

RYEDALE  
DISTRICT  
COUNCIL



The Ryedale Plan: Local Plan Sites Document

Kirkbymoorside Background Paper

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Ryedale District Council October 2017



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## Part 1: Introduction and Context

### Introduction

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This paper is one of a series produced to explain the site-specific policy choices and allocations, that are being taken forward 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 and select 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 have not been selected at this time. It also considers the use of specific site protection policies for the settlement.

### Settlement Description - Kirkbymoorside

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Kirkbymoorside is the third largest settlement in the District (when Malton and Norton are considered together) and is one of the three of northern Market Towns in Ryedale along the A170. The town has a weekly market and a range of shops and services are available, including a primary school and doctors surgery. The 128 bus, one of the District's most regular buses, serves the town. Kirkbymoorside has 'Transition Town' status - a grass roots led, social enterprise to reduce the environmental footprint of places, increasing their sustainability.

The town is situated on the rising land between the flatter Vale of Pickering and the elevated land of the North York Moors and as such it straddles the boundary between the National Character Areas of the Vale of Pickering to the south and the North York Moors and Cleveland Hills to the north. The settlement has the most distinct form of all the market towns in Ryedale which has been influenced by the surrounding topography. The town has developed historically on a north-south, vertical axis, following the course of a vale. The settlement is on rising land, and in particular, development to the east and west of the town is more prominent, particularly from the lower elevations of the Vale of Pickering. To the north of Kirkbymoorside the land continues to rise, but there are localised topographical variations.

The eastern side of Kirkbymoorside, in general, is more sensitive to development, the field patterns, elevated topography, and rising land and presence of various designated heritage assets such as Vivers Castle on Hill, the former Neville Castle, Kirkbymoorside Conservation Area and the Listed Church contributes to a diverse, mosaic of landscape character, and areas of land which contribute significantly to the form and character of Kirkbymoorside. The Conservation Area includes the north eastern edge of the town, it extends to the west along West End, to the north to Manor Vale, and to the south along Piercy End. The extent of the Conservation Area also reflects the depth of the Burgage plots of properties along the older streets of Kirkbymoorside. The town has two identified areas of medieval strip fields: the land between Keldholme and east Kirkbymoorside, and land to the southwest of the town. The

strip field systems associated with Ryedale's northern Market Towns are considered by Historic England to be regionally significant heritage assets. Existing hedgerows are a strong feature of this area of the landscape around the Town and these field patterns and features are integral to the landscape setting of the town..

Most of the built form of the Town lies to the north of the A170. In the twentieth century the route of the A170 was diverted to avoid going through Keldholme, west onto Kirkbymoorside and along West End. The A170 now runs to the south of Keldholme, through Kirkby Mills (following the former railway line) and to the south of much of Kirkbymoorside. There is as a consequence, limited development to the south of the A170. Development is concentrated along Ings Lane, and West Lund Lane, which peter out into tracks within the Vale of Pickering

Twentieth century development has not always enhanced the character of this market town. The A170 relocation and the former railway have facilitated development to the south of the historic part of the town, incorporating former burgage plots. Much of the development surrounding the A170 is industrial buildings, garages, and suburbanised development, and therefore does not reflect the more historic, traditional buildings of the Town Centre. Additionally, some modern development has not respected the landscape form, with a visually prominent, hard linear edge on the northwestern side of the town. This is very much a 'product of its time' and not uncommon at the towns in northern Ryedale, and is a reflection of the historic field morphology, and an absence of landscaping to soften the edge.

A key concern is the potential narrowing of the gap between Kirkbymoorside, Keldholme and Kirkby Mills. Currently, there is limited space between existing buildings, nevertheless the settlements remain physically separate and it is considered important to the character and identities of Keldholme and Kirkby Mills, that this gap is maintained.

Employment/commercial development is focused to, principally, the Kirkby Mills Industrial Estate, with pockets of development to the south of the A170.

Kirkbymoorside has a good network of Green Infrastructure, especially between the town and Keldholme and Kirkby Mills. Such networks need to be maintained if development occurs. It is considered that there is potential to link Kirkbymoorside with the other moors fringe towns and villages. This would involve use of the former railway line, which runs parallel with the A170. The town is also proximal to Manor Vale SINC, a site which includes ancient woodland and range of species including Ash.

### **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

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## Strategic Policy Context

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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 those villages/groups of villages which are defined as Service Villages. The Local Plan Strategy seeks the identification of a supply of land to meet the requirement for approximately 300 new homes at Kirkbymoorside, which is defined as a Local Service Centre.

It should be noted that the site selection process is designed to identify appropriate and preferred future development sites if these are required. In the Market Towns 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 will be a need to allocate land to meet any residual requirement.

The Local Plan Strategy seeks to allocate land for employment development at the Market Towns. For Kirkbymoorside, the Local Plan Strategy allocated 5% of the employment land (c.1.85-2.25ha) of land to be shared between Kirkbymoorside and Helmsley. This reflects the demand for employment sites in Malton/Norton as Principal Town with the best transport links and concentration of population and existing business, and Pickering, being the largest settlement in the north of the District. Allocations for employment land have been made at Helmsley, as part of the Helmsley Plan. These allocations total 1.9ha. This means that the residual requirement to allocate for Kirkbymoorside is 0.35ha. Policy SP6 of the Local Plan Strategy does not preclude the approval of further sites for employment land, in principle.

## Local Sustainability Issues

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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 Kirkbymoorside:

Kirkbymoorside	<p>Issues</p> <ul style="list-style-type: none"> <li>• The need for extra-care facilities</li> <li>• Sewerage capacity – limited to west and south of town</li> <li>• Deficiencies in market town amenity space and open space provision especially for children and young people, indoor sports provision and allotments</li> <li>• Additional capacity needed at primary school level</li> </ul>	<p>Information Source</p> <ul style="list-style-type: none"> <li>• The Ryedale Plan: Local Plan Strategy (2013)</li> <li>• Habitats Regulation Assessment (2009)</li> <li>• The Ryedale Plan: Local Plan Strategy Examination document Reference DDH20 – Settlement Analysis (2012)</li> <li>• Ryedale Special Qualities Study Report (2011)</li> </ul>
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	<ul style="list-style-type: none"> <li>• Proximity of North York Moors Special Area of Conservation (SAC) and the 10km buffer which covers the whole of Kirkbymoorside. The HRA requires a golden plover bird survey and an “appropriate management plan” for recreational pressures to be in place before any Greenfield land comes forward.</li> <li>• Scheduled Monuments <ul style="list-style-type: none"> <li>○ Neville Castle</li> <li>○ Starfits Round Barrow</li> <li>○ Vivers Hill Castle</li> </ul> </li> <li>• A large number of Listed Buildings (especially around the Market Place)</li> <li>• Kirkbymoorside Conservation Area</li> <li>• SINC - Manor Vale</li> <li>• A pond to the south of Slingsby Garth</li> <li>• “Fringe of the Moors” Area of High Landscape Value to the north, west and east of the town.</li> <li>• Visually Important Undeveloped Area (VIUA) between Kirkbymoorside and Keldholme</li> <li>• Grade 3 Agricultural Land surrounds Kirkbymoorside</li> <li>• Green infrastructure corridor – Dove Ryedale</li> <li>• archaeologically significant areas of Mediaeval and post-Mediaeval character to the west and east of the town</li> <li>• The areas subject to flooding EA FloodMap zones 2 and 3 are near the River Dove which flows to the east of the town through Keldholme.</li> <li>• Areas of the town at risk of surface water flooding as identified by the Environment Agency</li> <li>• Proximity of notifiable pipelines</li> </ul>	<ul style="list-style-type: none"> <li>• North East Yorkshire Strategic Flood Risk Assessment (2006) and update (2010)</li> <li>• EA FloodMap and Surface Water Map</li> <li>• HSE PADHI+</li> <li>• Historic Environment Record / Heritage Gateway <a href="http://www.heritagegateway.org.uk/gateway/">http://www.heritagegateway.org.uk/gateway/</a></li> <li>• Natural England -Green Infrastructure dataset</li> </ul>
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## Part 2: Consideration of New Housing Sites

### Residual Requirement for Housing

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As of the 31 March 2017, Kirkbymoorside has had only 15 completions within the Plan period (since 2012), 13 of these were on the scheme for the redevelopment of the former Russells site. However, planning permission has been granted for 225 dwellings to the west of the town. Extant permissions also exist for 24 further dwellings at the former Russells site, and 29 dwellings at Wains Field.

Completions and commitments at the town mean that the housing requirement of 300 homes at the Town has been met. ( This figure does not include the need to identify further land across the settlement hierarchy to provide for an additional, identified supply buffer.)

### Site Submissions

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A number of sites have been proposed at the Kirkbymoorside. These are identified on the Plan at Appendix 1 of this paper and are as follows:

Site Reference	Site Location
5	Land North of 2 Dove Way and West of Kirby Mills Road, Kirby Mills
10	Land north of Village Street, Keldholme
28	Land South of New Road
40	Land West of Alderson House
43	Former Gas Works at Kirby Mills
56	Land North of Village Street, Keldholme
58	Land North of Wains Field
87	Old Brickworks, North of Swineherd Lane
102	Land North and West of Westfields
132	Sunnycroft, Village Street, Keldholme
145	Land North of 4 Ravis Square
156	Land South of Swineherd Lane and East of Springfield Lane
157	Land South of Dunromin, A170
158	Land West of Alderson House
159	Land East of Ings Lane
162	Old Brickworks, North of Swineherd Lane
163	Land to the Rear of Moorside Nurseries
201	Land North of Keld Head Close and East of Wayvale Close
209	Land North of Howe End
210	Land South of Carter Lane
212	Land Between Woodleigh and The Bungalow, Swineherd Lane
213	Land South of Carter Lane
259	Land East of West Lund Lane and North of Gawtersike Lane
260	Land East of Gillamoor Road
265	Land North of Swineherd Lane
294	Land South of A170
345	Land North of Waydale Close and East of Gillamoor Road
349	Land South of Lund Barn, Ings Lane
385	Land South of Carter Lane and East of Ings Lane
389	Russells, New Road



411	Land South of 1-2 Swineherd Lane
413	Former Gas Works, Kirkby Mills Road
431	Land North and South of Keld Head Road
433	Land and Buildings at Kirklands, Carter Lane
436	Land East of Keldholme Poultry Farm, Swineherd Lane
437	Land East of Keldholme Poultry Farm and South of Swineherd Lane
454	Sylatech (formerly Micrometalsmiths), Ings Lane
467	Land North of Keldholme Cottages, Village Street
488	Land East of 49 Piercy End
509	Land East of Ings Lane (Lund Barn)
524	Land South of A170 and East of Ings Lane
541	Land West of Kirkby Mills Road and South of A170, Kirkby Mills
552	Land South of Gawtersike Lane and West of Springfield
554	Land behind 53 Piercy End
556	Land north of Howe End
563	Land south and east of Carter Lane
577	Land at Cooks Motor Co, New Road
622	Field adjacent to Dove Way, Kirby Mills Industrial Estate
628	Land surrounding Broad View, north of A170
637	Land at and north of former Highway Depot, Manor Vale Lane
644	Land south and east of Carter Lane
657	Land west of Kirkby Mills Road, Kirkby Mills
661	Land the west of Kirkby Mills Industrial Estate
666	Land to the south of Swineherd Lane

## Site Descriptions - Kirkbymoorside

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### Site 5 - Land North of 2 Dove Way and West of Kirby Mills Road, Kirkby Mills (0.21 ha)

This site was submitted as Development Limit Alteration, with a residential use. It is a relatively small, rectangular shaped parcel of land, part of a larger field, which is to the immediate north of Kirkby Mills Industrial Estate. The site is adjacent to the road, but does not have an access, the access to the field is to the north. On the southern boundary of the site is a overgrown hedge. A number of industrial buildings are proximal to the site. The site is within a range of flood risk levels, with approximately one third of the site in flood zone 3.

### Site 10 - Land north of Village Street, Keldholme (2.63ha)

This site proposes residential use, and is situated on grazed, open land between Kirkbymoorside and Kirkby Mills. It is formed from formerly two linear fields, which have lost the hedgerow between them, and which are on rising land (rising to the north). They are within an area of identified strip fields, and identified as a Visually Important Undeveloped Area in the 2002 Ryedale Local Plan. The site is immediately adjacent to the east of the town's sports pitches. No access is specifically identified but there is a track from the site to the old A170, which now only serves Kirkby Mills and Keldholme. To the frontage of the site

there are frontage properties (residential developments). . It is also within the Fringe of the Moors Area of High Landscape Value, and forms part of the Visually Important Undeveloped Area which extends down the east side of Kirkbymoorside, Kirkby Mills and Keldholme.

#### **Site 28 - Land South of New Road (0.64ha)**

The site is submitted for residential development. On the westernmost extent of the settlement, immediately south of the A170, the site is a former orchard. It is adjacent to a residential property with substantial curtilage. The site is linear.

#### **Site 40 - Land West of Alderson House (0.33ha)**

This is a relatively modest wedge of land which has the A170 to the south, and to the north the old A170 which serves Kirkby Mills and Keldholme. The site is the same extent as site 158. The site is bounded by a mature hedge. A residential property is to the immediate east. No access is readily identified. The site submission has proposed residential development, as a series of apartments. Whilst being identified as a site in Flood Zone 1 for rivers and sea flooding, large parts of the site are subject to a high risk of surface water flooding.

#### **Site 43 - Former Gas Works at Kirby Mills (0.29ha)**

This site is submitted for residential development. This site is relatively small, prominent corner site within Kirkby Mills, immediately to the south of the A170. It is the former gas works, and currently has a range of commercial activities taking place on the site. The site is bounded by a row of deciduous trees. Access onto the site is provided of Kirkby Mills Road, although the site is adjacent to the staggered cross roads between the A170 and Kirkby Mills. The site extent is very similar to site submission 413. Residential development is situated on the opposite side of the road (both on the Kirkby Mills Road, and across from the A170).

#### **Site 56 - Land North of Village Street, Keldholme (3.88ha)**

This is a large, irregular shaped parcel of land which is sited to between the small villages of Kirkby Mills and Keldholme. This site is submitted for residential development. The site is to the immediate north of the former A170. A Public Right of Way extends through the northern part of the site. The land is rising in elevation to the north. Included in the southernmost corner is the Kirkbymoorside Ambulance Station. The site is somewhat overgrown, and bounded by hedgerows and fencing of variable condition. A small part of the site is within flood zone 2/3 and this is the access. It is also within the Fringe of the Moors Area of High Landscape Value, and forms part of the Visually Important Undeveloped Area which extends down the east side of Kirkbymoorside, Keldholme and Kirkby Mills.

### **Site 58 - Land North of Wainds Field (0.44ha)**

Planning permission has been sought and obtained for this site. Part of the site has been built out, and other infrastructure for the remainder is partly in place and so the permission is extant. As part of the recently revised Strategic Housing Land Assessment, confirmation has been received that the site is started, but there is a dispute between the landowner and developer. The Council has taken the view that the site cannot be relied upon until at least an anticipated commencement of 2017-18 finishing 2019-20. Much of the site was an allocation in the 2002 Ryedale Local Plan. It is also adjacent to the Kirkbymoorside Conservation Area.

### **Site 87 - Old Brickworks, North of Swineherd Lane (1.65ha)**

This site is the earliest of three submissions, and covers the larger site submission extent. This site is submitted for residential development. The site is a former brickworks, and is situated on Swineherd Lane, a minor road from Kirkbymoorside which goes up into the Moors and links up into Hutton le Hole. The site is situated on generally elevated land, which is surrounded by trees, in a plantation style. It is also within the Fringe of the Moors Area of High Landscape Value. The site is a mixture of two areas of hard standing, connected by a track, and grassed areas, with trees sporadically dotted through the site. The site is on rising land, it rises to the north. The frontage of the site is flatter, and is currently operating as a builder's yard. Access is available from two separate entrances on Swineherd Lane. Planning permission has been sought and granted for holiday lodges. There are a small number of properties along the northern side of Swineherd Lane, at single-depth, with a string of such properties on the southern side of the road.

### **Site 102 - Land North and West of Westfields (11.71ha)**

This large site is submitted for mixed development, and is situated on the western side of Kirkbymoorside, adjacent to later 20th Century estate development. There is a line of bungalows, whose back gardens face onto the open fields (West Pasture). To the south is the primary school. The site incorporates a number of linear fields (4), the site is transected a Public Right of Way which runs across the northern part of the site. The site is on rising land, which is open and prominent, when viewed from the A170 in a east-bound direction. It is also within the Fringe of the Moors Area of High Landscape Value. The fields are grazed, and bounded by mature hedgerows. In December 2014 permission was granted on appeal for 225 dwellings. To date, reserved matters have not been submitted. Access onto the A170 would be achieved via Westfields (Road).

### **Site 132 - Sunnycroft, Village Street, Keldholme (0.85ha)**

This is a site which is on the eastern side of the village of Keldholme, and submitted for residential development. It includes a pre-existing bungalow, its curtilage and a paddock area to the rear. There is, immediately to the east a bungalow. As such, despite the presence of this bungalow to the east, the prevailing build form, is single depth development. The site extends a depth out from the established built form of the village. Due to the topography in the locality, and lack of public access the site is not readily viewable. It is also within the Fringe of the Moors Area of High Landscape Value. However, were the site to be developed, views from the A170 would be achieved. In 2011 permission was granted for the demolition of the existing bungalow to build 3 dwellings on the land which is within Development Limits. This permission has now expired. Planning permission was also sought and refused in 2013 to build a dwelling in the paddock area with B2 workshop and holiday cottage/annexe.

### **Site 145 - Land North of 4 Rivis Square (0.06)**

This very small site was submitted as a Development Limit Alteration. It is situated on the north eastern side of Kirkbymoorside, within the Kirkbymoorside Conservation Area, and is part of a collection of gardens and paddocks. The site is also part of the Visually Important Undeveloped Area which runs down the eastern side of the town. It is also within the Fringe of the Moors Area of High Landscape Value.

### **Site 156 - Land South of Swineherd Lane and East of Springfield Lane (1.46ha)**

This site is a broadly rectangular site on the eastern edge of Kirkbymoorside, submitted for residential development. It is part of the identified strip field system, and is within the Visually Important Undeveloped Area which runs down the eastern side of the town. It is also within the Fringe of the Moors Area of High Landscape Value. There is a gap in the dwellings along south Swineherd Lane, which could provide access onto that road. To the immediate west of the site is estate development in the form of single storey bungalows. Due to the existing configuration of this estate access could, in theory be provided from one of the cul-de-sacs. To the south of site is the sports ground, including two tennis courts and bowling club. A Public Right of Way extends across the northern part of the site. The land rises in this area, to the north, and the site is sloping.

### **Site 157 - Land South of Dunromin, A170 (4.45ha)**

This site is set away from the built edge of the settlement, and is proposed for residential development. It is on the southern side of the A170, with a single dwelling on the frontage of the site. Subsequent site submission (294) would join this field to the edge of the settlement, however, limited development has taken place in this part of Kirkbymoorside. The site extends to south as far as the former railway line. The site is within a Health and Safety Executive zone, based on high pressure gas pipelines, which requires consideration before

development can be approved in principle. Based on the proximity of the pipeline and the scale of proposed development, the HSE standing advice is "advise against development".

#### **Site 158 - Land West of Alderson House (0.33ha)**

This is a relatively modest wedge of land which has the A170 to the south, and to the north the old A170 which serves Kirkby Mills and Keldholme. The site is the same extent as site 40. The site is bounded by a mature hedge. A residential property is to the immediate east. No access is readily identified. Whilst being identified as a site in Flood Zone 1 for rivers and sea flooding, large parts of the site are subject to a high risk of surface water flooding.

#### **Site 159 - Land East of Ings Lane (1.96ha)**

This is an irregular shaped site submission for residential development which is current a paddock on the southern extent of Kirkbymoorside. The site submission also has a linear field which is to the rear of the site and is behind primarily early 20th Century development has occurred along Ings Lane. To the south of the site is 'Lund Barn' which dates from at least the 19th Century, and which has now been converted into a residential property. There is access onto Ings Lane, proximal to Gawtersike Lane. Various configurations of this site and the adjacent fields have been submitted.

#### **Site 162 - Old Brickworks, North of Swineherd Lane (1.65ha)**

This site is the second of three submissions for residential development, and covers the larger site submission extent. The site is a former brickworks, and is situated on Swineherd Lane, a minor road from Kirkbymoorside which goes up into the Moors and links up into Hutton le Hole. The site is situated on generally elevated land, which is surrounded by trees, in a plantation style. It is also within the Fringe of the Moors Area of High Landscape Value. The site is a mixture of two areas of hard standing, connected by a track, and grassed areas, with trees sporadically dotted through the site. The site is on rising land, it rises to the north. The frontage of the site is flatter, and is currently operating as a builder's yard. Access is available from two separate entrances on Swineherd Lane. Planning permission has been sought and granted for holiday lodges. There are a small number of properties along the northern side of Swineherd Lane, at single-depth, with a string of such properties on the southern side of the road.

#### **Site 163 - Land to the Rear of Moorside Nurseries ( 0.40ha)**

This site is now developed.

### **Site 201 - Land North of Keld Head Close and East of Wayvale Close (0.88ha)**

This site is submitted for residential development and is situated to the northernmost of Kirkbymoorside, off a lane which serves a farm (Keld Head road). Modern residential development is to the south and east of the site. The field is bounded by hedging which has become grown out, and it is fenced (used for horses). Despite the elevation of the site, it is a relatively flat parcel of land.

### **Site 209 - Land North of Howe End (0.14ha)**

This site has been discontinued by the landowner.

### **Site 210 - Land South of Carter Lane (2.96ha)**

This site is submitted for residential development, and is to the south eastern edge of Kirkbymoorside. The site is a collection of three linear fields, with residential development to the west of the site. To the north is the former railway line, some residential development (with a recently completed scheme to the north). Access to the site is not readily identifiable, the only conceivable access is via Ings Lane, using Carter Lane, but this is not identified on the site submission, and so cannot be inferred. To the south of the site the land is open and rural in character, there is pockets of extensive tree planting which provide screening from the waste water treatment works which are to the south east of the site.

### **Site 212 - Land Between Woodleigh and The Bungalow, Swineherd Lane (0.23ha)**

This site was submitted as a Development Limit Alteration (residential development). The site is to the south of Swineherd Lane. The site is part of a larger field, so to the south is open fields, to the west is single depth development (bungalows), to the east is a bungalow and beyond, farm buildings.

### **Site 213 - Land South of Carter Lane (1.60ha)**

This is a single, linear field, which is to the south of Carter Lane (the former railway line), submitted for residential development. It is the middle field of site submission 210. This site is to the south eastern edge of Kirkbymoorside. Residential development is to the west of the site, but separated by a field. To the north is the former railway line, some residential development (with a recently completed scheme to the north). Access to the site is not readily identifiable, the only conceivable access is via Ings Lane, using Carter Lane, but this is not identified on the site submission, and so cannot be inferred. To the south of the site the land is open and rural in character, there is pockets of extensive tree planting which provide screening from the waste water treatment works which are to the south east of the site.

### **Site 259 - Land East of West Lund Lane and North of Gawtersike Lane (4.14ha)**

This site is to the south western edge of Kirkbymoorside, and is submitted for residential development. It is adjacent to three roads: West Lund Lane on the west, Gawtersike Lane to the south and Ings Lane on the east. No access is proposed onto Gawtersike Lane, two access are proposed to serve the site. The site has some primarily single depth development to the east. To the north is the Sylatech' site (site submission 454) where precision metal working is undertaken, but the company (Sylatech) are urgent to move to more appropriate premises (at Pickering). Masterplan proposals show site 454 and 259 as a single scheme. The land is at a lower elevation, with some topographical variations. The site is bounded by mature hedging and trees. The site is grazed.

### **Site 260 - Land East of Gillamoor Road (0.22ha)**

This site is submitted as a Development Limit Alteration (residential development), the Development Limits actively exclude the curtilage of the five properties in this locality. This site extends from Gillamoor Road back to the treed, valley of Manor Vale. Some development has occurred at depth to the south. To the immediate north and south are single properties with substantial curtilages. Manor Vale is a Site of Important Nature Conservation.

### **Site 265 - Land North of Swineherd Lane (0.38ha)**

This site is the third of three submissions for residential development, and covers the reduced site submission extent, which is the lower third of the site. The site is a former brickworks, and is situated on Swineherd Lane, a minor road from Kirkbymoorside which goes up into the Moors and links up into Hutton le Hole. The site is situated on generally elevated land, which is surrounded by trees, in a plantation style. It is also within the Fringe of the Moors Area of High Landscape Value. The site is the lowest of two areas of hard standing. The frontage of the site is flatter, and is currently operating as a builder's yard. Access is available from two separate entrances on Swineherd Lane. Planning permission has been sought and granted for holiday lodges. There are a small number of properties along the northern side of Swineherd Lane, at single-depth, with a string of such properties on the southern side of the road.

### **Site 294 - Land South of A170 (5.52ha)**

This site is submitted for residential development and is a broadly rectangular site, with its northern extent abutting the A170. The site is in the south western edge of Kirkbymoorside and is situated between sites 157 and 28. The site extends to the south, beyond these other submissions, and extends over the site of the former railway. There is a small number of residential properties to the east of the site. The site is bounded by mature hedging, with a number of established trees, particularly on the northern boundary, adjacent to the A170.

### **Site 345 - Land North of Waydale Close and East of Gillamoor Road (2.95ha)**

This site is submitted for residential development, and is two irregular shaped fields situated to the northernmost of Kirkbymoorside, off a road which leads to Gillamoor in the Moors. Modern residential development is to the southeast of the site. The field is bounded by hedging which has become grown out, and it is fenced (used for horses). The elevation of the site increases considerably here, and the fields have a considerable gradient. No clear access is identified. The existing access to the site is on a bend.

### **Site 349 - Land South of Lund Barn, Ings Lane (0.50ha)**

This site is submitted for leisure/tourism use. The site currently has Alpaca's grazing. It is a paddock, which is to the immediate south of site submission 509, which is the property of Lund Barn, its curtilage and a paddock area.

### **Site 385 - Land South of Carter Lane and East of Ings Lane (4.39ha)**

This site submission combines site submissions 159 and 210 (213). This is an irregular shaped site submission for residential development which is currently a collection of paddocks and fields on the southern extent of Kirkbymoorside. The site submission is behind primarily early 20th Century development has occurred along Ings Lane. To the south of the site is 'Lund Barn' which dates from at least the 19th Century, and which has now been converted into a residential property. There is access onto Ings Lane, proximal to Gawtersike Lane. To the north is the former railway line, some residential development (with a recently completed scheme to the north). An access to the north of the site is not readily identifiable, the only conceivable access is via Ings Lane, using Carter Lane, but this is not identified on the site submission, and so cannot be inferred. To the south of the site the land is open and rural in character, there is pockets of extensive tree planting which provide screening from the waste water treatment works which are to the south east of the site.

### **Site 389 - Russells, New Road (1.05ha)**

Since the submission of this site for residential development there has been significant changes in circumstance. The original use ceased and planning permission was sought, granted and part-implemented on the site for residential development. The eastern half of the site is now completed. However, Tesco Stores Plc own the western half of the site. They obtained planning permission for a small supermarket on the site. However, the proposal was moth-balled and the permission has since expired. The site is a Brownfield site within Development Limits.

### **Site 411 - Land South of 1-2 Swineherd Lane (0.38ha)**

This site submission for residential development forms part of a suite of site submissions on rising land to the west of Kirkbymoorside and north of Keldholme. The site is physically and



visually distanced from the town, and includes both an area of tree planting and cropping. An agricultural enterprise (a poultry farm) is to the west of the site. It is adjacent to Swineherd Lane, close to where there is a bend in the road. The site is both within the Fringe of the Moors Area of High Landscape Value and within the swathe of land running along the eastern extent of Kirkbymoorside and up to Keldholme which is identified as a Visually Important Undeveloped Area. The site is both on rising land, and is elevated. On the opposite side of the road is a pair of semi-detached dwellings. These properties are viewable at distance. The site is part of an area of identified strip field system.

#### **Site 413 - Former Gas Works, Kirkby Mills Road (0.31ha)**

This site submitted for residential development, and is a relatively small, prominent corner site within Kirkby Mills, immediately to the south of the A170. It is the former gas works, and currently has a range of commercial activities taking place on the site. The site is bounded by a row of deciduous trees. Access onto the site is provided of Kirkby Mills Road, although the site is adjacent to the staggered cross roads between the A170 and Kirkby Mills. The site extent is very similar to site submission 43. Residential development is situated on the opposite side of the road, both on the Kirkby Mills Road, and across from the A170.

#### **Site 431 - Land North and South of Keld Head Road (10.03ha)**

This site is submitted for residential development, and is situated on the north western edge of Kirkbymoorside. The site is on rising land, which is generally elevated, and wider views are achievable of the southern half of the site. It is within the Fringe of the Moors Area of High Landscape Value. The site is formed from four fields, with an access track which leads to a farmstead laterally dividing the site. The access track is included in the site submission. The fields to the north of the track area are not viewable at distance. The site abuts site 102 which is subject of a planning approval. It is also adjacent to site submissions 201 and 345, which are to the immediate east of the site.

#### **Site 433 - Land and Buildings at Kirklands, Carter Lane (0.71ha)**

This site is a unusually shaped site which includes Carter Lane (former railway line), with two residential properties and builder's yard, forming a broadly triangular-shaped site. The site is accessed of Ings Lane, with properties (domestic and commercial) to the immediate north, which front onto the A170.

#### **Site 436 - Land East of Keldholme Poultry Farm, Swineherd Lane (2.02ha)**

This site submission for residential development forms part of a suite of site submissions on rising land to the west of Kirkbymoorside and north of Keldholme, it is to immediate south of site submission 411, and extends to the boundary with site 56 and consists of a single, linear, field. The site is physically and visually distanced from the town, and is cropped. An

agricultural enterprise (a poultry farm) is close to the north west corner of the site. The site is both within the Fringe of the Moors Area of High Landscape Value and within the swathe of land running along the eastern extent of Kirkbymoorside and up to Keldholme which is identified as a Visually Important Undeveloped Area. The site is both on rising land, and is elevated. The site is part of an area of identified strip field system. There is a Public Right of Way which runs across the south of the site, which runs from Keldholme to Kirkbymoorside.

#### **Site 437 - Land East of Keldholme Poultry Farm and South of Swineherd Lane (6.17ha)**

This site submission for residential development forms part of a suite of site submissions on rising land to the west of Kirkbymoorside and north of Keldholme it is to immediately to the east of site submissions 411 and 436, and extends to the boundary with site 56. The site is formed from a series of three fields, two of which are larger and cropped, the northernmost site is grazed. Fields are bounded by mature hedgerows. The site is physically and visually distanced from the town. It is adjacent to Swineherd Lane, close to where there is a bend in the road. The site is both within the Fringe of the Moors Area of High Landscape Value and is adjacent to the swathe of land running along the eastern extent of Kirkbymoorside and up to Keldholme which is identified as a Visually Important Undeveloped Area. The site is both on rising land, and is elevated. On the opposite side of the road, close to the site is a pair of semi-detached dwellings. These properties are viewable at distance. The site is part of an area of identified strip field system.

#### **Site 454 - Sylatech, Ings Lane (1.81ha)**

This site is a currently operating high precision metal working enterprise, with access from Ings Lane, to the south of Kirkbymoorside. The site configuration is broadly formed from strips of land, perpendicular to each other (a right angles). To the north, is a block of trees and residential development, in the north eastern corner other commercial enterprises are situated. Further residential development is situated to the east. To the south is what was in part an expansion site for the Sylatech site in the 2002 Ryedale Local Plan. It is currently a undeveloped, grazed site in a different landownership. This site is previously developed, with significant remediation necessary. This site 454 has also been proposed as being redeveloped simultaneously with 259.

#### **Site 467 - Land North of Keldholme Cottages, Village Street (1.04ha)**

This site is proposed for residential development. The site is to the rear of properties in Keldholme on the northern part of the village. The site is a paddock, surrounded by hedging. The topography is sloping. Access to the field is through a stile which is to the west of a small collection of cottages, this leads to a Public Right of Way. To the east of the site is the River Dove, the site has variable levels of flood risk, with the western part of the site in flood zone 1, the centre in flood zone 2 and the eastern extent in Flood Zone 3.

**Site 488 - Land East of 49 Piercy End (0.23ha)**

This site is within Development Limits, it is also within Kirkbymoorside Conservation Area. The site proposed for residential development. The site is part of a burgage plot to the rear of properties in Piercy End.

**Site 509 - Land East of Ings Lane (Lund Barn) (0.33ha)**

This site comprises Lund Barn, outbuildings and a Paddock, forming a linear, rectangular site, which projects to the east of the lane. The site is separated off from the built extent of the town, along Ings Lane. Site 159 has been submitted to the north of this site.

**Site 524 - Land South of A170 and East of Ings Lane (2.77ha)**

This site is to south of development (bungalows and commercial development) on the south of the A170. The site is formed from two linear fields (historically was three) with access being proposed through the curtilage and dwelling of number 8 New Road (A170). Open fields are to the west and east of the site. To the south is an area of trees, which provides screening from a farm and sewerage treatment works, which are to the south east of the site.

**Site 541 - Land West of Kirkby Mills Road and South of A170, Kirkby Mills (3.83ha)**

This site is a collection of fields between Kirkbymoorside and Kirkby Mills, the site is proposed as mixed use site. The site is proximal to the A170, but a wedge of land straddles between the site and A170. To the east of the site is site 43/413 which is the former gas works. to the south and west of the site the Sewerage Treatment works are adjacent. The northern part of the site is within the Visually Important Undeveloped Area which extends down the eastern side of Kirkbymoorside and which runs between Kirkbymoorside and Kirkby Mills. Large areas of the site are within Flood Zone 3.

**Site 552 - Land South of Gawtersike Lane and West of Springfield (0.58ha)**

This site is a linear site which abuts Gawtersike Lane, and is to the rear (west) of the property of Springfield, a single dwelling with its associate curtilage. The site is made from parts of two fields, and, in terms of the development form only a linear, frontage development along Gawtersike Lane would be achievable.

**Site 554 - Land behind 53 Piercy End (0.08ha)**

This site is within Development Limits, it is also within Kirkbymoorside Conservation Area. The site proposed for residential development. The site is part of a burgage plot to the rear

of properties in Piercy End. The site has no identified access. Although access onto Piercy Lane may be achieved, it is not clear if there is a legal basis on which to do this.

**Site 556 - Land north of Howe End (0.26ha)**

This site is adjacent to the Development Limits, and is proposed as an alteration to those limits. The site is surrounded on most elevations by existing development, and is within the Kirkbymoorside Conservation Area. Due to the site being surrounded by development on three sides, and based on the extent of the site submission, there is no identified access to the site. Access to the north would involve the demolition of a listed property (Grade II 16 Church Street).

**Site 563 - Land south and east of Carter Lane (7.79ha)**

This site is an agglomeration of other previously made site submissions. The site is a collection of six fields for various size and shape, to the south east of Kirkbymoorside. The site has an access from the A170, which is a singular property, and extends to the west to Ings Lane. The site also includes Carter Lane, and extends up to pre-existing development which is to the immediate south of the A170. To the east the site extends to the site submission 541, with the sewerage treatment works to the south east.

**Site 577 - Land at Cooks Motor Co, New Road (0.06ha)**

This is a small site submission, which is within Development Limits. It is being proposed as a plot for residential development, which is within a commercial site. The site is close to the recently completed site.

**Site 622 - Field adjacent to Dove Way, Kirby Mills Industrial Estate (1.77ha)**

This site is one of three site submissions for employment land, which have been submitted to the south of the established Kirby Mills Industrial Estate. It is separated from the industrial estate by the allocation in the 2002 Local Plan. The site wraps round the allocation to the west and extends to the east up to Kirby Mills Lane, which is a lane beyond the existing industrial estate. The site is proximal to the River Dove, and the site is subject to area of high flood risk (flood zone 3) in its western and eastern extents, with the middle of the site being in flood zone 1.

**Site 628 - Land surrounding Broad View, north of A170 (3.72ha)**

This site is formed from a single dwellings with curtilage and outbuildings, and a large paddock to the front and rear. It is situated to the north of the A170, some distance from the settlement, and abutting the site submission 102 (which has an extant planning permission).

The site is on rising land, which rises to the north. The site is within a Health and Safety Executive zone, based on high pressure gas pipelines, which requires consideration before development can be approved in principle. Based on the proximity of the pipeline and the scale of proposed development, the HSE standing advice is "advise against development".

**Site 637 - Land at and north of former Highway Depot, Manor Vale Lane ( 0.75ha)**

This site is to the north of existing settlement, and is within a valley which has been excavated historically. The site contains various areas of hard standing, and temporary, vacant buildings which were a highway depot. Some further buildings are in occupation. To the north is the Manor Vale which is a Site of Important Nature Conservation because it contains Ash woodland and Ancient Trees. Whilst being identified as a site in Flood Zone 1 for rivers and sea flooding, large parts of the site are subject to a high risk of surface water flooding.

**Site 644 - Land south and east of Carter Lane (5.45ha)**

This site is an agglomeration of other previously made site submissions. It is similar in extent to 563, but for a larger section of access onto the A170, the exclusion of Carter Lane and buildings along it, and without the two fields closest to Ings Lane. The site is a collection of four fields for various size and shape, to the south east of Kirkbymoorside, to the north, it extends to include land adjacent to the A170, and extends up to pre-existing development which is to the immediate south of the A170. To the east the site extends to the site submission 541, with the sewerage treatment works to the south east. Planning permission has been sought and granted on the curtilage of 8 New Road, Kirkbymoorside. Which effectively means the site is land locked, if the permission is implemented.

**Site 657 - Land west of Kirkby Mills Road, Kirkby Mills (0.68ha)**

This site was submitted for consideration at the same time as a planning application was being considered on the site. The site is a single field, adjacent to the existing industrial estate at Kirkby Mills. The site is an extant allocation which is identified in the 2002 Local Plan. The site is previously developed, it was a scrap yard in the past, with hard standing and compacted ground. The has areas of high flood risk (Flood Zone 3) on the western and easternmost extents. Because of the previously developed status, planning permission was approved for a commercial enterprise to use the site, with a comprehensive flood risk assessment.

**Site 661 - Land west of Kirkby Mills Industrial Estate (2.53ha)**

This site is situated to the south west of the established industrial estate. The site is broadly square in shape and bounded by hedgerows. No access is identified as part of the site submission, and whilst access may be possibly derived from one of the plots on the

Industrial Estate, this cannot be inferred. The north eastern corner of the site is within flood zone 3, which a thin band of flood zone 2 to the south of this. The rest of the site is flood zone 1.

### **Site 666 - Land South of Swineherd Lane (1.4ha)**

This site is a broadly rectangular site on the eastern edge of Kirkbymoorside, submitted for residential development. It is part of the identified strip field system, and is within the Visually Important Undeveloped Area which runs down the eastern side of the town. It is also within the Fringe of the Moors Area of High Landscape Value. There is a gap in the dwellings along south Swineherd Lane, which is indicated as providing access onto that road. To the immediate west of the site is site 156, a singular strip field. To the south of site is the sports ground, including two tennis courts and bowling club. A Public Right of Way extends across the northern part of the site. The land rises in this area, to the north, and the site is sloping.

### **Overview and Application of the Site Selection Methodology (SSM)**

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.

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](http://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 terms of the form and character of settlements. 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. The process and the methodology for the SSM is set out in a

stand alone document. This section of the settlement -specific paper discusses the key findings of those tables. For the Kirkbymoorside key matters were:

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### ***Settlement-Wide Considerations Kirkbymoorside***

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

#### **Accessibility**

The sites range in their level of accessibility to key facilities and services. The pre-existing location of facilities is a factor, the primary school is on the western edge of the town, meaning sites on the east are at a disadvantage in this particular facility. Other facilities are more centrally situated, but relative to the location of the proposed site, this can mean, as in the case of sites to the north of the town, the distance still increases. Accessibility is also affected by topography, and whilst this was not objectively measured, sites in particular to the north of the A170, are either on sloping land, or accessed by existing streets with a gradient. This is because Kirkbymoorside has developed within a vale. As such, the relative accessibility of sites had to be balanced with landscape considerations, and settlement form and character.

#### **Form and Character- Coalescence**

Concerns about the coalescence of Kirkbymoorside with the outlying villages of Keldholme and Kirkby Mills is a long-standing concern. It was identified as requiring policy intervention through the production of the Ryedale Local Plan which was adopted in 2002. In the resulting Plan, an area of land running to the eastern edge of Kirkbymoorside, and between Kirkby Mills and Kirkbymoorside was identified as a Visually Important Undeveloped Area. This provides the means to ensure that a physical and visual break between the settlements is maintained, and contributed to maintaining the openness of Vivers Hill, which has a scheduled monument. Site submissions such as 541 and 40/158 and 10 would increase substantially the coalescence of the settlements. Keldholme is more distanced from Kirkbymoorside, but it is close to Kirkby Mills. A number of site submissions would significantly increase the ability of Keldholme to coalesce with Kirkbymoorside, these are sites 56, 436, 437 and 411.

#### **Flood Risk**

Flood risk in Kirkbymoorside is primarily identified as being 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. This is required in order to comply with the requirements of national planning guidance and the Local Plan strategy in respect of the application of the Sequential Test, which has been endorsed by the Environment Agency. Surface water drainage issues are an identified concern for some sites, and these have been identified, and highlighted as being a concern. Since the policy considerations around flood risk cover all forms of flooding, these sites in Flood Zone 1 but with high surface water flood risk will perform poorly through the SSM, as sequentially preferable sites are available. The Strategic

Flood Risk Assessment identifies further areas of localised, and low- level risk of surface water flooding. However, for sites over 1ha, a flood risk assessment is required to ensure that surface water attenuation is maximised to at least greenfield runoff rates. As such consideration of sites for residential development is acceptable in principle concerning flood risk.

There is, in proximity of the River Dove, higher flood risk which is identified in the Strategic Flood Risk Assessment (SFRA). Sites in proximity to Kirkby Mills (622,661,541) have at the very least either pockets or substantial areas which are at Flood Zone 3, and because these sites are greenfield sites, the SFRA requires that such sites are classified as Flood Zone 3b, termed function flood plain. Such areas would be discounted from the application of the stage 1 of the Site Selection Methodology. This can consequently affect the developability of the remaining extent of the site. Site 622 was originally consulted upon as a Group 3 site, subject to flood risk mitigation through an Flood Risk Assessment, being the only employment land submission up to November 2015 and adjacent to the established industrial estate it was considered it passed the 'sequential test'. However, significant parts of the site are termed in flood zone 3b, and the Environment Agency has objected to the principle of continued inclusion of the site as being a preferred site for employment land, irrespective of a submission of a Flood Risk Assessment (FRA) (which has not been produced in any event). This is because areas of land in Flood Zone 1 could be considered.

### **Agricultural Land Productivity**

In terms of agricultural productivity, the sites proposed on land around Kirkbymoorside are classified as entirely, Grade 3, which is typical of settlements on the edge of the Vale of Pickering. There is some localised topographical variations which may affect the agricultural productivity in other ways. 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, within the context of the Spatial Strategy, and consider sites which are in the first instance available, deliverable and developable, there is an acknowledgement that through development of sites around Kirkbymoorside, there is likely to be loss of BaMV agricultural land. However, this loss has to be balanced against the above matters, and that any development will use the land in an efficient manner. With the exception of site 102 the range of sites for the Local Planning Authority are smaller in size, and less likely to result in significant loss of agricultural productivity.

### **Health and Safety**

Northern Gas Networks run high pressure gas pipelines (hpgps) from the northeast to Yorkshire (and beyond). The Local Planning Authority is provided with information about the mapped position of such pipelines, and the pipeline runs close to Kirkbymoorside, Pickering and Thornton le Dale. Separate to a 25m easement/buffer either side of the pipeline, the Health and Safety Executive (HSE) provide guidance around the consideration of risk and impact posed by the presence of features such as hpgps. It provides a risk matrix by which the type of proposed development is assessed against the proximity of the line, by zones. Two sites (628 and 157) have been discounted on the basis of proximity to the pipelines, and a 'advise against development' conclusion using the HSE matrix.



## **Historic Landscape Features**

The field patterns around Kirkbymoorside have become substantially altered over time. However, it has been identified through the work undertaken by the County Council in the Historic Landscape Characterisation that there is some strip field systems remaining. These are principally concentrated to the east of the settlement, on land between Kirkbymoorside and Keldholme. These are the relic land boundaries (hedgerows) from Mediaeval farming practices. They have become, over time, rare within the Vale of Pickering. Having both an intrinsic value as a non-designated heritage asset, and identified by Historic England (formerly English Heritage) as being important to retain; they significantly contribute to the setting of the settlements of Pickering and Kirkbymoorside, by bringing a more enclosed, softer landscape to the land surrounding the towns. They were accordingly identified in the SA as being a locally-specific feature which required particular consideration. Being a heritage asset, they are finite features, which when lost, are not replicable. Whilst arguments can be made that the field patterns can be retained in situ, this does not allow the intervisibility between the hedgerows to be appreciated, which is a key element of the significance of the asset. In assessing whether sites which contain such features are appropriate to be developed, this requires an understanding of the quality of the strip field systems in that particular site, and their contribution to the setting of the town. The Site Selection Methodology provides the ability to consider such features. In the Selection Methodology the impact on these features is considered based on their level of intactness and their visual prominence, which influences their contribution to the setting of the settlement. In the grouping exercise, which follows the SSM, it is therefore a matter of judgement as to whether in the planning balance it is appropriate for the loss of such a feature. Group 3 sites, amongst other factors, have either no strip fields, or include strip fields which have become so degraded that their contribution to the setting of the town has become less than significant. Group 2 sites, amongst other factors, are sites which are visually prominent, with relatively intact strip fields identified, this is on the basis that the loss of a strip field to development cannot be mitigated.

## **Designated Heritage Assets**

Kirkbymoorside has an extensive Conservation Area, which is focused on the central 'spine' of the settlement which runs on a predominantly north-south axis, with development to the west, including West End and Dale End, with the boundary extending on the eastern side to including paddocks. Considerations associated with the Conservation Area were focused on the collection of smaller sites which were adjacent to the Conservation Area.

There are two adjacent Scheduled Monuments, the first is Neville Castle. This includes the buried and standing remains of a late medieval hunting lodge known as Neville Castle, located on the north side of Kirkbymoorside (including two dwelling houses and their curtilages). Neville Castle is believed to have replaced the moated manor house on Vivier's Hill, 500m to the south east. No site submissions were in proximity to this site, and separated by development and topography.

The second monument includes the remains of the moated manor house site on Vivers Hill, overlooking the church and centre of Kirbymoorside. The monument is sited on a hillside just below the spring line. The moat is a well preserved earthwork with a ditch typically over 2.5m deep and 8m wide with a slight bank on its external side. It encloses a roughly rectangular island, c.90m by 70m, which is slightly raised and divided into three west facing terraces. This island contains a number of low earthwork features, especially on the two uppermost terraces, which are interpreted to be the remains of buildings and other features. The lowest terrace is noticeably flat and may have been a garden. Again, this area of open, rising land is prominent within the settlement, and no submissions were made on the slopes of this area.

Kirkbymoorside's numerous Listed Buildings are concentrated, primarily on: Piercy End, Church Street, West End, the Market Place and up to Castle Gate and Dale End. Buildings are primarily frontage properties, with the exception of the windmill off West End, and a collection of properties to the north of Dale End, and west of Castle Gate, which have substantial curtilages. Site submissions individually looked at the potential for impact on the setting or fabric of listed buildings, to assess whether the impacts would affect the significance of the listed buildings.

### **Employment Land Supply**

Kirkbymoorside's employment land supply is subject to wider policy considerations. As identified, after the adoption of the Helmsley Plan, the Local Plan Strategy's residual employment land requirement for Helmsley and Kirkbymoorside was 0.35 ha. The Local Planning Authority's original preferred site (622) became discounted after Environment Agency objection (see above paragraph on flooding). Since February 2016 planning permission has been granted on site 657 (a later site submission) which has effectively 'mopped up' the residual requirement. There is no necessity on the Local Planning Authority to release further land for employment purposes in the Plan period. This does not, however, preclude the consideration of a future site(s) in principle coming forward under policy SP6 of the Local Plan Strategy.

### **Biodiversity**

Kirkbymoorside is one of the District's settlements within a 10km buffer zone of the North York Moors Special Protection Area (SPA). This is an international level biodiversity designation, so designated for the protection of ground nesting birds, the primary species for protection being the Golden Plover. As part of the Habitats Regulations Assessment of the Local Plan Strategy, survey work was undertaken in 2012 and 2013 to investigate the implications of the potential development sites being larger, greenfield sites in Helmsley, Pickering and Kirkbymoorside. An initial single visit breeding bird survey undertaken in June 2012 it was possible to determine that none of the proposed Greenfield development sites identified would be attractive to breeding Golden Plover. However, that survey identified a number of sites which might be attractive to the species as 'off-duty' foraging areas during the incubation period. Therefore a three visit follow up survey was undertaken during the main incubation period in April and May 2013. The 2013 survey recorded no Golden Plover at any of the survey sites. In addition there were no sightings of Golden Plover within 1km of any survey site, effectively covering the whole of the settlement. It concluded: "*We can therefore be confident that none of the survey sites are of significant importance for Golden*

*Plover and that it is safe to conclude that the loss of these sites will not be detrimental to the species in the North York Moors SPA."*

Other bird species were recorded, which are on the Red and Amber lists of Birds of Conservation Concern. None of the species recorded were recorded in numbers sufficient to suggest that any of the sites were particularly significant. These birds would also be covered by the statutory framework of protection afforded by the Wildlife and Countryside Act.

### ***Site- Specific Considerations Kirkbymoorside***

#### **Site 5 - Land North of 2 Dove Way and West of Kirby Mills Road, Kirkby Mills**

##### *Stage 1:*

The site fails to comply with the stage one of the Site Selection Methodology. This is due to the site size and because of the high flood risk covering a large part of the site.

#### **Site 10 - Land north of Village Street, Keldholme**

##### *Stage 1:*

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

##### *Key considerations at Stage 2:*

The site is part of identified strip field system, and is part of the Visually Important Undeveloped Area which runs down the eastern side of Kirkbymoorside. The site is to the north of Kirkby Mills and so its development would contribute significantly to coalescence. It is also adjacent to the sports field, which could either create a nuisance issue, or prevent any expansion of sports facilities at the site.

As a result of the 2015 sites consultation, the new landowner confirmed that they have no intention to bring the site forward for development at the present time.

#### **Site 28 - Land South of New Road**

##### *Stage 1:*

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

##### *Key considerations at Stage 2:*

This site currently contributes to the western setting of Kirkbymoorside by the presence of the trees, which were formerly an orchard. The site is also identified as being in one of two areas of strip field systems which are adjacent to Kirkbymoorside. This is a finite historic feature. The site would also not be able to deliver any meaningful contribution of affordable housing.

### **Site 40 - Land West of Alderson House**

#### *Stage 1:*

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

#### *Key considerations at Stage 2*

This site is a triangular wedge of land between the a170 and the Keldholme Road, between Kirkbymoorside and Kirkby Mills, its consequent positioning is important; it is the site which would close the gap between Kirkby Mills and Kirkbymoorside if it was developed. The site is also of a configuration which would make it a challenge to bring forward a meaningful level of development- including affordable housing provision. A large part of the site is subject to high risk of surface water flooding. Sequentially preferable sites are available.

### **Site 43 - Former Gas Works at Kirby Mills**

#### *Stage 1:*

The site fails to comply with the stage one of the Site Selection Methodology due to the site falling below the site size threshold, and due to the flood risk which is flood zone 2 and 3a.

### **Site 56 - Land North of Village Street, Keldholme**

#### *Stage 1:*

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

#### *Key considerations at Stage 2:*

This site is situated on rising land on a prominent site between Kirkby Mills and Keldholme. It is considered that the site is not well-related to Kirkbymoorside, and would in effect be enlarging Keldholme, and the site is already designated a Visually Important Undeveloped Area. Development of the site would contribute to coalescence issues between Kirkby Mills and Keldholme. There are pocket of high flood risk, but their ability to affect the delivery of the site is dependent on the position of the access, these areas of higher risk could be avoided.

### **Site 58 - Land North of Wainds Field**

This site is subject to an extant planning permission.

#### *Stage 1:*

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

#### *Key considerations at Stage 2:*

A site which performs well through all three stages of the Site Selection Methodology, subject to appropriate site-specific considerations, as considered as part of the planning permission. The site is adjacent to the Conservation Area.

### **Site 87 - Old Brickworks, North of Swineherd Lane**

#### *Stage 1:*

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

#### *Key considerations at Stage 2:*

This submission reflects the larger site extent, which extends up from Swineherd Lane, into the elevated land, which is surrounded by plantation forest. Despite parts of the upper and lower areas being previously developed, development of this site would lead to a particularly prominent development. The site is on elevated land, which is open to views from the lower elevations both in proximity and at distance. Developing the site in full would be incongruous with the pattern and form of development which currently exists in the area surrounding the site. Development has tended to be single depth, and fronts the road, properties which do this are viewable at distance. The site is of a considerable distance from the Primary school, this site being on the elevated land of the east, and the school on the lower land to the south west. The site is a Brownfield site in part, but that does not outweigh the identified wider harm to the setting of Kirkbymoorside.

### **Site 102 - Land North and West of Westfields**

There is an extant planning permission covering this site for 225 homes.

#### *Stage 1:*

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

#### *Key considerations at Stage 2:*

The Site Selection Methodology identified that, whilst the performed in general well, this was a very substantial site to be considered on its entirety on the western edge of the settlement. The site was recognised as providing an opportunity to improve the current western edge of the settlement. Outline Planning permission has been granted for residential development on the site, which includes landscaping which will improve the western edge of the town. The site is located in an area of the Town which is consistent with the Local Plan Strategy and the landscape constraints around Kirkbymoorside. Although reserved matters applications have not been submitted and the current permission may expire, the indications from the development industry are that the site is attractive, in principle to housebuilders. The current land promoter has indicated that the site is deliverable/developable.

### **Site 132 - Sunnycroft, Village Street, Keldholme**

#### *Stage 1:*

The site fails to comply with the stage one of the Site Selection Methodology. The site is a paddock on the eastern edge of Keldholme. It is not compliant with the Spatial Strategy which would identify Keldholme as a 'Other Village'.

### **Site 145 - Land North of 4 Rivis Square**

#### *Stage 1:*

The site fails to comply with the stage one of the Site Selection Methodology. This is due to the size of the site. Had the site been of a size where it would have passed stage 1, the Site Selection methodology identified the importance of this area to the character and appearance of the Conservation Area, as an open area, with its heterogeneity of a mixture of outbuildings, gardens and paddocks, transiting into the open rising sweep of Vivers Hills.

### **Site 156 - Land South of Swineherd Lane and East of Springfield Lane**

#### *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 modern estate-type of development on the eastern elevation of Kirkbymoorside, as such it does relate well to the existing built form of the settlement. The site is on sloping land to the south of Swineherd Lane, meaning that any form of development would require careful consideration in terms of scale, massing and landscaping. The site is within the Area of High Landscape Value, within the Visually Important Undeveloped Area. The is also an part of an identified strip field system complex. Access could be provided onto Swineherd Lane. Access could, subject to the agreement of landowners, be also provided through Duna Way.

### **Site 157 - Land South of Dunromin, A170**

#### *Stage 1:*

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

#### *Key considerations at Stage 2:*

Using the Health and Safety Executive risk matrix, the type of proposed development is assessed against the proximity of the line, by zones. This site by virtue of the proximity of the site to the pipeline and the type of development proposed, has concluded an 'advise against development'. As such, this site would not be able to progress further through the allocation process. Had this not been the case, the Site Selection Methodology identifies that the site is distanced from the town, on a prominent entrance to the town on the less-developed southern side. Despite its square shape, the site is recognised as being part of the strip field system which is to the south west of the settlement.

### **Site 158 - Land West of Alderson House**

#### *Stage 1:*

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

#### *Key considerations at Stage 2:*

This site is a triangular wedge of land between the A170 and the Keldholme Road, between Kirkbymoorside and Kirkby Mills, its consequent positioning is important; it is the site which would close the gap between Kirkby Mills and Kirkbymoorside if it was developed. The site is also of a configuration which would make it a challenge to bring forward a meaningful level of development- including affordable housing provision. A large part of the site is subject to high risk of surface water flooding. Sequentially preferable sites are available.

### **Site 159 - Land East of Ings Lane**

#### *Stage 1:*

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

#### *Key considerations at Stage 2:*

The majority of development in Kirkbymoorside has occurred to the north of the modern A170. This site is to the south. There has been some development in the twentieth century along Ings Lane, in the form of single depth detached dwellings. Ings Lane is physically and visually distanced from the main part of the Kirkbymoorside, this is, in part, a function of the topography. This site is a paddock with a linear field to the rear, as such it has a strongly rural feel. The SSM also identified that the site is adjacent to Lund Barn, which has been on historic maps since at least the 1850s, as an isolated barn and associated paddock (which became a dwelling).

### **Site 162 - Old Brickworks, North of Swineherd Lane**

#### *Stage 1:*

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

#### *Key considerations at Stage 2:*

This submission reflects the larger site extent, which extends up from Swineherd Lane, into the elevated land, which is surrounded by plantation forest. Despite parts of the upper and lower areas being previously developed, development of this site would lead to a particularly prominent development. The site is on elevated land, which is open to views from the lower elevations both in proximity and at distance. Developing the site in full would be incongruous with the pattern and form of development which currently exists in the area surrounding the site. Development has tended to be single depth, and fronts the road, properties which does this are viewable at distance. The site is of a considerable distance from the Primary school, this site being on the elevated land of the east, and the school on the lower land to the south west. The site is a Brownfield site in part, but that does not outweigh the identified wider harm to the setting of Kirkbymoorside.

### **Site 163 - Land to the Rear of Moorside Nurseries**

This site is developed.

### **Site 201 - Land North of Keld Head Close and East of Wayvale Close**

#### *Stage 1:*

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

#### *Key considerations at Stage 2:*

This site is to the north of Kirkbymoorside. It is adjacent to the edge of the settlement, and is on a parcel of land which is on flatter land. The site is adjacent to development on two sides. Access would be onto Keld Head (Road). Despite its relevant elevation, the land is flatter at this point. Long distance views are therefore not achievable of this site. The site also displays variable accessibility to key facilities, particularly the walk to a regular bus stop.

### **Site 209 - Land North of Howe End**

This site has now been discontinued by the landowner/site submitter.

### **Site 210 - Land South of Carter Lane**

#### *Stage 1:*

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

#### *Key considerations at Stage 2:*

The site has no readily identifiable access. The SSM has identified both landscape and form and character sensitivities. The site projects out into the open countryside, with a limited context to pre-existing development. Development of the site would represent the merging of three linear fields, which although not identified as being 'Strip Fields' they have a distinct morphology. It is considered that development of this site would represent a new direction of development for town.

### **Site 212 - Land Between Woodleigh and The Bungalow, Swineherd Lane**

#### *Stage 1:*

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

### **Site 213 - Land South of Carter Lane**

#### *Stage 1:*

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

#### *Key considerations at Stage 2:*

The site has no readily identifiable access. The SSM has identified both landscape and form and character sensitivities. The site projects out into the open countryside, with a limited context to pre-existing development. Development of the site would represent the merging of three linear fields, which although not identified as being 'Strip Fields' they have a distinct morphology. It is considered that development of this site would represent a new direction of development for town.



## **Site 259 - Land East of West Lund Lane and North of Gawtersike Lane**

### *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 Sylatech site, and is to the south of the A170. This has not been an area where the majority of Kirkbymoorside's development has occurred, and the Local Plan Strategy identifies that development should, generally, be to the north of the A170. The Local Plan Strategy acknowledges that in the development principles, development to the south of the town should "*consolidate existing redevelopment opportunities without redefining the traditional built form of the town*". The site does display a good level of accessibility to key facilities, although it is situated to the south of the busy A170 which does compromise its accessibility.

Access to the site is capable from Ings Lane, but the width is a concern, a new access could be created, on both Ings Lane and West Lund Lane. The site is gently undulating, but is on land of relatively low elevation, and as such wider views of the site are not readily achievable. With the proximity of the industrial activity (which has raised neighbour objections in the past) this site could not come forward without the cessation of the activities on the Sylatech Site. Proposals have been submitted where the above site (454) and this site are considered as a single site. This is discussed regarding site 454 and in the section: 2015 Interim Conclusions.

## **Site 260 - Land East of Gillamoor Road**

### *Stage 1:*

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

## **Site 265 - Land North of Swineherd Lane**

### *Stage 1:*

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

### *Key considerations at Stage 2:*

A relatively small site, this Brownfield site is the smaller extent of previous submissions (87 and 162). Due to the lack of slope, the lower part of the site would, whilst still being visible along Swineherd at distance, be more in keeping with the existing residential properties which are situated along this road. The site provides variable accessibility, in particular, access to the school is more than 15 minutes walking, and through the town. The site is currently a builders yard, but has been used extensively for various activities (including a brickworks). There is contamination on the site which would need remediation, and specific water supply techniques, the specification of which would be determined by Yorkshire Water, as supplier of water. The site is indicatively capable of 8 units, but is relatively linear and

narrow, and is therefore only capable of delivering a small amount of housing, and since the contributions for affordable housing cannot be sought on the site if it is 5 or less, depending on how this site comes forward the ability to deliver affordable housing will be significantly constrained.

#### **Site 294 - Land South of A170**

*Stage 1:*

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

*Key considerations at Stage 2:*

The Site Selection Methodology identifies that the site is distanced from the town, on a prominent entrance to the town on the less-developed southern side. The site is linear, and extends south beyond over site submissions in this locality. The site is recognised as being part of the strip field system which is to the south west of the settlement. Development of this site would be viewable a displaced 'limb' of development.

#### **Site 345 - Land North of Waydale Close and East of Gillamoor Road**

*Stage 1:*

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

*Key considerations at Stage 2:*

This site is the most northerly site submissions, as such the accessibility to key facilities is variable. The site is on sloping land and is elevated, if the site was considered acceptable it would need careful revision in its extent. Access is not clearly identified, current access to the field is provided on a bend.

#### **Site 349 - Land South of Lund Barn, Ings Lane**

*Stage 1:*

The site fails to comply with the stage one of the Site Selection Methodology due to site's submission being for a use (tourism/leisure) which is not proposed in principle to be allocated within the Local Plan Strategy.

#### **Site 385 - Land South of Carter Lane and East of Ings Lane**

*Stage 1:*

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

*Key considerations at Stage 2:*

Being an agglomeration of other site submissions, this site on the south eastern corner of the settlement is currently strongly rural it is qualities and is visually and physically distanced from the main settlement. Access could conceivably provided on both Carter Lane and Ings

Lane. Whilst the submission does unify disparate sections of land, the development of the site would not enhance the character and setting of the town.

### **Site 389 - Russells, New Road**

#### *Stage 1:*

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

#### *Key considerations at Stage 2:*

This site is subject to an extant residential consent, as half the Outline permission was implemented. The land is currently in abeyance. Planning permission was sought by Tesco plc for a store on the site. This permission expired in January 2016. The site is a Brownfield site, and despite being south of the A170 has excellent levels of accessibility. As such, despite the current deliverability issues, this site could still come forward for residential development and preformed well through the application of the Site Selection Methodology in other respects.

### **Site 411 - Land South of 1-2 Swineherd Lane**

#### *Stage 1:*

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

#### *Key considerations at Stage 2:*

This site is elevated, and on open land. The access would be identified on to Swineherd Lane which is narrow and there is a bend to the north of the site, making visibility poor for turning. The site is somewhat distanced from the settlement, and as part of a collection of greenfield sites. Development of this site would lead to coalescence of Kirkbymoorside and Keldholme, by reducing the ability to read Keldholme as being separate from Kirkbymoorside. Development of this site would make it harder to resist in the future site allocation proposals/permissions to build within the land to south (already submitted as site 436/437/467 and 56). Development of this site, and the other sites mentioned would also make it harder to resist resulting infilling of the fields between the edge of Kirkbymoorside and the above mentioned sites, which are identified as Strip Fields, and are within both the Area of High Landscape Value (Fringe of the Moors) and the Visually Important Undeveloped Area. As such it is considered that, individually or cumulatively, development of this site would detract from the form and character of Kirkbymoorside by compromising the setting of Kirkbymoorside and its relationship with adjacent settlements.

### **Site 413 - Former Gas Works, Kirkby Mills Road**

#### *Stage 1:*

The site fails to comply with the stage one of the Site Selection Methodology due to the site falling below the site size threshold, and due to the flood risk which is flood zone 2 and 3a.

### **Site 431 - Land North and South of Keld Head Road**

#### *Stage 1:*

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

#### *Key considerations at Stage 2:*

This is a relatively large site, which is split between the access road that lead to the farm. The track is edged with high, mature hedging which in combination with an flatter elevation means long distance views of the northern part of site 431 are not achieved. The site is however, strongly rural in character and would not be well assimilated into existing development (unless 201 is developed first). For the land to the south of the hedging and road, the two fields are viewable at long distance, the sites are on sloping land, which is adjacent to existing development on Keld Head Orchard (east), and Beech Drive (south). Planning permission has been sought and approved on the suite of fields to south (102), and development of this site would have development right up to the hedge, and would be a prominent site.

### **Site 433 - Land and Buildings at Kirklands, Carter Lane**

#### *Stage 1:*

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

#### *Key considerations at Stage 2:*

This site is very much a product of its circumstance. It is a relic of the former Kirkbymoorside Railway. The site is proposed as a mixed use, which given its already contains some residential properties, with a builders yard, that mixed use is already present. The site is already within development limits. As such, there is a policy principle on this land area, and given its size, its redevelopment would be very limited in its ability to deliver meaningful affordable housing contributions in itself. It has been submitted, and also excluded, from other site submissions.

### **Site 436 - Land East of Keldholme Poultry Farm, Swineherd Lane**

This site is elevated, and on open land. The access is identified on to Swineherd Lane which is narrow and there is bend to the north of the site, making visibility poor for turning. The site is somewhat distanced from the settlement, and as part of a collection of greenfield sites. Development of this site would lead to coalescence of Kirkbymoorside and Keldholme, by reducing the ability to read Keldholme as being separate from Kirkbymoorside. Development of this site would make it harder to resist in the future site allocation proposals/permissions to build within the land to south (already submitted as site 411/437/467 and 56. Development of this site, and the other sites mentioned would also make it harder to resist resulting infilling of the fields between the edge of Kirkbymoorside and the above mentioned sites, which are identified as Strip Fields, and are within both the Area of High Landscape Value (Fringe of the Moors) and the Visually Important Undeveloped Area. As such it is considered

that, individually or cumulatively, development this site would detract from the form and character of Kirkbymoorside by compromising the setting of Kirkbymoorside and its relationship with adjacent settlements.

### **Site 437 - Land East of Keldholme Poultry Farm and South of Swineherd Lane**

This site is elevated, and on open land. The access is identified on to Swineherd Lane which is narrow and there is a bend to the north of the site, making visibility poor for turning. The site is somewhat distanced from the settlement, and as part of a collection of greenfield sites. Development of this site would lead to coalescence of Kirkbymoorside and Keldholme, by reducing the ability to read Keldholme as being separate from Kirkbymoorside. Development of this site would make it harder to resist in the future site allocation proposals/permissions to build within the land to the south (already submitted as site 411/436/467 and 56). Development of this site, and the other sites mentioned would also make it harder to resist resulting infilling of the fields between the edge of Kirkbymoorside and the above mentioned sites, which are identified as Strip Fields, and are within both the Area of High Landscape Value (Fringe of the Moors) and the Visually Important Undeveloped Area. As such it is considered that, individually or cumulatively, development this site would detract from the form and character of Kirkbymoorside by compromising the setting of Kirkbymoorside and its relationship with adjacent settlements.

### **Site 454 - Sylatech, Ings Lane**

#### *Stage 1:*

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

#### *Key considerations at Stage 2:*

This site submission is the currently operational Sylatech site. The site is to the south of the A170, and at the time the site was put forward, the intention was to access the site from Ings lane. It is understood that this is no longer possible. The site has been submitted separately to site 259, which is the adjacent Greenfield land to the west/south which is in separate ownership. As a Brownfield site in Development Limits, there is already in principle the ability to consider residential development on this site, and the site is adjacent to residential development and there has been long-standing tensions with the operation of the site in terms of neighbouring amenity. Although this has reduced as the nature of the operations associated with the existing operator have changed over time.

The development of the site would result in the loss of employment land. Loss of employment land needs to be read in the context of why the site has been submitted. The site is no longer capable of meeting Sylatech's aspiration of a modern facility which will better meet current and anticipate future operational requirements of Sylatech. As such, they are seeking to relocate to a new site in the District, and have identified a site at Pickering (site 650) which would also provide land for a wider business park, since Pickering is 12.1 km or 7.5 miles, this represents a realistic opportunity for the existing workforce to work at Pickering. The retention of this expanding, successful enterprise, and the consequent job retention and enhancement is an important matter to consider on a District – wide basis.

Policy SP6 allows the consideration in principle of further sites for employment development, particularly at the Market Towns, so if there is demand for a new employment site that can be considered on its merits.

The site is subject to a number of constraints. It is subject to a number of constraints. It has limited access onto the A170, contamination and it is a site that has a presence of Great Crested Newts. Additionally, it is considered that the configuration of the site would present a challenge to its development and viability.

In 2007, a planning application was submitted on the site for residential development by a major housebuilder. Micrometalsmiths (the former company occupying the site) entered a pre-emption agreement with that housebuilder who also placed a covenant on the access to the A170. That application was not determined or progressed. In view of the issues associated with the site as they are now known (particularly access), the site is not considered to be deliverable or developable.

The current owners of the site, Sylatech and the adjacent land owner (259) have sought to have both sites allocated, and master plans have been submitted which show the sites being developed out together. Original proposals included arrangements between the parties to enable some of the development value of the sites being loaned to Sylatech to assist relocation to Pickering. More recently, this position has been revised and the sites are being progressed in tandem on the basis that the landowner of site 259 will provide unfettered access to the Sylatech site to facilitate its redevelopment and the relocation of the company.

Notwithstanding this, site 259 is a greenfield site to the south of Kirkbymoorside. As discussed earlier, this has not been an area where the majority of Kirkbymoorside's development has occurred, and the Local Plan Strategy identifies that development should, generally, be to the north of the A170. In this respect, Site 259 is not a site which the Local Plan Strategy indicates is within a preferred location for residential development at Kirkbymoorside. The site does however, have relatively good accessibility to key facilities at the Town although the A170 is a barrier. Access to the site is capable from West Lund Lane. The site is gently undulating, but is on land of relatively low elevation, and as such wider views of the site are not readily achievable, with the exception of views into Kirkbymoorside from the west. With the proximity of the neighbouring employment/industrial activity (which has raised neighbour objections in the past) this site could not come forward without the cessation of the neighbouring (unfettered) employment land use on site 454.

### **Site 467 - Land North of Keldholme Cottages, Village Street**

#### *Stage 1:*

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

#### *Key considerations at Stage 2:*

This site is to the north of Keldholme village. Whilst it has been considered through stage 1, this site would be expanding Keldholme. This site would not comply with neither SP1 nor SP2 of the Local Plan Strategy. The site is also subjected to a range of level of Flood risks, with the majority of the site being in Flood Zone 2, with some in Flood Zone 3. The site therefore, when subjected to the sequential test, is ruled out at other sites are available which are within Flood Zone 1.

### **Site 488 - Land East of 49 Piercy End**

#### *Stage 1:*

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

### **Site 509 - Land East of Ings Lane (Lund Barn)**

#### *Stage 1:*

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

#### *Key considerations at Stage 2:*

This site is only just over the site consideration threshold, and as such is unlikely to deliver a meaningful level of affordable housing. The site is the isolated Lund Barn and its associated paddock. Development of the paddock would be an intrusive projection out from the lane into open fields. Lund Barn is identified on the 1851 map, it represents a long-standing feature, which is capable at viewing from distance (views of southern Kirkbymoorside area are viewed from Great Edstone). The Site Selection Methodology identifies that this is a sensitive site, which whilst not being a designated heritage asset, nevertheless the site contributes to the setting of the settlement.

### **Site 524 - Land South of A170 and East of Ings Lane**

#### *Stage 1:*

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

#### *Key considerations at Stage 2:*

This submission is another the various site submissions in the south eastern part of Kirkbymoorside. This is however, not linking up to Ings Lane, and the access would solely be provided through 8 New lane, this could then link to the A170. Whilst longer distance views are not readily achievable, the site would represent a new direction of development at Kirkbymoorside. This site would increase a sense of coalescence, by increasing the amount of development in an area which helps to provide a sense of separation. As proposed this site would be a block of development which would have limited connectivity with any pre-existing development.

### **Site 541 - Land West of Kirkby Mills Road and South of A170, Kirkby Mills**

#### *Stage 1:*

The site fails to comply with the stage one of the Site Selection Methodology due to the high levels of flood risk which are across a significant part of the site.

Had the site progressed to be considered through Stage 2, significant coalescence issues were identified.

### **Site 552 - Land South of Gawtersike Lane and West of Springfield**

#### *Stage 1:*

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

#### *Key considerations at Stage 2:*

The site has, by virtue of its southern position, variable accessibility. The site would effectively operate a single depth, frontage development along Gawtersike Lane, this is a narrow, lane, and frontage access would be required by each property, the Highways Authority has identified that without substantial widening the road is not capable of taking development on to it. The site is adjacent to a single dwelling house, and would produce ribbon development. This site is currently very rural in character, and does not relate at all to Kirkbymoorside as a settlement.

### **Site 554 - Land behind 53 Piercy End**

#### *Stage 1:*

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

### **Site 556 - Land north of Howe End**

#### *Stage 1:*

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

### **Site 563 - Land south and east of Carter Lane**

#### *Stage 1:*

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

#### *Key considerations at Stage 2:*

This represents the biggest agglomeration of site submissions in the south east of Kirkbymoorside. Covering from where New Road extends to on the east. The site is over 7 hectares, and extends to Ings Lane on the west. Access would be onto Ings Lane, and is also identified onto New Road, and then onto the A170. As such for a site of this size access issues would be present, due to the narrowness of Ings Lane, and the width of the potential, inferred access onto the A170. The Site Selection Methodology identifies that this area contributes significantly to the setting of the town, as such its development would be harmful to that contribution. Furthermore, it is considered that the site's development would, whilst not directly bring about coalescence, it would make it harder to view Kirkby Mills as a separate village. The existing field patterns, whilst not identified as being 'Strip Fields' nonetheless the heterogeneity of the patchwork pattern of fields gives this area a strongly rural character. The Local Plan Strategy acknowledges that in the development principles,



development to the south of the town should consolidate existing redevelopment opportunities without redefining the traditional built form of the town. This site would totally redefine the extent of the town to the south, and it would extend to include the land which current separates Lund Barn from the settlement.

### **Site 577 - Land at Cooks Motor Co, New Road**

#### *Stage 1:*

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

### **Site 622 - Field adjacent to Dove Way, Kirby Mills Industrial Estate**

#### *Stage 1:*

The site fails to comply with the stage one of the Site Selection Methodology due to the flood risk.

This site was assessed through the SSM. Officers were aware of the high flood risk on the site which is present on its western and eastern elevations. It was the only parcel of land submitted for consideration as an employment site, and was well related to the existing industrial estate. However, the Environment Agency objected to the inclusion of the site as a preferred site for employment development, and the site submitter provided no Flood Risk Assessment to assess what flood risk mitigation could be undertaken. The site failed the sequential test as other land in the vicinity had a lower flood risk (despite not being brought forward for consideration).

Circumstances were then overtaken by the submission of 657, which has since received planning permission, and meets the residual requirement for employment land.

### **Site 628 - Land surrounding Broad View, north of A170**

#### *Stage 1:*

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

#### *Key considerations at Stage 2:*

This site is currently distanced from Kirkbymoorside, but would be adjacent to the edge of site 102, which has now obtained planning permission. The site is open and prominent. Using the Health and Safety Executive risk matrix, the type of proposed development is assessed against the proximity of the line, by zones. This site by virtue of the proximity of the site to the pipeline and the type of development proposed, has concluded an 'advise against development'. As such, this site would not be able to progress further through the allocation process. Had this not been the case, the Site Selection Methodology identifies that the site is distanced from the town, and on a prominent entrance to the town.

### **Site 637 - Land at and north of former Highway Depot, Manor Vale Lane**

#### *Stage 1:*

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

#### *Key considerations at Stage 2:*

This site is topographical constrained, with relatively steeply incised valley, within the naturally occurring vale, which is heavily treed, and is a Site of Importance for Nature Conservation (including ancient trees). The site also contains buildings which could have conflicts of amenity with residential development. The site also has some contamination issues. The site extent has been indicated as needing revision due to a change in landownership. To date, no clarification has been received regarding the site extent. A large part of the site is subject to high risk of surface water flooding. Sequentially preferable sites are available.

### **Site 644 - Land south and east of Carter Lane**

#### *Stage 1:*

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

#### *Key considerations at Stage 2:*

This site displays some of the characteristics of site 563. This represents the second biggest agglomeration of site submissions in the south east of Kirkbymoorside. Covering from where New Road extends to on the east, but does not extent across to Ings Lane. Access is also identified onto New Road, and then onto the A170, this site submission widens the access point, however, as planning permission has now been sought for a dwelling on this wedge of land, the ability to deliver a safe and efficient access is now unlikely. Like for site 563, the Site Selection Methodology identifies that this area contributes significantly to the setting of the town, as such its development would be harmful to that contribution. Furthermore, it is considered that the site's development would, whilst not directly bring about coalescence, it would make it harder to view Kirkby Mills as a separate village. The existing field patterns, whilst not identified as being 'Strip Fields' nonetheless the heterogeneity of the patchwork pattern of fields gives this area a strongly rural character. The Local Plan Strategy acknowledges that in the development principles, development to the south of the town should consolidate existing redevelopment opportunities without redefining the traditional built form of the town. This site would also totally redefine the extent of the town to the south.

### **Site 657 - Land west of Kirkby Mills Road, Kirkby Mills**

This site now has planning permission. The site included areas of Flood Zone 3, but the site was previously developed, the buildings avoided the areas of highest flood risk, and a extensive Flood Risk Assessment was provided to demonstrate that flood risk was, overall, reduced on the site.

## Site 661 - Land the west of Kirkby Mills Industrial Estate

### Stage 1:

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

### Key considerations at Stage 2:

There is a lack of a clear, demonstrable access. Part of the site is within Flood Zone 3 and this would be excluded as the area would be flood zone 3b. The site is adjacent to the established industrial estate. Due to the screening provided to the waste water treatment works, and various trees, the site is not widely visible within the wider landscape.

## 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
163	Land to the Rear of Moorside Nurseries	Site is now developed	
5	Land North of 2 Dove Way and West of Kirby Mills Road, Kirby Mills	1	Fails Stage 1 of the Site Selection Methodology (below site size threshold and flood risk) and therefore is not carried forward/suitable for allocation.
43	Former Gas Works at Kirby Mills	1	Fails Stage 1 of the Site Selection Methodology (below site size threshold and flood risk) and therefore is not carried forward/suitable for allocation.
132	Sunnycroft, Village Street, Keldholme	1	Fails Stage 1 of the Site Selection Methodology (not complaint with SP1, as in Keldholme) and therefore is not carried forward/suitable for allocation.
145	Land North of 4 Ravis Square	1	Fails Stage 1 of the Site Selection Methodology (below site size threshold) and therefore is not carried forward/suitable for allocation.

<b>Site ID</b>	<b>Location</b>	<b>Outcome grouping</b>	<b>Principal reason for outcome</b>
209	Land North of Howe End	1	Fails Stage 1 of the Site Selection Methodology (below site size threshold) and therefore is not carried forward/suitable for allocation.
212	Land Between Woodleigh and The Bungalow, Swineherd Lane	1	Fails Stage 1 of the Site Selection Methodology (below site size threshold) and therefore is not carried forward/suitable for allocation.
260	Land east of Gillamoor Road	1	Fails Stage 1 of the Site Selection Methodology (below site size threshold) and therefore is not carried forward/suitable for allocation.
349	Land South of Lund Barn, Ings Lane	1	Fails Stage 1 of the Site Selection Methodology (tourism and leisure use) and therefore is not carried forward/suitable for allocation.
488	Land East of 49 Piercy End	1	Fails Stage 1 of the Site Selection Methodology (below site size threshold) and therefore is not carried forward/suitable for allocation.
541	Land West of Kirkby Mills Road and South of A170, Kirkby Mills	1	Fails Stage 1 of the Site Selection Methodology (flood risk) and therefore is not carried forward/suitable for allocation.
554	Land behind 53 Piercy End	1	Fails Stage 1 of the Site Selection Methodology (below site size threshold) and therefore is not carried forward/suitable for allocation.
556	Land North of Howe End	1	Fails Stage 1 of the Site Selection Methodology (below site size threshold) and therefore is not carried forward/suitable for allocation.
577	Land at Cooks Motor Co, New Road	1	Fails Stage 1 of the Site Selection Methodology (below site size threshold) and therefore is not carried forward/suitable for allocation.
622	Field adjacent to Dove Way, Kirby Mills Industrial Estate	(originally 3) now identified as 1	Some potential for employment development identified at Stage 2 of the Site Selection Methodology, although there are serious flood risk issues which would need to be explored, and ability to mitigate demonstrated, before it would be capable of allocation. As such it was consulted upon as a group three. As a result of sites consultation and Environment Agency's objection. This site is deemed to fail the sequential test, and is flood zone 3b (on the two significant parts of the site)
10	Land North of Village Street, Keldholme	2	Unlikely/ no reasonable prospect that concerns identified at Stage 2 of the Site Selection Methodology (coalescence and

Site ID	Location	Outcome grouping	Principal reason for outcome
			adjacent to the sports field, and identified as being part of a historic strip field system) can be sufficiently mitigated
28	Land South of New Road	2	Unlikely/ no reasonable prospect that concerns identified at Stage 2 of the Site Selection Methodology (form and character issues and identified as being part of a historic strip field system) can be sufficiently mitigated
40	Land adjacent to Alderson House, Kirby Mills	2	Unlikely/ no reasonable prospect that concerns identified at Stage 2 of the Site Selection Methodology (form and character issues) can be sufficiently mitigated.
56	Land North of Village Street, Keldholme	2	Unlikely/ no reasonable prospect that concerns identified at Stage 2 of the Site Selection Methodology (form and character issues) can be sufficiently mitigated.
87	Old Brickworks, North of Swineherd Lane (1)	2	Unlikely/ no reasonable prospect that concerns identified at Stage 2 of the Site Selection Methodology (form and character issues) can be sufficiently mitigated.
156	Land South of Swineherd Lane and East of Springfield Lane	2 (approximate yield 30 dwellings)	Some potential for development identified at Stage 2 of the Site Selection Methodology and some landscape mitigation is potentially achievable, with on balance greater accessibility than other sites. However the site is in group 2 because the site is part of a recognised strip field system. Its development would lead to incremental erosion of this feature, and this cannot be mitigated.
157	Land South of Dunromin, A170	2	Unlikely/ no reasonable prospect that concerns identified at Stage 2 of the Site Selection Methodology (form and character issues, and identified as being part of a historic strip field system) can be sufficiently mitigated. HSE response "Advise Against Development" due to proximity to high pressure gas pipelines.
158	Land West of Alderson House	2	Unlikely/ no reasonable prospect that concerns identified at Stage 2 of the Site Selection Methodology (form and character issues) can be sufficiently mitigated.
159	Land East of Ings Lane	2	Unlikely/ no reasonable prospect that concerns identified at Stage 2 of the Site Selection Methodology (form and character issues) can be sufficiently mitigated.
162	Old Brickworks, North of Swineherd Lane (2)	2	Unlikely/ no reasonable prospect that concerns identified at Stage 2 of the Site Selection Methodology (form and character issues) can be sufficiently mitigated.
210	Land South of Carter Lane	2	Unlikely/ no reasonable prospect that concerns identified at Stage 2 of the Site Selection Methodology (form and character

Site ID	Location	Outcome grouping	Principal reason for outcome
			issues) can be sufficiently mitigated.
213	Land South of Carter Lane	2	Unlikely/ no reasonable prospect that concerns identified at Stage 2 of the Site Selection Methodology (form and character issues) can be sufficiently mitigated.
294	Land South of A170	2	Unlikely/ no reasonable prospect that concerns identified at Stage 2 of the Site Selection Methodology (form and character issues) can be sufficiently mitigated. The site is recognised as part of a historic strip field system, the loss of which cannot be mitigated.
385	Land South of Carter Lane and East of Ings Lane	2	Unlikely/ no reasonable prospect that concerns identified at Stage 2 of the Site Selection Methodology (form and character issues) can be sufficiently mitigated.
411	Land South of 1-2 Swineherd Lane	2	Unlikely/ no reasonable prospect that concerns identified at Stage 2 of the Site Selection Methodology (form and character issues including coalescence) can be sufficiently mitigated. The site is recognised as part of a historic strip field system, the loss of which cannot be mitigated.
413	Former Gas Works, Kirkby Mills Road	2	Unlikely/ no reasonable prospect that concerns identified at Stage 2 of the Site Selection Methodology (form and character issues) can be sufficiently mitigated.
433	Land and Buildings at Kirklands, Carter Lane	2	Unlikely/ no reasonable prospect that concerns identified at Stage 2 of the Site Selection Methodology (form and character issues) can be sufficiently mitigated.
436	Land East of Keldholme Poultry Farm, Swineherd Lane	2	Unlikely/ no reasonable prospect that concerns identified at Stage 2 of the Site Selection Methodology (form and character issues including coalescence) can be sufficiently mitigated. The site is recognised as part of a historic strip field system, the loss of which cannot be mitigated.
437	Land East of Keldholme Poultry Farm and South of Swineherd Lane	2	Unlikely/ no reasonable prospect that concerns identified at Stage 2 of the Site Selection Methodology (form and character issues including coalescence) can be sufficiently mitigated. The site is recognised as part of a historic strip field system, the loss of which cannot be mitigated.
467	Land North of Keldholme Cottages, Village Street, Keldholme	2	Unlikely/ no reasonable prospect that concerns identified at Stage 2 of the Site Selection Methodology (form and character issues including coalescence) can be sufficiently mitigated. The site is recognised as part of a historic strip field system, the loss of which cannot be mitigated.
509	Land East of Ings	2	Unlikely/ no reasonable prospect that

Site ID	Location	Outcome grouping	Principal reason for outcome
	Lane		concerns identified at Stage 2 of the Site Selection Methodology (form and character issues) can be sufficiently mitigated.
524	Land South of A170 and East of Ings Lane	2	Unlikely/ no reasonable prospect that concerns identified at Stage 2 of the Site Selection Methodology (form and character issues) can be sufficiently mitigated.
552	Land South of Gawtersike Lane and West of Springfield	2	Unlikely/ no reasonable prospect that concerns identified at Stage 2 of the Site Selection Methodology (form and character issues) can be sufficiently mitigated.
563	Land to the south and east of Carter Lane	2	Unlikely/ no reasonable prospect that concerns identified at Stage 2 of the Site Selection Methodology (form and character issues) can be sufficiently mitigated.
628	Land surrounding Broad View, north of the A170	2	Unlikely/ no reasonable prospect that concerns identified at Stage 2 of the Site Selection Methodology (form and character issues) can be sufficiently mitigated. HSE standing advice "Advise Against Development" due to proximity to high pressure gas pipelines.
637	Land at and north of former Highway Depot, Manor Vale Lane	2	Unlikely/ no reasonable prospect that concerns identified at Stage 2 of the Site Selection Methodology (amenity and contamination issues and high flood risk) can be sufficiently mitigated.
102	Land North and West of Westfields	3	Some potential for development identified at Stage 2 of the Site Selection Methodology (with landscaping) is potentially achievable.  Site has planning consent. (225 dwellings)
201	Land North of Keld Head Close and East of Wayvale Close	3 (approximate yield 18 dwellings)	Some potential for development identified at Stage 2 of the Site Selection Methodology and mitigation (through landscaping) is potentially achievable.
265	Old Brickworks, Land North of Swineherd Lane (3)	3 (approximate yield 8 dwellings)	Some potential for development identified at Stage 2 of the Site Selection Methodology and mitigation (landscaping) is potentially achievable.  This site is a brownfield site.
259	Land East of West Lund Lane and North of Gawtersike Lane	3 (approximate yield 86 dwellings)	Some potential for development identified at Stage 2 of the Site Selection Methodology, but on the basis of a specific socio economic situation.
345	Land North of Waydale Close	3 (approximate	Some potential for development identified at Stage 2 of the Site Selection Methodology

Site ID	Location	Outcome grouping	Principal reason for outcome
	and East of Gillamoor Road	yield 62 dwellings)	and mitigation to reflect accessibility and landscape sensitivities (through a reduced site area) is potentially achievable.  Site not deliverable- lack of interest by landowner
431	Land North and South of Keld Head Road	3 (approximate yield 211 dwellings)	Some potential for development identified at Stage 2 of the Site Selection Methodology and mitigation to reflect accessibility and landscape sensitivities (through a significantly reduced site area, which focuses to the northern part of the site) is potentially achievable.
454	Sylatech, Ings Lane	3 (2015) (approximate yield 38 dwellings) 2 ( 2017)	Some potential for development identified at Stage 2 of the Site Selection Methodology and mitigation (contamination) is potentially achievable. This is a potential brownfield site, and is adjacent to existing residential development. <i>(It should be noted that further to this work in 2015, concerns over a covenant restricting access to the site cast significant doubt to the extent to which the site is developable. This would now indicate that the site should be re-categorised as a Group 2 site)</i>
58	Land North of Wainds Field	4	A site which performs well through all three stages of the Site Selection Methodology, subject to appropriate site-specific considerations  Developed in part with an extant planning consent (29 Units in total remaining)
389	Former Russell's site, New Road	2 (increased to 4)  Circa half the site has been constructed.  Other half (24) subject to extant residential permission	Some potential for development identified at Stage 2 of the Site Selection Methodology and mitigation (concerning contamination) is achievable (as demonstrated by permission). The site is an accessible, Brownfield site, which already has half of an extant planning permission for residential development undertaken. Retail permission has expired, with an extant residential permission.



## **Interim Site Assessment Conclusions for Kirkbymoorside (2015)**

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As part of the 2015 Sites consultation, the Local Planning consulted upon two options for development scenarios at Kirkbymoorside to meet (then) residual housing requirements. This was largely in response to the socio-economic issues associated with the potential relocation of Sylatech.

Option 1: The redevelopment of the Sylatech site and adjoining land for residential purposes to support the relocation of the factory and deliver circa 124 homes; or

Option 2: The development of a combination of other sites including site 265; a limited supply of land from sites 201, 345 and site 156

Option 1 was consulted upon as an option due to the significant socio-economic arguments which have been made for the allocation of site 454 and aligned with this the allocation of site 259. The option was presented in recognition of the fact that the development of, in particular site 259, would represent a significant change in direction for the development of Kirkbymoorside (based on its evolution to date) and that the Local Plan Strategy is clear that development at Kirkbymoorside is to be minimised to the south of the A170. Notwithstanding this, it was presented in recognition that the relocation, and retention of a successful, established business within Ryedale, which also brings the delivery of further employment land at Pickering is of positive, benefit.

Option 1 represented a specific socio-economic argument. However, against the context of existing commitments, some uncertainty over the deliverability of the 'option 1' package and public concern regarding the loss of employment land, a second option was consulted on. This was to utilise a series of smaller sites around the town.

The Option 2 scenario is that the requirement is met through a combination of alternative sites in Group 3 and/or sites from Group 2, if necessary. The SSM process has highlighted that the three sites to the north east of the settlement (201 and 345) present some concerns in terms of landscape impact, which could be mitigated or reduced using significantly smaller site areas. However, in comparison with alternative sites within this group these sites are less accessible (particularly in terms of walking distance and ease of walk) to key facilities at the Town Centre. For this reason, it is considered that it would not be appropriate to use these sites alone, and that more accessible sites would need to be chosen.

Site 265 whilst physically separated from the main built up area of the town is a small, Brownfield site and from distant landscape views is unlikely to result in an unacceptable landscape impact. However, it has a very limited potential yield (c.8 units), and site 201 is identified as having a yield of 18. For these reasons, it is considered that if this option to be chosen, a Group 2 site will need to be identified to ensure that requirements can be met through an alternative development option. Of all of the Group 2 sites, Site 156 is well located to the town centre and the existing form of the Town. Any development of the site would result in the loss of a historic strip field (the reason for its group 2 status), and if it is considered that a Group 2 site were to be required for Kirkbymoorside; on balance Site 156 would represent the most appropriate site.

Site 622- was consulted upon as the preferred site for employment development, on the basis that no other deliverable sites for employment land in Kirkbymoorside, subject to a Flood Risk Assessment.

### **Consideration of New Site Submissions**

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Through the production of the Local Plan Sites Document, the Local Planning Authority has responded to the submission of further sites. As a result of the 2015 Sites Consultation, three new sites were submitted, 644, 657 and 661 with a further late submission (666). The Local Planning Authority have advised the submitters of these sites, that the submission of further information will be required, and that it will be on the onus of the Site Submitter to prove that their site performs better than a site which the Local Planning Authority consider is the most suitable site for meeting development requirements. Since the consultation was undertaken, two new site submissions have been made:

#### **657- Land west of Kirkby Mills Road, Kirkby Mills**

This now has planning permission.

#### **661- Land the west of Kirkby Mills Industrial Estate**

*Stage 1:*

Complies with Stage 1 of the SSM.

*Key considerations at Stage 2:*

In terms of Stage 2 it is a site which would need further information about the precise means of access before it could be considered further and would therefore be accorded group 2 status. Part of the site is within Flood Zone 2, but this could be excluded from the developable area. However, in terms of the employment land supply, 657 has now met the residual requirement, but policy SP6 of the Local Plan Strategy would not preclude the principle of further land releases for employment land.

#### **666 - Land to the south of Swineherd Lane**

*Stage 1:*

The site complies with the stage one of the Site Selection Methodology, but only if the site is brought forward in conjunction with 156 which is both adjacent to the Development Limits and would ensure the site is better integrated into the built form.

*Key considerations at Stage 2:*

The site is separated from the main built form of the settlement. As such it does not relate well to the existing built form of the settlement, there is a gap of a field between the proposed site and pre-existing dwellings. That being said, the gap referred to is site 156 which has been consulted upon as a potential site as part of the Option 2 development scenario. The site is on sloping land to the south of Swineherd Lane, meaning that any form of development would require careful consideration in terms of scale, massing and

landscaping. The site is within the Area of High Landscape Value, within the Visually Important Undeveloped Area. The is also an part of an identified strip field system complex. Access would be provided onto Swineherd Lane.

## **Conclusions for Proposed Site Allocations in Kirkbymoorside**

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### *Employment Land Considerations*

Regarding site 622 as the preferred site for employment land, the Environment Agency objected to its inclusion. The site is a greenfield site with Flood Zone 3, and land which was adjacent to the site could be considered which was of a lower flood risk. However, this land had not been submitted for consideration. No Flood Risk Assessment was supplied to consider the site further. In the intervening period planning permission was sought and granted on the Brownfield land to the north of site 622 for employment development (site 657). As such this application meets the residual requirement. there is no compulsion to release land for employment purposes, although an application could in principle be considered on its merits under Policy SP6 of the Local Plan Strategy. Site 661 is constrained in its current submission without the identification of an access into the site which is physically and legally capable of being delivered.

### *Housing Land Supply*

The existing housing land supply - sites at 58, and 389 are considered to be deliverable sites in terms of the Plan period. Site 102 is a very substantial site, and the agents who obtained planning permission (Gladman) have now stated to the Local Planning Authority that the Reserved Matters are to be submitted prior to the expiry of the permission in December 2017. Prior to the submission of the Local Plan Sites Document, the Local Planning Authority will be seeking demonstrable evidence that the Reserved Matters are being submitted, otherwise the deliverability of this site would be brought into question. The site, however, is a site which performed well when assessed through the Site Selection Methodology, and would have been proposed as an allocation if the permission had not been granted.

### *Consideration of sites and proposed allocations*

No response was received to the inclusion of 345 at the request of the Local Planning Authority. On that basis the Local Planning Authority does not consider that this site is deliverable and developable.

The rationale for the promotion of sites 259 and 454 (Option 1 of the 2015 consultation) in combination is understood. However, to date, it is considered that it has not been sufficiently demonstrated that the allocation of these sites would ensure the relocation of the existing factory or a comprehensive approach to development which would be the main justification for the release of land at an area of the Town where the Local Plan Strategy does not encourage significant growth.

Site 666 is not proposed for allocation. The development of the site would represent a further incursion into both a Visually Important Undeveloped Area and a strip field system.

Information regarding the deliverability and developability has been provided for sites 156 and 201 and 265. (Option 2 of the 2015 consultation). Whilst this information has highlighted that further clarification would need to be considered in due course, the Local Plan Sites Document can articulate 'development principles' which will provide a clear steer on how the sites would be expected to come forward. These matters are:

For site 156:

- Access from Swineherd Lane
- Pedestrian and cycle only access to Duna Way; Stuteville Close and the recreational facilities to the south of the site
- Retention of the public footpath to the site
- Landscape buffer to the eastern boundary
- careful attention to the scale and mass of buildings to the eastern side of the site
- Well designed streets and spaces
- Sustainable Drainage System to be integrated into design where feasible and appropriate

For Site 201:

- Access from Keld Head Road
- Retention of mature boundary trees and landscaping scheme to enhance boundary landscaping;
- Scale of buildings to be limited in height to two storeys
- Sustainable Drainage system to be integrated into design where feasible and appropriate.

For site 265:

- Access from Swineherd Lane
- Buildings not to exceed two storeys in height
- layout and form to ensure a broken mass of buildings
- Retention of mature boundary trees
- Sustainable Drainage system to be integrated into design where feasible and appropriate.

## Part 3. Other Site-Specific Policies

### **The Policies Map and Site-Specific Designations for Kirkbymoorside**

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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 Kirkbymoorside 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 these are 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 or change. No such anomalies have been identified for Kirkbymoorside.

#### ***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 and the need to accommodate development requirements for the plan period. Additionally, the Council has considered whether it is appropriate to identify further VIUA's.

Kirkbymoorside has a particularly extensive Visually Important Undeveloped Area, the largest of the District. It extends to the north of Vivers Hill beyond the town, and the full eastern side of Kirkbymoorside, extending across to the east, to Keldholme, and to the south below the A170, on the undeveloped land to between Kirkbymoorside and Kirkby Mills. Whilst there has been some small-scale development, no substantial alterations to the extent have been experienced. Through assessing the site submissions which have been within this area, it is demonstrated that the designation plays an important role in identifying the landscape sensitivity on the eastern flank of the town, such as through the topography and elevation, and particularly to the southern extent the potential for coalescence.

### ***Employment expansion land retention***

Kirkbymoorside has one employment site 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 sought confirmation from the businesses involved whether the land remains part of their future business operations. They confirmed that they did, for Kirkbymoorside this involved the Sylatech site. The Development Limits are not drawn round the sites ( in a change from the way in which the Development Limits were historically drawn) to ensure that the land can only come forward in the manner that the policy identifies.

### ***Other designations***

In the previous Local Plan (2002), and the saved Proposals Maps and Village Inset Maps 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.

The Area of High Landscape Value is identified on the Policies Map. The Kirkbymoorside Conservation Area is identified. The Town Centre Commercial Limits are also be retained as they were originally adopted.

## **Appendix 1: Summary of representations from 2009 up to 2015**

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

### **Site 5 - Land North of 2 Dove Way and West of Kirby Mills Road, Kirby Mills**

- Roadside footpath/cycle track on south side of the A170 between Kirby Mills and the roundabout
- Infrastructure needs looking at
- Flooding is a problem throughout Kirkbymoorside
- Employment
- Better public transport infrastructure that links to Kirkbymoorside as well as Malton and Pickering
- Not suitable for residential development- adverse industrial activities
- Kirkbymoorside needs a better grocery food store- a small supermarket with parking

(J M Stephens, J Newson, J Francis, Kirkbymoorside Town Council, C Tinkler)

### **Site 10 - Land north of Village Street, Keldholme**

- Loss of Greenfield land
- Avoid merging of Keldholme and Kirkbymoorside
- Seriously affected by flooding
- Problems with parking, access and congestion
- Site adjacent to sports field- only space available to extend the sports field and facilities
- Used by walkers to avoid the A170
- Harm movements of the ambulances
- Loss of Visually Important Undeveloped Areas
- Overhaul drainage infrastructure
- Need better public transport

(B Hughes, J Tattersall, M Richardson, S and J Brown, C Parker, A and J Warriner, J Coughan, C Tinkler, Kirkbymoorside Town Council, J Newson, JM Stevens, J Francis)

### **Site 28 - Land South of New Road**

- Overhaul drainage infrastructure
- Flood risk issues
- Need better public transport
- Agricultural/community garden
- Already have a bypass, further development will mean a new bypass is needed

- Kirkbymoorside needs a better grocery food store- a small supermarket with parking

(C Tinkler, J Francis, Kirkbymoorside Town Council)

#### **Site 40 - Land West of Alderson House**

- Overhaul drainage infrastructure
- Flood risk issues
- Need better public transport to Kirkbymoorside as well as Malton and Pickering
- Maintain green belt to identify Villages
- Loss of Visually Important Undeveloped Areas
- Low intensity development sensitive to site and proximity to sports pitches
- Kirkbymoorside needs a better grocery food store- a small supermarket with parking
- Poor access

(J Francis, C Tinkler, J Newson, S and J Brown, Kirkbymoorside Town Council, J Coughan)

#### **Site 43 - Former Gas Works at Kirby Mills**

No responses received in the 2009 consultation

#### **Site 56 - Land North of Village Street, Keldholme**

- Overhaul drainage infrastructure
- Flood risk issues
- Need better public transport to Kirkbymoorside as well as Malton and Pickering
- Loss of distinctive nature of Keldholme- urban sprawl
- Loss of country walks
- Loss of separation of Villages
- Loss of Visually Important Undeveloped Areas
- No development
- Some of the western section may be OK- rest totally inappropriate
- Important individual history of Keldholme
- Harm movements of the ambulances
- Elevated land

(C Tinkler, JM Stephens, Kirkbymoorside Town Council, B Hughes, I Butcher, J Francis, R Baines, C Parker, A and J Warriner, S and J Brown, A Rutter)



### **Site 58 - Land North of Wains Field**

- Housing or green space
- Bounded on two sides by the boundary of the Kirkbymoorside Conservation Area and the curtilages of a number of Listed Buildings on Piercy End. It will be important to ensure that the setting and character of both the Conservation Area and Listed Buildings
- Overhaul drainage infrastructure
- Flood risk issues
- Need better public transport to Kirkbymoorside as well as Malton and Pickering
- Loss of separation between settlements
- Loss of Visually Important Undeveloped Areas
- Kirkbymoorside needs a better grocery food store- a small supermarket with parking

(Kirkbymoorside Town Council, English Heritage, C Tinkler, J Francis, J Newson)

### **Site 87 - Old Brickworks, North of Swineherd Lane**

- North York Moors National Park and Woodland sites. Sites should be informed by a Landscape character Appraisal and ecological survey.
- Overhaul drainage infrastructure
- Flood risk issues
- Brownfield site, should be built upon
- Close to town
- 160 metres from Vivers Hill Castle Scheduled Monument. It will be necessary to safeguard the setting of this monument
- Build a nice residential area
- Need better public transport to Kirkbymoorside as well as Malton and Pickering
- Builders Yard currently, may not be appropriate as a VIUA
- Landscape impacts
- Live-work units
- Good location for development, but infrastructure for drainage and flooding must be improved
- Should have been built on years ago
- Kirkbymoorside needs a better grocery food store- a small supermarket with parking

(Natural England, J Francis, T Hodgson, English Heritage, S Morbey, C Tinkler, P Varley S and J Brown, Kirkbymoorside Town Council , J Newson, S Helm, Joe Coughan)

### **Site 102 - Land North and West of Westfields**

- Not appropriate for employment uses

- Proximity to school
- Extra traffic onto the local network
- Prefer residential development
- Should consider Brownfield and less environmentally damaging sites to consider
- Need a disproportionate amount of new infrastructure
- Site contributes to the character of Kirkbymoorside-
- links to the countryside through footpaths are important and should be retained
- Should be a VIUA
- Scale of site is too large- harmful to character of Kirkbymoorside
- Overhaul drainage infrastructure
- Flood risk issues
- Need better public transport to Kirkbymoorside as well as Malton and Pickering
- Housing (and extend west) and possible expansion of the school
- Too far from the town centre- uphill too
- Agricultural value
- Road safety issues
- Prominent site on entrance to Kirkbymoorside
- Move the gravity of the town to the west of the centre- should develop to the east
- Elevated land
- Current edge of Westfields is fine

(M Wainwright, B Hewitt, F Youren, C Tinkler , J Francis, Kirkbymoorside Town Council  
S Peters)

### **Site 132 - Sunnycroft, Village Street, Keldholme**

- Development would in conflict with keeping green spaces between settlements
- Flood risk
- Overhaul drainage infrastructure
- Flood risk issues
- Need better public transport to Kirkbymoorside as well as Malton and Pickering
- Valuable topography
- Valued flora and fauna
- Keldholme is a historic settlement
- Residential
- links to the countryside through footpaths are important and should be retained
- Distinctive nature to Keldholme if the land to the north of the A170 was developed
- Could be developed

(B Hughes, S and J Brown, C Tinkler, R Baines, J Francis, Kirkbymoorside Town Council,  
J M Stephens)

### **Site 145 - Land North of 4 Ravis Square**

- Develop
- Need to upgrade the existing drainage
- Flood risk
- Better public transport infrastructure to Kirkbymoorside as well as Malton and Pickering
- Access to the site is extremely difficult
- Within Kirkbymoorside Conservation Area, need to ensure the character and setting of this part of the Conservation Area is preserved and retain any existing buildings which make a positive contribution to the CA
- Garden, open ground, community garden

(J Coughan, C Tinkler, G M Turner, English Heritage, J Francis, Kirkbymoorside Town Council)

### **Site 156 - Land South of Swineherd Lane and East of Springfield Lane**

- Need to upgrade the existing drainage
- Flood risk increased through run-off
- Need better public transport to Kirkbymoorside as well as Malton and Pickering
- Merge Kirkbymoorside, Keldholme and Kirkby Mills, losing green spaces and Visually Undeveloped Important Areas
- No development for now-residential next stage
- Develop alongside arteries, not into bulk of greenspace which should be protected

(J Francis, C Tinkler, C Parker, Kirkbymoorside Town Council, S and J Brown, B Hughes, J Coughan)

### **Site 157 - Land South of Dunromin, A170**

- Need to upgrade the existing drainage
- Flood risk increased through run-off
- Agricultural/community garden
- Need better public transport to Kirkbymoorside as well as Malton and Pickering
- Kirkbymoorside needs a better grocery food store- a small supermarket with parking
- A170 is a bypass, proposals will mean a new bypass is required
- Attractive approach to the town

(J Francis, Kirkbymoorside Town Council, C Tinkler)

### **Site 158 - Land West of Alderson House**

- Need to upgrade the existing drainage
- Flood risk increased through run-off
- Need better public transport to Kirkbymoorside as well as Malton and Pickering
- Maintain green belt to identify villages
- 450mm overflow
- Sewers need diverting or site layout reflect infrastructure
- Kirkbymoorside needs a better grocery food store- a small supermarket with parking

(C Tinkler, Kirkbymoorside Town Council, J Francis, J Newson, Yorkshire Water , S and J Brown)

### **Site 159 - Land East of Ings Lane**

- Greenbelt site
- Wildlife
- South of bypass- means crossing a busy road to access services, and the bypass should remain just that
- Increased congestion
- Need to upgrade the existing drainage
- Flood risk increased through run-off
- Need better public transport to Kirkbymoorside as well as Malton and Pickering
- No development
- Development would adversely affect the character of this area- given that it undeveloped
- A small number of larger, executive properties appropriate
- Need to upgrade the existing drainage
- Flood risk increased through run-off
- Kirkbymoorside needs a better grocery food store- a small supermarket with parking

(B Hodgson, C Tinkler, Kirkbymoorside Town Council, J Magson, J Francis)

### **Site 162 - Old Brickworks, North of Swineherd Lane**

- Impact of development sites on the landscape
- Flood risk increased through run-off
- Develop

- North Yorkshire Moors and woodland sites. Sites should be informed by Landscape character assessment and ecological assessment
- A Brownfield site- develop
- Need to upgrade the existing drainage
- Flood risk increased through run-off
- Need better public transport to Kirkbymoorside as well as Malton and Pickering
- Site lies within c.160 metres from Scheduled Monument of Vivers Hill Castle. Needs to demonstrate no harm to the setting of this heritage asset
- Ideal location for property development- need to improve drainage
- Live/work units
- Kirkbymoorside needs a better grocery food store- a small supermarket with parking

(S and J Brown, J Coughan, Natural England, S Helm, C Tinkler, Historic England, C Parker J Newson, J Francis, Kirkbymoorside Town Council, B Hughes)

#### **Site 163 - Land to the Rear of Moorside Nurseries**

- Need to upgrade the existing drainage
- Flood risk increased through run-off
- Site adjoins southern boundary of Kirkbymoorside Conservation Area, need to ensure that the development of this area will not have a detrimental impact on the character or setting of the Conservation Area.
- Need to upgrade the existing drainage
- Flood risk increased through run-off
- Need better public transport to Kirkbymoorside as well as Malton and Pickering
- Being built on at the moment
- 825mm sewer
- Sewers need diverting or site layout reflect infrastructure
- Kirkbymoorside needs a better grocery food store- a small supermarket with parking

(J Francis, English Heritage, C Tinkler, J Newson, Kirkbymoorside Town Council, Yorkshire Water)

#### **Site 201 - Land North of Keld Head Close and East of Wayvale Close**

- Need to upgrade the existing drainage
- Flood risk increased through run-off
- No development
- Need better public transport to Kirkbymoorside as well as Malton and Pickering
- Should move the boundary of the National Park to include this field
- Use Brownfield sites first this is agricultural land Increase traffic issues

(J Francis , Kirkbymoorside Town Council, C Tinkler, J Wall)

#### **Site 209 - Land North of Howe End**

- Within the heart of the Kirkbymoorside Conservation Area and c.200m from the Scheduled Monument at Vivers Hill. It will be necessary to demonstrate that the setting and character of the Conservation Area and Scheduled Monument are not detrimentally impacted upon
- Car Park
- Need to upgrade the existing drainage
- Flood risk increased through run-off
- Need better public transport to Kirkbymoorside as well as Malton and Pickering

(English Heritage, Kirkbymoorside Town Council, C Tinkler, J Francis)

#### **Site 210 - Land South of Carter Lane**

- Do not consider extensive development south of the main road is appropriate
- Out of character for the area
- Detract from existing properties
- Have a modest number of frontage properties, large executive style homes
- Could not accommodate significant amounts of traffic
- Need to upgrade the existing drainage
- Flood risk increased through run-off
- 225mm sewer
- Water main 4"
- Need better public transport to Kirkbymoorside as well as Malton and Pickering
- Old meadow, sustaining wildlife
- South of bypass- means crossing a busy road to access services, and the bypass should remain just that
- Cause congestion for cars
- No development- high visibility

(J Magson, J Francis, Yorkshire Water, C Tinkler, B Hodgson ,Kirkbymoorside Town Council)

#### **Site 212 - Land Between Woodleigh and The Bungalow, Swineherd Lane**

- Need to upgrade the existing drainage

- Flood risk increased through run-off
- Maintain as much Greenfield land as possible
- Avoid merger of Keldholme with Kirkbymoorside
- Impact of sites on the landscape
- Need better public transport to Kirkbymoorside as well as Malton and Pickering
- Develop
- North York Moors and woodland sites, should be informed by Landscape character assessment and an ecological survey
- Live/work
- Kirkbymoorside needs a better grocery food store- a small supermarket with parking

(J Francis, B Hughes , S and J Brown, C Tinkler , C Parker, J Coughan, Natural England, Kirkbymoorside Town Council)

#### **Site 213 - Land South of Carter Lane**

- Do not consider extensive development south of the main road is appropriate
- Out of character for the area
- Detract from existing properties
- Have a modest number of frontage properties, large executive style homes
- Could not accommodate significant amounts of traffic
- Large scale residential development in the vicinity of the A170 roundabout would necessitate traffic controls to facilitate pedestrian access into the town centre
- General concerns about disposal of water and drainage/flooding
- Old meadow, sustaining wildlife
- South of bypass- means crossing a busy road to access services, and the bypass should remain just that
- Cause congestion for cars
- Live/work
- Need to upgrade the existing drainage
- Flood risk increased through run-off
- Need better public transport to Kirkbymoorside as well as Malton and Pickering
- 225mm sewer
- Water main 4"
- Kirkbymoorside needs a better grocery food store- a small supermarket with parking

(J Magson, J M Stephens, B Hodgson, Kirkbymoorside Town Council, C Tinkler, J Francis Yorkshire Water)

#### **Site 259 - Land East of West Lund Lane and North of Gawtersike Lane**

- Need to upgrade the existing drainage
- Flood risk increased through run-off
- Access down Ings Lane is bad- narrow road and bad visibility
- Need better public transport to Kirkbymoorside as well as Malton and Pickering
- Large scale residential development in the vicinity of the A170 roundabout would necessitate traffic controls to facilitate pedestrian access into the town centre
- Employment
- Old meadow, sustaining wildlife
- South of bypass- means crossing a busy road to access services, and the bypass should remain just that
- Cause congestion for cars via Ings Lane/West Lund
- Could be next step for housing including 454

(J Francis , R Rimmington, C Tinkler , J M Stephens, Kirkbymoorside Town Council, B Hodgson)

#### **Site 260 - Land East of Gillamoor Road**

- Need to upgrade the existing drainage
- Flood risk increased through run-off
- Need better public transport to Kirkbymoorside as well as Malton and Pickering
- North York Moors National Park and Woodland sites. Sites should be informed by Landscape character assessment and an ecological survey
- Residential
- Kirkbymoorside needs a better grocery food store- a small supermarket with parking

(C Tinkler, Natural England, Kirkbymoorside Town Council, J Francis)

#### **Site 265 - Land North of Swineherd Lane**

- Brownfield site- should be built on
- Impact of sites on the landscape
- Increase run-off after heavy rain- increase flooding
- Live/work
- All drains and infrastructure need repairing/replacing. Flooding is a main problem. Further development would compound this
- Site lies c.250metres from the Scheduled Monument of Vivers Hill Castle, it will be necessary to demonstrate that the development could be achieved whilst safeguarding the character and setting of the Monument.
- North York Moors and woodland sites, should be informed by Landscape character assessment and an ecological survey
- Need better public transport to Kirkbymoorside as well as Malton and Pickering
- Retain as a Visually Important Undeveloped Area



- Brownfield site which should be used
- Close to Town Centre
- Ideal for a small number of dwellings
- Kirkbymoorside needs a better grocery food store- a small supermarket with parking

(S Helm, Kirkbymoorside Town Council, J Francis, English Heritage, Natural England  
C Tinkler, J Coughan, C Parker)

#### **Site 294 - Land South of A170**

- Agricultural/Community garden
- Need to upgrade the existing drainage
- Flood risk increased through run-off
- Need better public transport to Kirkbymoorside as well as Malton and Pickering
- The A170 was intended to be a two bypass, further development will mean another bypass is needed
- Kirkbymoorside needs a better grocery food store- a small supermarket with parking
- Attractive approach to the town

(Kirkbymoorside Town Council, C Tinkler, J Francis)

#### **Site 345 - Land North of Waydale Close and East of Gillamoor Road**

- Kirkbymoorside needs a better grocery food store- a small supermarket with parking
- North York Moors National Park boundary should be moved to include this site- should not be developed
- Important open space
- Residential amenity issues if developed
- Would need to address traffic issues
- Agricultural
- Beautiful, scenic space entrance to the National Park
- Harm residential amenity of existing residents
- Adverse traffic situation
- Should develop Brownfield and infill first- better location
- More suitable sites to south of town with good access to the A170
- North York Moors and woodland sites. Should be informed by a Landscape character assessment and ecological survey
- Totally unreasonable- way out of the village
- Need to upgrade the existing drainage
- Flood risk increased through run-off

- Need better public transport to Kirkbymoorside as well as Malton and Pickering
- Elevated land - poorer access

(J Wall, N P Skelton, Kirkbymoorside Town Council, J Blewitt, Natural England, C Tinkler  
J Francis, J Wall)

### **Site 349 - Land South of Lund Barn, Ings Lane**

- Agricultural
- Need to upgrade the existing drainage
- Flood risk increased through run-off
- 180mm main
- Kirkbymoorside needs a better grocery food store- a small supermarket with parking
- Need better public transport to Kirkbymoorside as well as Malton and Pickering
- Old meadow, sustaining wildlife
- South of bypass- means crossing a busy road to access services, and the bypass should remain just that
- Cause congestion for cars via Ings Lane/West Lund
- Urban Spawl
- Little industry in the town
- Community facilities and services are already inadequate
- Congestion
- Building on Greenfield sites will limit public access to the countryside
- Leisure and tourism development
- Access concerns- narrow road and bad visibility
- Do not consider extensive development south of the main road is appropriate
- Out of character for the area
- Detract from existing properties
- Have a modest number of frontage properties, large executive style homes
- Could not accommodate significant amounts of traffic

(Kirkbymoorside Town Council, J Francis, Yorkshire Water, C Tinkler, B Hodgson , J E Sinfield, R Rimmington, J Magson)

### **Site 385 - Land South of Carter Lane and East of Ings Lane**

- Old meadow, sustaining wildlife
- South of bypass- means crossing a busy road to access services, and the bypass should remain just that
- Cause congestion for cars via Ings Lane/West Lund
- Do not consider extensive development south of the main road is appropriate

- Out of character for the area
- Detract from existing properties
- Have a modest number of frontage properties, large executive style homes
- Could not accommodate significant amounts of traffic
- Employment
- Need to upgrade the existing drainage
- Flood risk increased through run-off
- Need better public transport to Kirkbymoorside as well as Malton and Pickering
- Kirkbymoorside needs a better grocery food store- a small supermarket with parking
- 225mm Sewer 4" main site will sewers diverting or site layout reflect infrastructure

(B Hodgson, J Magson, Kirkbymoorside Town Council, J Francis, Yorkshire Water, C Tinkler)

### **Site 389 - Russells, New Road**

- Need to upgrade the existing drainage
- Flood risk increased through run-off
- Large scale residential development in the vicinity of the A170 roundabout would necessitate traffic controls to facilitate pedestrian access into the town centre
- Kirkbymoorside needs a better grocery food store- a small supermarket with parking
- Need better public transport to Kirkbymoorside as well as Malton and Pickering
- Employment/Live-work
- Do not consider extensive development south of the main road is appropriate
- Out of character for the area
- Detract from existing properties
- Have a modest number of frontage properties, large executive style homes
- Could not accommodate significant amounts of traffic

(J Francis, J M Stephens, C Tinkler, Kirkbymoorside Town Council, J Magson)

### **Site 411 - Land South of 1-2 Swineherd Lane**

- Would have to be considered carefully within the scenic landscape
- Urban Spawl
- Little industry in the town
- Community facilities and services are already inadequate
- Congestion
- Building on Greenfield sites will limit public access to the countryside
- No development
- Need to upgrade the existing drainage
- Flood risk increased through run-off
- Kirkbymoorside needs a better grocery food store- a small supermarket with parking

- Need to maintain as much Greenfield land as possible
- Avoid merging Keldholme with Kirkbymoorside
- Need better public transport to Kirkbymoorside as well as Malton and Pickering
- Develop alongside the road , but not further down
- Well walked fields by residents avoiding the A170

(I Butcher, J E Sinfield, Kirkbymoorside Town Council, B Hughes, C Tinkler, J Francis, S and J Brown, J Coughan, C Parker)

#### **Site 413 - Former Gas Works, Kirkby Mills Road**

- Flood risk and flooding issues
- Need to upgrade the existing drainage
- Flood risk increased through run-off
- No development
- Roadside foot path and or cycle track on southside of the A170 between Kirkby Mills and roundabout
- 4" water main clips new corner, site would need to reflect infrastructure
- Need better public transport to Kirkbymoorside as well as Malton and Pickering
- Kirkbymoorside needs a better grocery food store- a small supermarket with parking

(S and J Brown, J Newson, J Francis, Kirkbymoorside Town Council, JM Stephens, Yorkshire Water, C Tinkler)

#### **Site 431 - Land North and South of Keld Head Road**

- Agricultural
- Urban Spawl
- Little industry in the town
- Community facilities and services are already inadequate
- Congestion
- Building on Greenfield sites will limit public access to the countryside
- Need better public transport to Kirkbymoorside as well as Malton and Pickering
- Need to upgrade the existing drainage
- Flood risk increased through run-off
- Any such development would need to address issues of traffic which place pressure on Market Place /Piercy End
- North York Moors National Park boundary should be moved to include this site- should not be developed
- Should remain as agricultural land
- Kirkbymoorside needs a better grocery food store- a small supermarket with parking

(Kirkbymoorside Town Council , J E Sinfield, C Tinkler, J Wall, J Francis)

### **Site 433 - Land and Buildings at Kirklands, Carter Lane**

- Brownfield- case for inclusion strong, but should not avoid merging Keldholme with Kirkbymoorside
- Need to upgrade the existing drainage
- Flood risk increased through run-off
- Need better public transport to Kirkbymoorside as well as Malton and Pickering
- No development
- Kirkbymoorside needs a better grocery food store- a small supermarket with parking
- Could be acceptable as long as 541 not developed

(B Hughes , C Tinkler, Kirkbymoorside Town Council , J Francis)

### **Site 436 - Land East of Keldholme Poultry Farm, Swineherd Lane**

- Alongside road OK, protect extended greenspace
- Need to upgrade the existing drainage
- Flood risk increased through run-off
- Need better public transport to Kirkbymoorside as well as Malton and Pickering
- **Eliminating** greenspaces between Keldholme and Kirkbymoorside
- Loss of Visually Important Undeveloped Areas
- Distinctive nature of Keldholme lost
- Used for country walks- and by residents to keep away from the A170
- Considered carefully in the context of the scenic landscape
- Access dangerous
- Harm access to and from ambulance station
- 280mm water main, water main needs diverting or site layout reflect infrastructure
- No development
- Keldholme needs a main sewerage system
- Elevated open land

(J Coughan, C Tinkler, J M Stephens, J and S Brown, I Butcher, A and J Warriner

Yorkshire Water, Kirkbymoorside Town Council, C Parker, J Francis)

### **Site 437 - Land East of Keldholme Poultry Farm and South of Swineherd Lane**

- Need to upgrade the existing drainage
- Flood risk increased through run-off
- Need better public transport to Kirkbymoorside as well as Malton and Pickering
- **Eliminating** greenspaces between Keldholme and Kirkbymoorside
- Loss of Visually Important Undeveloped Areas
- Alongside road OK, protect extended greenspace
- Maintain as much Greenfield land as possible
- Avoid merging Keldholme with Kirkbymoorside loss of distinctive character
- Loss of important country walks
- Access dangerous
- Harm access to and from ambulance station
- No development
- Distinctive nature of Keldholme lost
- Used for country walks- and by residents to keep away from the A170
- Careful consideration within the context of the scenic landscape
- Keldholme needs a main sewerage system
- Elevated, open land

(C Tinkler, J Coughan, B Hughes, J M Stephens, A and J Warriner, Kirkbymoorside Town Council, J Francis, C Parker, I Butcher, S and J Brown)

### **Site 454 - Sylatech, Ings Lane**

- Large scale residential development in the vicinity of the A170 roundabout would necessitate traffic controls to facilitate pedestrian access into the town centre
- Need to upgrade the existing drainage
- Flood risk increased through run-off
- Need better public transport to Kirkbymoorside as well as Malton and Pickering
- Employment
- Kirkbymoorside needs a better grocery food store- a small supermarket with parking

(J M Stephens, J Francis, C Tinkler, Kirkbymoorside Town Council)

### **Site 467 - Land North of Keldholme Cottages, Village Street**

No representations received in the 2009 consultation.

**Site 488 - Land East of 49 Piercy End**

- Urban Spawl
- Little industry in the town
- Community facilities and services are already inadequate
- Congestion
- Building on Greenfield sites will limit public access to the countryside
- Residential

(JE Sinfield, Kirkbymoorside Town Council)

**Site 509 - Land East of Ings Lane (Lund Barn)**

Should not be developed- merge with Kirby Mills and lose the greenspace entrance to the town

anon.

**Site 524 - Land South of A170 and East of Ings Lane**

Submitted after the 2009 Consultation

**Site 541 - Land West of Kirkby Mills Road and South of A170, Kirkby Mills**

Submitted after the 2009 Consultation

**Site 552 - Land South of Gawtersike Lane and West of Springfield**

Submitted after the 2009 Consultation

**Site 554 - Land behind 53 Piercy End**

Submitted after the 2009 Consultation

**Site 556 - Land north of Howe End**

Submitted after the 2009 Consultation

**Site 563 - Land south and east of Carter Lane**

Submitted after the 2009 Consultation

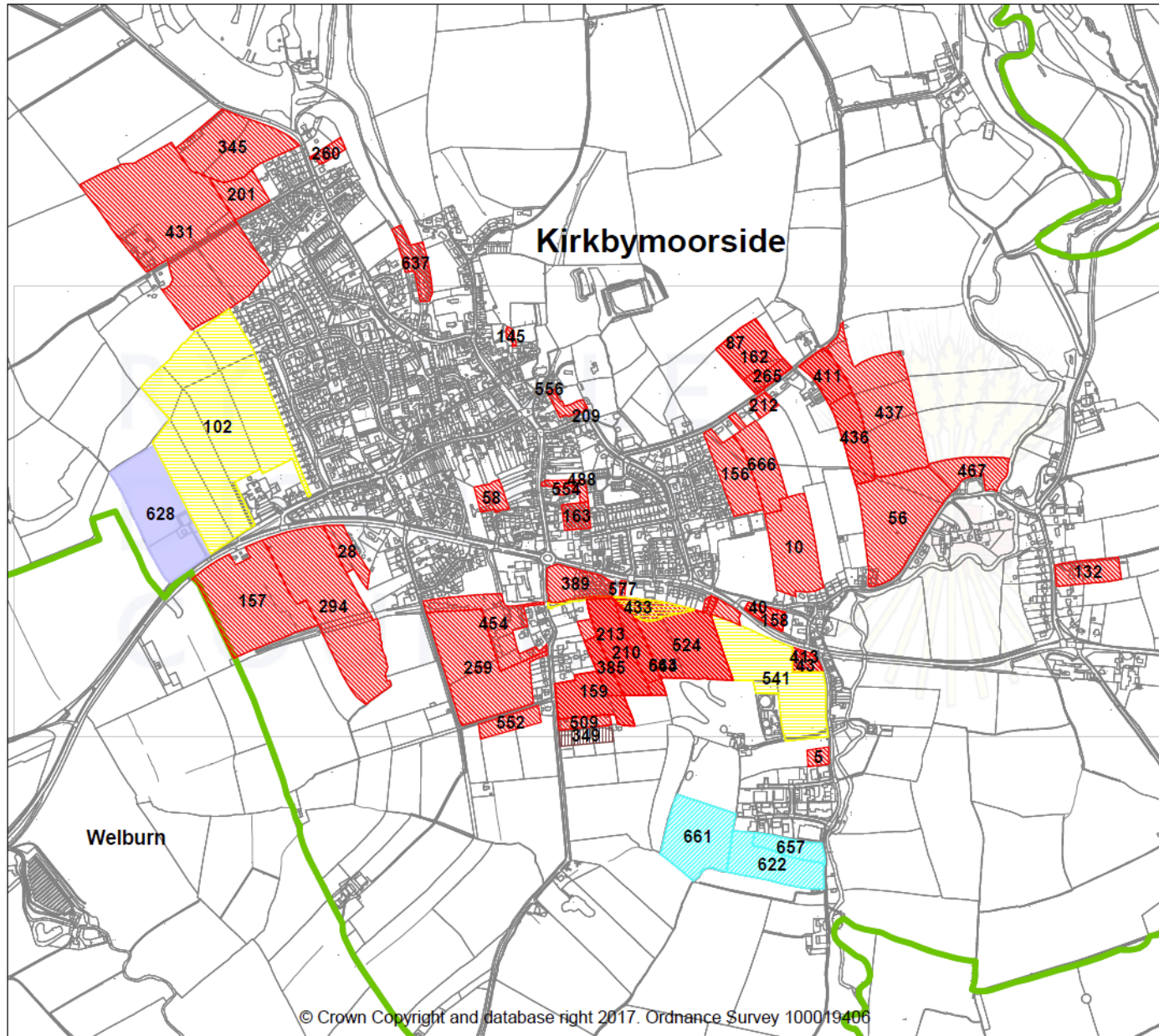
**Site 577 - Land at Cooks Motor Co, New Road**

- Well secluded
- Avoid extending to east 541










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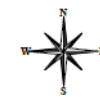


# Kirkbymoorside



## Legend

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



1 : 9000 on A3  
October 2017

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**RYEDALE  
DISTRICT  
COUNCIL**

