

### Sherburn Summary

Assessment	12	71	74	77	126	251	253
<b>Stage 1 - Sift</b>		<b>Planning consent 'minded to approve' for 73 units</b>					
all sites 0.15Ha and above	(++) 0.34ha	(++) 5.34ha	(++) 0.56ha	(++)0.51ha	(++) 0.17ha	(++) 0.8ha	(++)0.3ha
Check for conformity with Local Plan Strategy, 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.	(++)	(++)	(++)	(++)	(++)	(++)	(++)
<b>Stage 2 - Site Assessment</b>							
Overall accessibility rating	(+)	(++)	(+)	(++)	(++)	(++)	(++)
A Overall Flood Risk Assessment	(++)	(++)	(++)	(++)	(++)	(++)	(++)

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Assessment	12	71	74	77	126	251	253
Q3. What are the conclusions of the Highways Authorities (NYCC) and Highways Agency (HA) (where appropriate) initial highway assessment?	(++) Highways England have confirmed that by virtue of size and ability of the site to access the traffic-lighted junction this would be acceptable. The County Council Highways Officer has advised: access from existing highway acceptable onto Eastbeck Court; Accessibility criteria has been met. Junction spacing should be considered carefully, adhering to NYCC's residential design guide.	(+) Highways England have advised that due to the size of the site, the scheme could utilise or relocate an existing access, and providing no conflict with existing access (i.e. no access opposite each other). The County Council Highways Officer has advised: access acceptable onto St. Hilda's Street. Accessibility Criteria can be met. Sites with over 50 dwellings will require a secondary access (emergency as a minimum). Consideration should be given to the cumulative impact. Junction spacing should be considered carefully.	(++) Highways England have confirmed that by virtue of size and ability of the site to access the traffic-lighted junction this would be acceptable. The County Council Highways Officer has advised: access from existing highway acceptable onto Eastbeck Court; Accessibility criteria has been met. Junction spacing should be considered carefully, adhering to NYCC's residential design guide.	(--) Highways England have confirmed that an existing access, providing no conflicts with other access, could be used directly onto the A64. They also could close up the existing access and provide a new access. The County Council Highways Officer has advised: access acceptable onto High Street (subject to HA approval). Accessibility Criteria can be met. Consideration should be given to the cumulative impact of sites accessing the High Street. Junction spacing should be considered carefully, adhering to NYCC's residential design guide. However, there is no indication that the access is capable of being used to access the site. It is part of Corner Farm, which has undertaken a scheme of extension and alterations to the listed barns for holiday accommodation. Proposals show no future access onto the adjacent land to the east.	(++) The access position has changed with regards to this site. Originally no access identified onto the A64. Highways England are satisfied with the access, and this has been established through the determination of a planning application.	(+) Highways England are satisfied that the site could utilise the established junction. The County Council Highways Officer has advised: access acceptable onto St. Hilda's Street. Accessibility Criteria can be met. Junction spacing should be considered carefully, adhering to NYCC's residential design guide.	(+) Highways England would be supportive of a scheme which linked onto St. Hilda's Street which is served by the traffic-lighted junction, through the modern development of 'The Pastures'. The County Council Highways Officer has advised: Acceptable access onto the Pastures and the High Street (subject to HA approval). Consideration should be given to residential parking on the Pastures. Consideration should be given to the cumulative impact of sites accessing the High Street. Junction spacing should be considered carefully, adhering to NYCC's residential design guide.
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 an archaeological investigation	(+) Subject to archaeological investigation	(-) Subject to archaeological investigation	(+) Subject to archaeological investigation, which is required by condition of the planning approval	(-) Subject to archaeological investigation	(-) Subject to archaeological investigation
E Overall rating for 'Low Carbon Development and Renewable Energy'	No information currently submitted	No information currently submitted	No information currently submitted	No information currently submitted	No information currently submitted	No information currently submitted	No information currently submitted
F Overall Rating for 'Sustainable Building and Waste Minimisation'	No information has currently been submitted	No information has currently been submitted	No information has currently been submitted	No information has currently been submitted	No information has currently been submitted	No information has currently been submitted	No information has currently been submitted
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'	(+)	(--) due to ground water flooding incident.	(+)	(-)	(-)	(-)	(-)
K Overall Rating for 'People'	(-)	(-)	(-)	(-)	(-)	(-)	(-)

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Assessment	12	71	74	77	126	251	253
L Overall Rating for 'Meeting Needs'	(-)	(-)	(-)	(-)	(+)	(-)	(-)
M Overall Rating for 'Community facilities, Utilities and Infrastructure'	(+)	(-)	(+)	(+)	(+)	(+)	(+)
N Overall rating for 'Strong Economy'	NA	NA	NA	NA	NA	NA	NA
<b>Stage 3 - Deliverability / Developability</b>							
O Overall Deliverability / Developability Rating	No response received	(++ Planning permission has recently been granted.	No response received	No response received	(++	No response received	No response received

### Sherburn Summary

Assessment	258	264	283	348	605
<b>Stage 1 - Sift</b>			planning consent granted but permission has lapsed.		
all sites 0.15Ha and above	(++) 1.77ha	(++) 0.41ha	(++) 0.16ha	(++) 4.8ha	(++) 1.08ha
Check for conformity with Local Plan Strategy, Settlement Hierarchy SP1	(++)	(++)	(++)	(-- ) tourist and leisure use proposed	(++)
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.	(++)	(++)	(++)	(++)	(++)
<b>Stage 2 - Site Assessment</b>					
Overall accessibility rating	(++)	(+)	(++)	0	(++)
A Overall Flood Risk Assessment	(++)	(++)	(++)	(++)	(++)

## Sherburn Summary

Assessment	258	264	283	348	605
Q3. What are the conclusions of the Highways Authorities (NYCC) and Highways Agency (HA) (where appropriate) initial highway assessment?	(-) The site access would be directly onto the A64, and it is not possible to physically link onto St. Hilda's Street which is served by the traffic-lighted junction. Highways England would have significant concerns about the creation of new access points onto the A64. The County Council Highways Officer has advised: The site does not include sufficient frontage to enable an access of acceptable standards to be formed on the public highway. The existing access would require significant improvement and need widening to meet adoptable standards. Improvements are restricted due to existing infrastructure. Junction spacing should be considered carefully, adhering to NYCC's residential design guide.	(++) Highways England have confirmed that by virtue of size and ability of the site to access the traffic-lighted junction this would be acceptable. The County Council Highways Officer has advised: access from existing highway acceptable onto Eastbeck Court; Accessibility criteria has been met. Junction spacing should be considered carefully, adhering to NYCC's residential design guide.	(++) Highways England have confirmed that by virtue of size and ability of the site to access the traffic-lighted junction this would be acceptable. The County Council Highways Officer has advised: Accessible onto Vicarage Lane. Accessibility criteria met. Junction spacing should be considered carefully, adhering to NYCC's residential design guide.	(--) Highways England consider that this site will have a significant impact on the Strategic Road Network (SRN) which will require mitigation. Improvements to the SRN are only considered as a last resort. Instead sustainable travel choices need to be developed through use of travel plans. The County Council Highways Officer has advised: access acceptable onto High Street A64 (Subject to HA approval). Accessibility Criteria can be met. Sites with over 50 dwellings will require a secondary (emergency as a minimum). Consideration should be given to the cumulative impact of sites accessing the High Street. Junction spacing should be considered carefully, adhering to NYCC's residential design guide.	(--) Highways England The site access would be directly onto the A64, and it is not possible to physically link onto St. Hilda's Street which is served by the traffic-lighted junction. For the number of houses capable of being delivered, it is not able to support an application with a new access onto the A64. The County Council Highways Officer has advised: Access can be achieved off the high street. Accessibility criteria can be met. Consideration should be given to the cumulative impact of sites accessing the High Street. Junction spacing should be considered carefully, adhering to NYCC's residential design guide.
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	(+) Subject to archaeological investigation	(--)	(--)
E Overall rating for 'Low Carbon Development and Renewable Energy'	No information currently submitted	No information currently submitted	No information currently submitted	No information currently submitted	No information currently submitted
F Overall Rating for 'Sustainable Building and Waste Minimisation'	No information has currently been submitted	No information has currently been submitted	Details submitted as part of the planning permission	No information has currently been submitted	No information has currently been submitted
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'	(-)	(-)	(+)	(-)	(-)

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Assessment	258	264	283	348	605
L Overall Rating for 'Meeting Needs'	(-)	(-)	(+)	(-)	(-)
M Overall Rating for 'Community facilities, Utilities and Infrastructure'	(-)	(+)	(++)	(-)	(-)
N Overall rating for 'Strong Economy'	NA	NA	NA	NA	NA
<b>Stage 3 - Deliverability / Developability</b>					
O Overall Deliverability / Developability Rating	(+)	(+)	(+) Site is subject to a planning permission granted. 11/00166/FULL The permission has now lapsed, but site is small and within development limits	(--) Site submitter only wants to consider the site for Leisure Tourism, and is aware not making allocations for this land use	No response received