere would be created with sites 455,456 and 748
- Concerned about loss of green spaces around the village thought it was greenbelt
- Any new development must have garages
- Villages do not have estates
- If there are say more than 4 houses on each plot there will be major problems in Swinton
- Too large and sprawling- would merge Broughton and Swinton
- Loss of privacy
- Not suitable
- Greenfield sites are close to footpaths which are an integral part of the village
- The access is inappropriate off a private drive and would adversely impact on the character and amenity of Pearsons Yard
- Should bring in speed bumps- main road is too fast
- Access is very problematic onto the main road already
- No further development required
- Any development in designated areas of the village should be in keeping with regards to style and visible building materials

(S Freer, D Cuthbertson, A Jeffries, P Wentworth, M Stainthorpe, M Farmer, Mr and Mrs R J Sharp, Mrs Gibson, J Walker, D K Timms, B Knight, P Leeson, L Bodkin, J Bailey, I Flett, J Williams, M Taylor, H Stevens, A Barker, W H Leeson, C A Allenby, J C Swales, C Mortimer, M Raistrick, J Houlston, Swinton Parish Council, D Cuthbertson, Mr and Mrs Horne, F A Fenwick, H Poulson, Mr and Mrs M Horsley, D B Fish, D M Sutton, S Pope, S Powell, Mr and Mrs M C Smith, C Buxtom, H Coe, D Owen, J Roberts, P Handley, D Illingworth, Mr and Mrs K and IG Atkin, P Macmillan, W Chan, J Dean, M Bradshaw, C Horner, P Cuthbertson, R Scarth, R Cockerill, Nutman and K Radford)

Site 537 – Land East of East Street (2) (0.94ha)

This site was submitted after the 2009 Public Consultation.

Site 538 – Land East of East Street (3) (0.60ha)

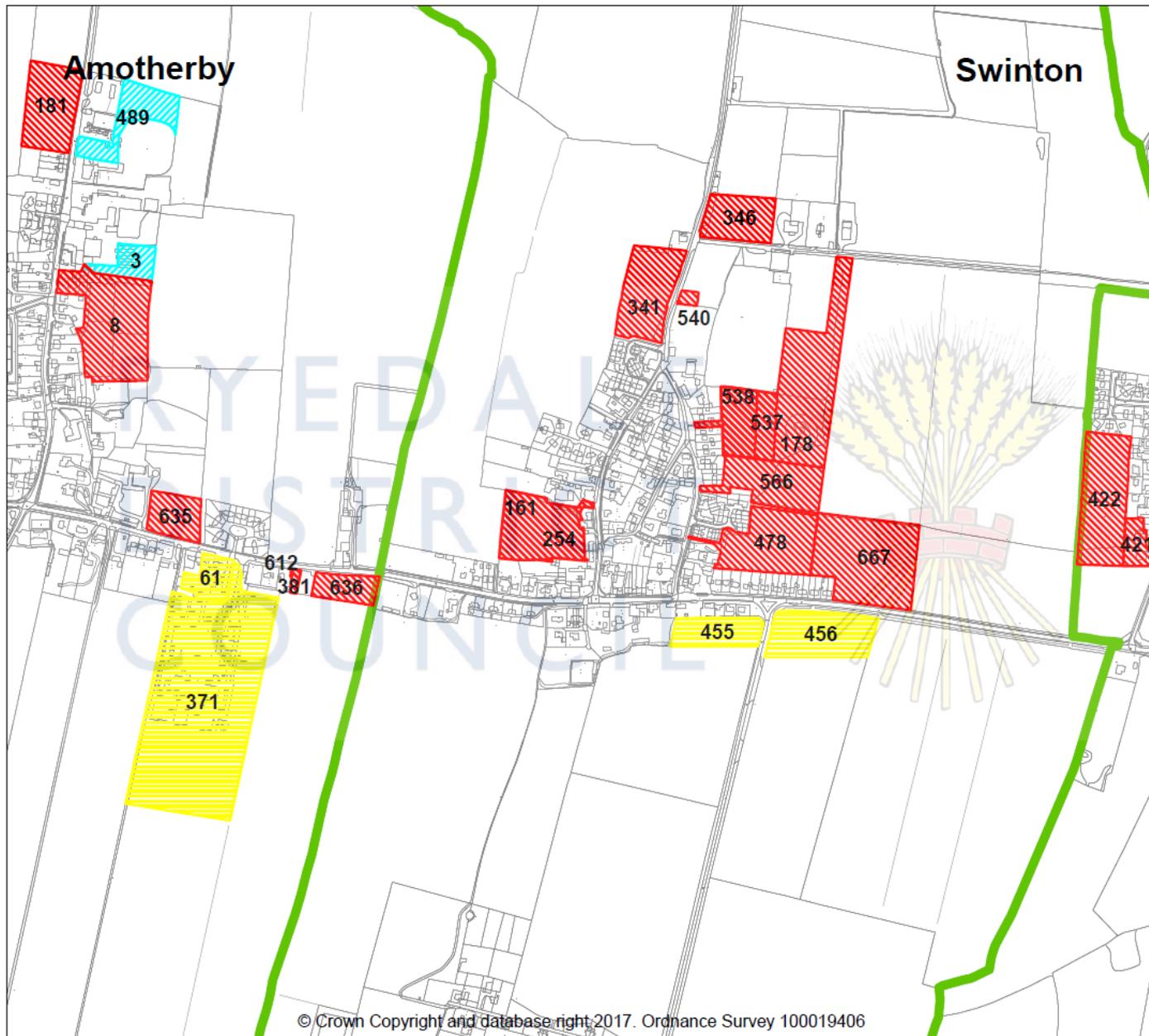
This site was submitted after the 2009 Public Consultation.

Site 540 – Land East of Low Lane and North of Rye View (0.07ha)

This site was submitted after the 2009 Public Consultation.

Site 566 – Land East of 1-4 East Street (1.04ha)

This site was submitted after the 2009 Public Consultation.

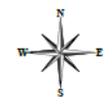


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Amotherby and Swinton

Legend

-  Residential
-  Employment
-  Mixed
-  Leisure / Tourism
-  Retail
-  Not Specified
-  National Park
-  Parish Boundary
-  District Boundary



1 : 6000 on A3
September 2017

**RYEDALE
DISTRICT
COUNCIL**

