

Staxton and Willerby Summary

Site Ref:	69	72	112	177	217	434	480
<b>Stage 1 - Sift</b>							
Sites 0.15Ha and above	(--) 0.13ha	(++) 5.44ha	(++)5.44ha	(++) 0.97ha	(++) 1.25ha	(--)0.13ha	(++) 1.31ha
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.	(++)	(++) Site is proximal to River Hertford, which is a tributary into the River Derwent SAC.	(++) Site is proximal to River Hertford, which is a tributary into the River Derwent SAC.	(++)	(++)	(++)	(++) but adjacent to SM
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 not be considered further for built development. Zone 3b, that part of the site will be not be considered further	(++)	(++)	(++)	(++)	(++)	(++)	(++)

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Site Ref:	69	72	112	177	217	434	480
<b>Stage 2 - Site Assessment</b>							
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?	(+) Highways England have confirmed that a scheme of circa 30-50 dwellings, using the existing access (traffic-lighted) would be considered acceptable. If a number of sites are being considered then cumulative impacts would need consideration. The County Highways Officer has advised: Access acceptable: Access on to Staxton/Willerby however the close proximity to the signalised junction would need to be considered when locating an access to any residential development in this location. Accessibility criteria can be met.	(++) Highways England have confirmed that a scheme of circa 30-50 dwellings, using the existing access (traffic-lighted) would be considered acceptable. If a number of sites are being considered then cumulative impacts would need consideration. As currently submitted this site would require further investigation due to its size. The County Highways Officer has advised: Acceptable onto Ings Lane or Carr Lane, However significant improvements will be required to ensure adoptable standards can be met. Traffic Regulation Orders (TROs) may also be required to address the speed limit on these roads. It should be noted that any site with over 50 dwellings will require a secondary access (emergency access as a minimum). Accessibility Criteria can be met.	(++) Highways England have confirmed that a scheme of circa 30-50 dwellings, using the existing access (traffic-lighted) would be considered acceptable. If a number of sites are being considered then cumulative impacts would need consideration. As currently submitted this site would require further investigation due to its size. The County Highways Officer has advised: Acceptable onto Ings Lane or Carr Lane, However significant improvements will be required to ensure adoptable standards can be met. Traffic Regulation Orders (TROs) may also be required to address the speed limit on these roads. It should be noted that any site with over 50 dwellings will require a secondary access (emergency access as a minimum). Accessibility Criteria can be met.	(++) Highways England have confirmed that a scheme of circa 30-50 dwellings, using the existing access (traffic-lighted) would be considered acceptable. If a number of sites are being considered then cumulative impacts would need consideration. The County Highways Officer has advised: Acceptable onto Willerby Carr Lane, however significant improvements will be required to widen access roads, to meet adoptable standards. Accessibility criteria can be met. Visibility at Willerby Carr Lane/Wains Lane junction is restricted by existing trees/hedgerow, this would need to be addressed consider this site in connection with 217.	(++) Highways England have confirmed that a scheme of circa 30-50 dwellings, using the existing access (traffic-lighted) would be considered acceptable. If a number of sites are being considered then cumulative impacts would need consideration. The County Highways Officer has advised: Acceptable onto Willerby Carr Lane, however significant improvements will be required to widen access roads, to meet adoptable standards. Accessibility criteria can be met. Visibility at Willerby Carr Lane/Wains Lane junction is restricted by existing trees/hedgerow, this would need to be addressed consider this site in connection with 177.	(+) Highways England have confirmed that a scheme of circa 30-50 dwellings, using the existing access (traffic-lighted) would be considered acceptable. If a number of sites are being considered then cumulative impacts would need consideration. The County Highways Officer has advised: Access acceptable: Access on to Staxton/Willerby however the close proximity to the signalised junction would need to be considered when locating an access to any residential development in this location. Accessibility criteria can be met.	(--) Highways England have confirmed that a scheme of circa 30-50 dwellings, using the existing access (traffic-lighted) would be considered acceptable. If a number of sites are being considered then cumulative impacts would need consideration. The County Highways Officer has advised: this site has no direct connection/frontage to a highway maintainable at the public expense.

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Site Ref:	69	72	112	177	217	434	480
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	(--) Significant Archaeology found without evaluation	(--) Significant Archaeology found without evaluation	(-)Subject to archaeological investigation	(-) Subject to archaeological investigation
E Overall rating for 'Low Carbon Development and Renewable Energy'	No information at this stage	No information at this stage	No information at this stage	No information at this stage	No information at this stage	No information at this stage	No information at this stage
F Overall Rating for 'Sustainable Building and Waste Minimisation'	No information at this stage	No information at this stage	No information at this stage	No information at this stage	No information at this stage	No information at this stage	No information 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'	(+)	(+)	(+)	(+) Site submitter aware of the need for a FRA	(+) Site submitter aware of the need for a FRA	(+)	(+)
K Overall Rating for 'People'	0	(-) limited information	(-) limited information	(-) limited information	(-) limited information	0	(-) limited information
L Overall Rating for 'Meeting Needs'	(-) limited information	(-) limited information	(-) limited information	(-) limited information	(-) limited information	(-) retail development	(-) limited information
M Overall Rating for 'Community facilities, Utilities and Infrastructure'	(+)	(-)	(-)	(-)	(+)	(+)	(-- due to access concerns)
N Overall rating for 'Strong Economy'	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
<b>Stage 3 - Deliverability / Developability</b>							
O Overall Deliverability / Developability Rating	No response provided	(--) Land ownership constraint/complexity	(--) Land ownership constraint/complexity	(--) Significant Archaeology found without evaluation	(--) Significant Archaeology found without evaluation	(--) Site submitter has moved away	(--) Highly unlikely that a safe access can be achieved.

## Staxton and Willerby Summary

Site Ref:	557	591
<b>Stage 1 - Sift</b>		
Sites 0.15Ha and above	(++) 5.52 ha	(++) 1.05ha
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.	(++) Site is proximal to River Hertford, which is a tributary into the River Derwent SAC.	(++)
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 not be considered further for built development. Zone 3b, that part of the site will be not be considered further	(++)	(++)

## Staxton and Willerby Summary

Site Ref:	557	591
<b>Stage 2 - Site Ass</b>		
Overall accessibility rating	(++)	(++)
A Overall Flood Risk Assessment	(++)	(++)
Q3. What are the conclusions of the Highways Authorities (NYCC) and Highways England (HE) (where appropriate) initial highway assessment?	<p>(++) Highways England have confirmed that a scheme of circa 30-50 dwellings, using the existing access (traffic-lighted) would be considered acceptable. If a number of sites are being considered then cumulative impacts would need consideration. As currently submitted this site would require further investigation due to its size. The County Highways Officer has advised: Acceptable onto Ings Lane or Carr Lane, However significant improvements will be required to ensure adoptable standards can be met. Traffic Regulation Orders (TROs) may also be required to address the speed limit on these roads. It should be noted that any site with over 50 dwellings will require a secondary access (emergency access as a minimum). Accessibility Criteria can be met.</p>	<p>(++) Highways England have confirmed that a scheme of circa 30-50 dwellings, using the existing access (traffic-lighted) would be considered acceptable. If a number of sites are being considered then cumulative impacts would need consideration. As currently submitted this site would require further investigation due to its size. The County Highways Officer has advised: Acceptable onto Ings Lane or Carr Lane, However significant improvements will be required to ensure adoptable standards can be met. Traffic Regulation Orders (TROs) may also be required to address the speed limit on these roads. It should be noted that any site with over 50 dwellings will require a secondary access (emergency access as a minimum). Accessibility Criteria can be met.</p>

## Staxton and Willerby Summary

Site Ref:	557	591
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
E Overall rating for 'Low Carbon Development and Renewable Energy'	No information at this stage	No information at this stage
F Overall Rating for 'Sustainable Building and Waste Minimisation'	No information at this stage	No information 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'	(-) limited information	(-) limited information
L Overall Rating for 'Meeting Needs'	(-) limited information	(-) limited information
M Overall Rating for 'Community facilities, Utilities and Infrastructure'	(-)	(+)
N Overall rating for 'Strong Economy'	Not applicable	Not applicable
<b>Stage 3 - Delivera</b>		
O Overall Deliverability / Developability Rating	(--) Land ownership constraint/complexity	(+)