

Amotherby - Swinton Summary

Assessment	3	8	61	148	181	371	381	489	612	635	636	161	178	254
Stage 1 - Sift														
all sites 0.15ha and above	(++) 0.39ha	(++) 0.91ha	(++)0.43ha	(++) 2.83ha	(++)1.1ha	(++)6.1ha	(-) 0.05ha	(++) 0.77ha	(-) 0.05ha	(++) 0.56ha	(++) 0.43ha	(++) 1.27ha	(++) 1.9ha	(++) 1.28ha
Check for conformity with Local Plan Strategy and Settlement Hierarchy (SP1)	(-) employment use	(++)	(++) mixed	(++)	(++)	(++)	(++)	(-) employment use	(++)	(++)	(++)	(++)	(++)	(++)
Sites which cause significant harm to national/international nature conservation sites (species or habitat) or would involve substantial harm or loss to designated heritage assets will not be considered further	(++)	(++)	(++)	(++)	(++)	(++)	(++)	(++)	(++)	(++)	(++)	(++)	(++)	(++)
Sites which fall wholly within Flood Zone 3b not considered further for built development. Where sites are partially in Flood Zone 3b, that part of the site will be not be considered further for built development	(++)	(++)	(++)	(++)	(++)	(++)	(++)	(++)	(++)	(++)	(++)	(++)	(++)	(++)
Stage 2 - Site Assessment	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Overall accessibility rating	(+)	(++)	(-)	(++)	(+)	(-)	0	(+)	0	(-)	(-)	(++)	(++)	(++)
A Overall Flood Risk Assessment	(++)	(++)	(++)	(++)	(++)	(++)	(++)	(++)	(++)	(++)	(++)	(++)	(++)	(++)
Q3 What are the conclusions of the Highways Authorities (NYCC and Highways England (HE) (where appropriate) initial highway assessment?	(+) County Highways have considered: Acceptable access onto Amotherby Lane, but impact on highway network will need to be determined by a Traffic Assessment. Consider with site 8	(+) County Highways have considered: Acceptable access onto Amotherby Lane, impact on highway network will need to be determined by Traffic Assessment. Consider with site 3. Could be possible conflicts with existing factory traffic. Access feasibility study submitted by the adjacent landowner (site 3) for consideration of a wider access. (Not confirmed by submitter of this site). The site submission has provided an indicative access scheme, but it is not provided in sufficient detail.	(+) County Highways have considered: Acceptable onto Malton Road. Minor works may be required to extend existing footway/street lighting to serve the site. Need to consider cumulative impact.	(+) County Highways have considered: Access onto the B1257 could be achieved, however the location of the access must be carefully located to ensure appropriate visibility can be achieved. There are no footpaths on the frontage of the site, this would also need considering as part of any proposed work, there could be a considerable amount of work required to achieve this. The access near the school could be used as an emergency and pedestrian link only. The Site Submitter has now produced two schemes for the site, the access remains unchanged in	(+) County Highways have considered: Acceptable onto Amotherby Lane. Both a Travel Plan and Traffic Impact Assessment required to assess impact. Possible conflict with factory traffic on other side. Consider cumulative impacts.	No observations from the Highways Authorities. Response provided for 61 by the County Highways Authority, but size of site is different. There is a existing access which is used by lorries.	(+) County Highways have considered: Access acceptable on Malton Road. Minor works may be required to extend footway/street lighting	(+) County Highways Authority considered: Access from Amotherby Lane acceptable- but impact on highway network determined by Traffic Assessment	(+) County Highways have considered: Access acceptable on Malton Road. Minor works may be required to extend footway/street lighting	No observations from the Highways Authorities currently provided. Access would need to be created onto B1257. Existing access is present.	No observations from the Highways Authorities currently provided. Access would need to be created onto B1257.	(-) County Highways have considered: The site has no direct connection/frontage to a highway maintainable at the public expense. Further information has been submitted by the site submitter to demonstrate access feasibility. The information has been submitted to the Highways Authority for consideration.	(-) County Highways have considered: The site has no direct connection/frontage to a highway maintainable at the public expense. The site submission was revised recently to include a strip of land to provide access/drainage to a lane to the north of the site (unnamed) which would link into Low Lane, which is already identified as being sub-standard (see site346). Further submissions were then received which identified a connection to East Street. However, that has already been identified as being sub-standard (see 478). The access road is indicated as being	(-) County Highways have considered: The site has no direct connection/frontage to a highway maintainable at the public expense. Further information has been submitted by the site submitter to demonstrate access feasibility. The information has been submitted to the Highways Authority for consideration.
B Overall rating for 'Biodiversity and Geo-diversity'	(+)	(+)	(+)	(+)	(+)	(+)	(+)	(+)	(+)	(+)	(-)	(+)	(+)	(+)
C Overall Rating for 'Special Qualities, Landscape and Setting'	(+)	(+)	(++)	(+)	(+)	(-)	(-)	(+)	(-)	(+)	(-)	(-)	(-)	(-)
D Overall Rating for 'Culture and Heritage'	(+)	(-)Subject to archaeological investigation, and a Statement of Significance for the impact on the Church of St. Helen	(++)Subject to archaeological investigation	(+)Subject to archaeological investigation	(+)	(-)Subject to archaeological investigation	(-)	(+)	(-)	(+) archaeological evaluation undertaken- absence of archaeological finds. Gated feature of concern.	(-) Subject to archaeological investigation	(+) Subject to archaeological investigation	(-) Subject to archaeological investigation	(+) Subject to archaeological investigation
E Overall rating for 'Low Carbon Development and Renewable Energy'	No information provided at this stage	No information provided at this stage	No information provided at this stage	No information provided at this stage	No information provided at this stage	No information provided at this stage	No information provided at this stage	No information provided at this stage	No information provided at this stage	No information provided at this stage	No information provided at this stage	No information provided at this stage	(-) Using design-led efficiencies	No information provided at this stage
F Overall Rating for 'Sustainable Building and Waste Minimisation'	No information submitted at this stage.	No information submitted at this stage.	No information submitted at this stage.	No information submitted at this stage.	No information submitted at this stage.	No information submitted at this stage.	No information submitted at this stage.	No information submitted at this stage.	No information submitted at this stage.	No information submitted at this stage.	No information submitted at this stage.	No information submitted at this stage.	No information submitted at this stage.	No information submitted at this stage.
G Overall Rating for 'Efficient Use of Land'	(+)	(+) but consider that proposal represents a density which does not reflect the context of the surrounding built form.	(-)	(+)	(+)	(-)	(+)	(+)	(+)	(+)	(+)	(+)	(+)	(+)
H Overall Rating for 'Natural Resources'	(-)	(-) Will need a Hydrogeological Assessment to mitigate risk	(-)	(-) Will need a Hydrogeological Risk Assessment to mitigate risk	(-) Due to HSE assessment	(-)	(-)	(-)	(-)	(-) Hydrogeological Risk Assessment required- Phase 2 Environment Risk Assessment required at planning application stage	(-) Hydrogeological Risk Assessment required- Phase 2 Environment Risk Assessment required at planning application stage	(+)	(+)	(+)
I Overall Rating for 'Amenity'	(+)	(-) adverse noise impacts which are incapable of mitigation, and would lead to an unacceptable impact on new residents, and could fetter the operations of the site, which is identified as an important employment site to be retained in the Local Plan Strategy.	(-)	(+) subject to the consideration of the position of the school road, car park and existing/proposed properties.	(-)	(-)	(-)	(+)	(-)	(-) concerns about the noise attenuation mitigation proposed.	(+)	(-)	(-)	(-)
J Overall Rating for 'Flood Risk'	(+)	(+)	(+)	(+)	(+)	(+)	(+)	(+)	(+)	(+)	(+)	(+)	(+)	(+)
K Overall Rating for 'People'	No information submitted.	No information submitted.	No information submitted.	Some information has been submitted, but further clarification is needed regarding the provision of affordable housing	No information submitted.	No information submitted.	No information submitted.	No information submitted.	No information submitted.	No information submitted.	No information submitted.	No information submitted.	No information submitted.	No information submitted.
L Overall Rating for 'Meeting Needs'	(-)	(-)	(-)	(-)	(-)	(-)	(-)	(-)	(-)	(-)based on later submissions	(-)	(-)	(-)	(-)
M Overall Rating for 'Community facilities, Utilities and Infrastructure'	0	(+)	(+)	(++)	(+)	(-)	0	0	0	(+)	(+)	(-) due to highway constraints which have not been conclusively resolved.	(-) due to highway constraints	(-) due to highway constraints which have not been conclusively resolved.

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Assessment	3	8	61	148	181	371	381	489	612	635	636	161	178	254
N Overall rating for 'Strong Economy'	(+)	Not applicable	(+)	Not applicable	Not applicable	(+) Malton Foods have confirmed their support for the continued identification of the land for their business expansion, as opposed to mixed development.	Not applicable	(+) BATA have confirmed their support for the continued identification of the land for their business expansion.	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
Stage 3 - Deliverability / Developability	0	0	0	0	0	0	0	0	0	0	0	0	0	0
O Overall Deliverability / Developability Rating	No response provided.	(-) suggested viability, but adverse impacts from noise are not capable of mitigation without reassessing the extent of the site through a further noise assessment.	(+)	(+)	(-)	No response provided	No response provided	No response provided	No response provided	(+)	(+)	(+) Subject to access	(+)	(+) Subject to access

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Assessment	341	346	455	456	478	537	538	540	566
Stage 1 - Sift									
all sites 0.15Ha and above	(++) 1.16ha	(++) 0.78ha	(++) 0.64ha	(++) 1.18ha	(++) 1.35ha	(++) 0.94 ha	(++) 0.6ha	(-) 0.07ha	(++) 1.04ha
Check for conformity with Local Plan Strategy and Settlement Hierarchy (SP1)	(++)	(++)	(++)	(++)	(++)	(++)	(++)	(++)	(++)
Sites which cause significant harm to national/international nature conservation sites (species or habitat) or would involve substantial harm or loss to designated heritage assets will not be considered further	(++)	(++)	(++)	(++)	(++)	(++)	(++)	(++)	(++)
Sites which fall wholly within Flood Zone 3b not considered further for built development. Where sites are partially in Flood Zone 3b, that part of the site will be not be considered further for built development	(++)	(++)	(++)	(++)	(++)	(++)	(++)	(++)	(++)
Stage 2 - Site Assessment	0	0	0	0	0	0	0	0	0
Overall accessibility rating	(+)	(+)	(++)	(++)	(++)	(++)	(++)	0	(++)
A Overall Flood Risk Assessment	(++)	(++)	(++)	(++)	(++)	(++)	(++)	(++)	(++)
Q3 What are the conclusions of the Highways Authorities (NYCC and Highways England (HE) (where appropriate) initial highway assessment?	(-) The County Highways Authority considered: Existing development off low lane currently. To consider additional development in the area Low Lane would need significant improvement, widening and foot paths. The scheme proposes to improve 'to adoptable standard' the part of Low Lane up to the junction with sports facility the site outline has been revised to accommodate this- but there is no legal confirmation that this is within their capacity to undertake. The submitted drawings have not been assessed by the Highways Authority but show Low Lane as	(-) The County Highways Authority considered: Existing development off low lane currently. To consider additional development in the area Low Lane would need significant improvement, widening and foot paths. Site does not include a sufficient frontage to enable access of acceptable standards to be formed onto the public highway. Low lane would need to be upgraded to enable further development off Low Lane.	(-) County Highways considered: The site does not include a sufficient frontage to enable an access of acceptable standard to be formed onto the public highway. Required visibility can not be achieved onto Swinton Lane.	(+) County Highways considered: Access acceptable onto Malton Road. Impact will be determined by a traffic assessment. Would require a Travel Plan. Dependant on the proposed use, this may require additional facilities/service provision.	(-) County Highways have confirmed: No appropriate access onto the adoptable highway. The existing access to this land is too narrow to achieve an adoptable access. East Street is also narrow in nature and may need to be widened/improved if the use of this road is to be intensified.	(-) County Highways have considered: The site has no direct connection/frontage to a highway maintainable at the public expense. The site submission was revised recently to include a strip of land to provide access/drainage to a lane to the north of the site (unnamed) which would link into Low Lane, which is already identified as being sub-standard (see site346). Further submissions were then received which identified a connection to East Street. However, that has already been identified as being sub-standard (see 478). The access road is indicated as being	(-) County Highways have considered: The site has no direct connection/frontage to a highway maintainable at the public expense. The site submission was revised recently to include a strip of land to provide access/drainage to a lane to the north of the site (unnamed) which would link into Low Lane, which is already identified as being sub-standard (see site346). Further submissions were then received which identified a connection to East Street. However, that has already been identified as being sub-standard (see 478). The access road is indicated as being	(-) County Highways confirmed: Only available access from Low Lane, which is too narrow. Site does not include a sufficient frontage to enable access of acceptable standards to be formed onto the public highway.	(-) No observations from the Highways Authorities currently. But based on 478 and 178/537/538: County Highways have confirmed: No appropriate access onto the adoptable highway. The existing access to this land is too narrow to achieve an adoptable access. East Street is also narrow in nature and may need to be widened/improved if the use of this road is to be intensified.
B Overall rating for 'Biodiversity and Geo-diversity'	(+)	(+)	(+)	(+)	(+)	(+)	(+)	(+)	(+)
C Overall Rating for 'Special Qualities, Landscape and Setting'	(+)	(-)	(-)	(-)	(-)	(-)	(-)	(-)	(-)
D Overall Rating for 'Culture and Heritage'	(+) Subject to archaeological investigation	(-) Subject to Archaeological investigation, which the site submitted is happy to undertake	(-) Subject to archaeological investigation	(-) Subject to archaeological investigation	(-) Subject to archaeological investigation	(+) Subject to archaeological investigation	(+) Subject to archaeological investigation	(-)	(-) Subject to archaeological investigation.
E Overall rating for 'Low Carbon Development and Renewable Energy'	No information provided at this stage	(++)	No information provided at this stage	No information provided at this stage	No information provided at this stage	No information provided at this stage	No information provided at this stage	No information provided at this stage	No information provided at this stage
F Overall Rating for 'Sustainable Building and Waste Minimisation'	No information submitted at this stage.	(++)	No information submitted at this stage.	No information submitted at this stage.	No information submitted at this stage.	No information submitted at this stage.	No information submitted at this stage.	No information submitted at this stage.	No information submitted at this stage.
G Overall Rating for 'Efficient Use of Land'	(+)	(+)	(+)	(+)	(+)	(+)	(+)	(+)	(+)
H Overall Rating for 'Natural Resources'	(+)	(+)	(+)	(+)	(+)	(+)	(+)	(+)	(+)
I Overall Rating for 'Amenity'	(-)	(+)	(-)	(-)	(-)	(-)	(-)	(-)	(-)
J Overall Rating for 'Flood Risk'	(+)	(+)	(+)	(+)	(+)	(+)	(+)	(+)	(+)
K Overall Rating for 'People'	Proposes to upgrade low road to an adoptable standard.	(+)	No information submitted.	No information submitted.	No information submitted.	No information submitted.	No information submitted.	No information submitted.	No information submitted.
L Overall Rating for 'Meeting Needs'	(+)	(-)	(-)	(-)	(-)	(-)	(-)	(-)	(-)
M Overall Rating for 'Community facilities, Utilities and Infrastructure'	(-) due to highway constraints which have not been conclusively resolved.	(-) due to highway constraints No information provided on the legal and technical capability to improve Low Lane	(-) due to highway constraints	(+)	(-) due to highway constraints	(-) due to highway constraints	(-) due to highway constraints	0	(-) due to highway constraints

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Assessment	341	346	455	456	478	537	538	540	566
N Overall rating for 'Strong Economy'	Not applicable	Not applicable	(+)	(+)	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
Stage 3 - Deliverability / Developability	0	0	0	0	0	0	0	0	0
0 Overall Deliverability / Developability Rating	(-) Highway constraints have not been satisfactorily resolved, and amenity issues remain due inability to condition the operation of the scrap yard.	(-) Highway constraints have not been satisfactorily resolved.	No response provided	No response provided	No response provided	(+)	(+)	(+)	No response provided