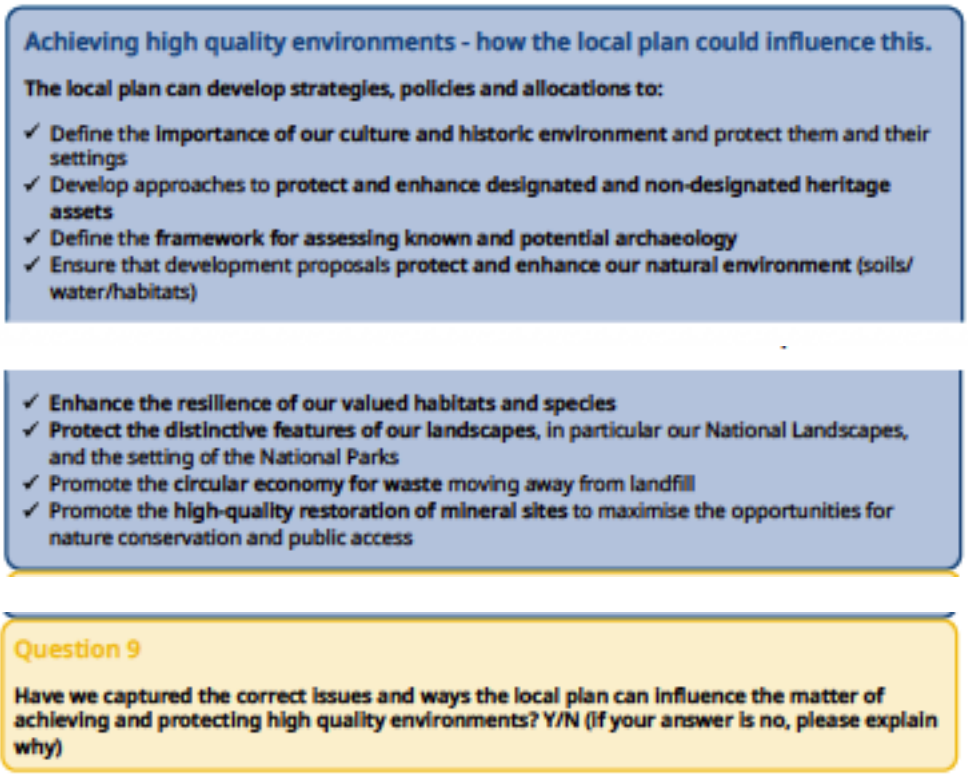


Achieving high quality environments - how the local plan could influence this.

The local plan can develop strategies, policies and allocations to:

- ✓ Define the **importance of our culture and historic environment** and protect them and their settings
- ✓ Develop approaches to **protect and enhance designated and non-designated heritage assets**
- ✓ Define the **framework for assessing known and potential archaeology**
- ✓ Ensure that development proposals **protect and enhance our natural environment** (soils/ water/habitats)

- ✓ **Enhance the resilience of our valued habitats and species**
- ✓ **Protect the distinctive features of our landscapes**, in particular our National Landscapes, and the setting of the National Parks
- ✓ Promote the **circular economy for waste** moving away from landfill
- ✓ Promote the **high-quality restoration of mineral sites** to maximise the opportunities for nature conservation and public access

Question 9

Have we captured the correct issues and ways the local plan can influence the matter of achieving and protecting high quality environments? Y/N (If your answer is no, please explain why)

Question 9
Have we captured the Correct Issues and Ways the Local Plan can Influence the Matter of Achieving and Protecting High-quality Environments? Y/N (If your answer is No, please explain why)

No, as some clarification is needed, please see below:

General points

- There is clearly both a need and a desire to protect existing high-quality environments and to develop new ones. As a minimum the mechanisms for this, which the Local Plan should focus on are:
    - The maintenance and support of existing plant and wildlife.
    - Less atmospheric pollution with a reduction in wildfire risk and the use of more solar and wind energy.
    - Less industrial disturbance through commercial and industrial operations and the linked noise, light, traffic and waste generation.

- Currently, both in and adjacent to our Parish is the activity linked to Woodsmith mine. While this is in, and subject to planning oversight by the North York Moors National Park Authority the associated traffic and generated noise and light pollution are felt within our Parish. It is clear from this that any high-quality environment needs to consider not just the impact of activities within the immediate area of any development, particularly industrial, but the impact on the wider locale which can be affected.

There are twelve areas identified within the issues graphic linked to this section. These are, in the main, non-contentious. Addressing these individually: -

- **Protect Heritage Assets**
  We as a Parish council clearly support this objective. However, the key issue will be the designation of what is and is not a Heritage Asset. In particular the tiering between National and International Heritage Assets and those of a more regional and local significance. Once there is a designation of a Heritage Asset it should enjoy protection whatever level of asset it is.

- **Heritage Environment Record**
  It is critical, given the relatively recent amalgamation of the local authorities into North Yorkshire Council that information is not lost and that there is a sufficient resource allocated to gather and record information regarding the heritage environment and to make this information available to those with responsibility for using this information to make planning decisions.

- **Conservation Area Appraisals**
  Again, following the amalgamation of the local authorities into NYS it is imperative that a consistent approach is taken across the whole County, both in terms of the identification of conservation and their treatment in relation to planning once they have been designated.

- **Local Heritage Assets**
  We would endorse this objective fully, particularly in the light of the points made above.

- **Respect Local Character**
  We as a Parish Council have raised issues in commenting on planning applications regarding developments impinging on local character and lessening the special identity of a place. These do not seem to have been acknowledged or considered when granting consent. We would like to see specific constraints written into the Local Plan as to how this is assessed and the fact that local people often have the best knowledge and view of what is relevant to the assessment and maintenance of local character.

- **Historic Building Reuse**
  We would support this providing that reuse of a historic building does not stand opposed to the earlier identified issues.

- **Protected Landscapes**
  We would again agree fully with this as a necessary consideration. As our Parish, Eskdaleside-cum-Ugglebarnby straddles the North York Moors National Park we clearly have interest in the Local Plan of two organisations and the application of both those local plans. It is imperative that there is consistency of content, approach and application of these documents where settlements and Parishes fall within both.

- **Landscape Conservation**
  No further comment

- **Nature Recovery Strategy**
  No further comment

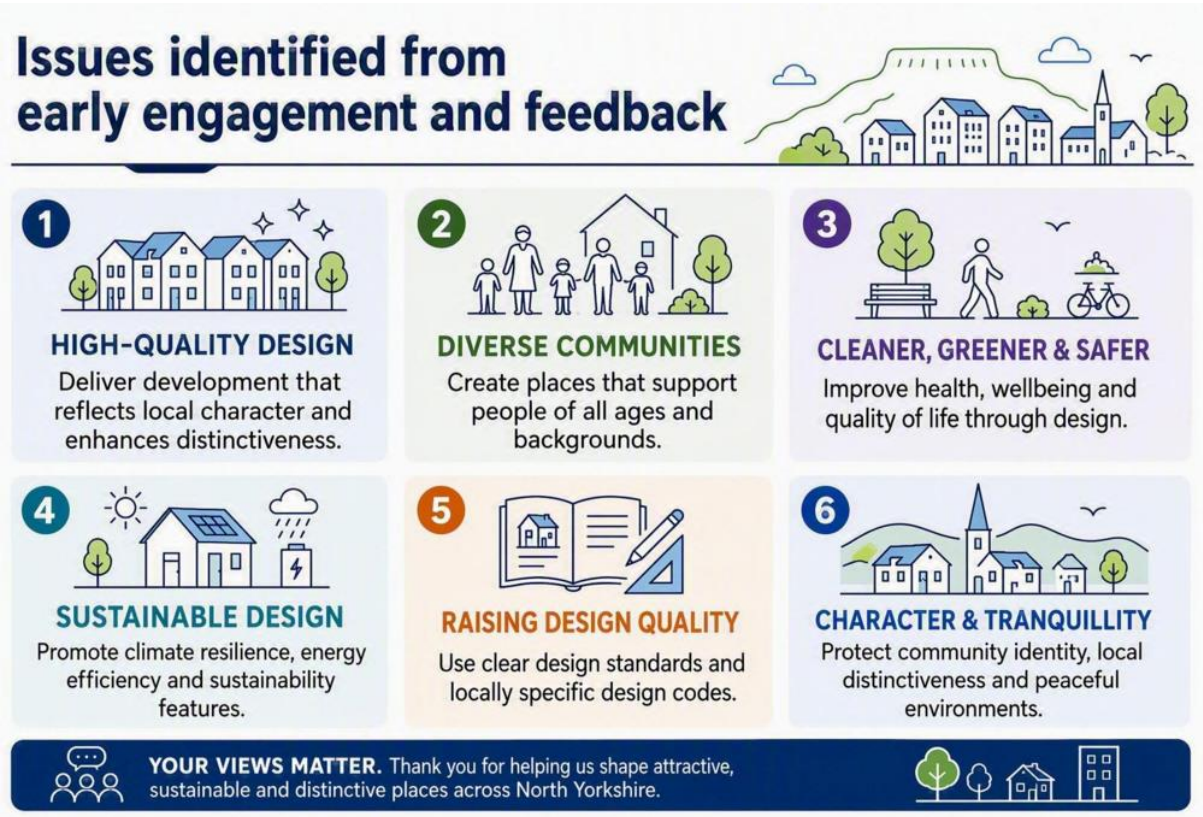
- **Protected Sites**
- No further comment

- **Nature Recovery Measures**
  No further comment

- **Connected Green Infrastructure**
  No further comment

North Yorkshire Council Local Plan Consultation

Achieving High-Quality Design



Achieving high quality design - how the local plan could influence this.

The local plan can develop strategies, policies and allocations to:

- ✓ Develop locally specific design guidance, codes and masterplans which **helps to create healthy and sustainable places that people want to live, work or visit.**
- ✓ Set out **housing standards relating to the size of the dwellings, water usage/ management and their adaptability/accessibility**

Question 10

Have we captured the correct issues and ways the local plan can influence the matter of achieving high quality design? Y/N (if your answer is no, please explain why)

Question 10
Have we captured the correct issues and ways the local plan can influence the matter of achieving high-quality design? Y/N (if your answer is no, please explain why)

No, as some clarification is needed, please see below:

As each of the heads in the graphic in this section refer to a separate and more detailed section within the overall consultation document, we have addressed our responses to these within the relevant section.

- **High-Quality Design**
  Recent developers in Sleights have, with the PC input achieved reasonable design which fits into their localities, it is very important to ensure that this continues and that developments do not exceed the current extents of building within the Parish, so diminishing the green space between Sleights, Whitby and Ruswarp and maintaining its character.

- **Diverse Communities**
  No comment

- **Cleaner, Greener & Safer**
  New developments should include adequate amenity areas to ensure the health and wellbeing of their inhabitants.

- **Sustainable Design**
  We would support including climate resilience and energy efficiency into all new homes. However, to ensure the sustainability of new builds it is very important that they are built to the correct standard and comply with all building regulations.

- **Raising Design Quality**
  Eskdaleside-cum-Ugglebarnby has grown over many years, the design of the structures within the Parish has changed as needs and available materials change. New developments should be designed in similar ways varying the types, size and by using different materials to continue this theme, whilst discouraging building spurs of very similar houses in “estate fashion” on the extremities of the village boundaries.

- **Character & Tranquillity**
  One of the outcomes of the recent Parish Council survey is that the community in Sleights respects and enjoys the character and peacefulness of the area and substantial developments in inappropriate areas of the parish could ruin the character, individualism and tranquillity of the area.

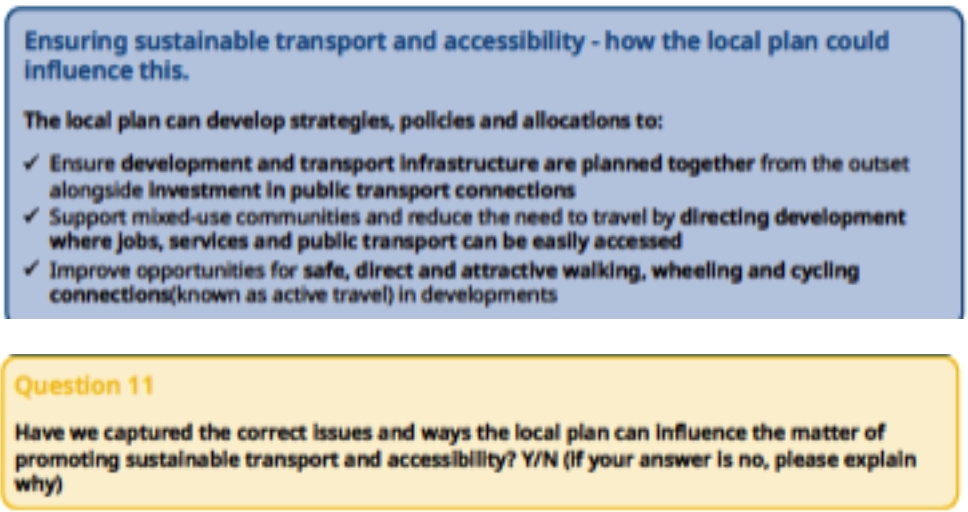
North Yorkshire Council Local Plan Consultation

Promoting Sustainable Transport and Accessibility

Issues Influencing the Promotion of sustainable Transport and Accessibility as published in the "How to Respond" document.

Figure 16 Issues identified





Ensuring sustainable transport and accessibility - how the local plan could influence this.

The local plan can develop strategies, policies and allocations to:

- ✓ Ensure **development and transport infrastructure are planned together** from the outset alongside **investment in public transport connections**
- ✓ Support mixed-use communities and reduce the need to travel by **directing development where jobs, services and public transport can be easily accessed**
- ✓ Improve opportunities for **safe, direct and attractive walking, wheeling and cycling connections**(known as active travel) in developments

Question 11

Have we captured the correct issues and ways the local plan can influence the matter of promoting sustainable transport and accessibility? Y/N (if your answer is no, please explain why)

Question 11
Have we captured the Correct Issues and Ways the Local Plam can Influence the Matter of Promoting Sustainable Transport and Accessibility? Y/N (if your answer is No, please explain why)

No, as some clarification is needed, please see below:

General points
We consider that the eight areas covered do encompass the main issues which may be of concern to our residents within Eskdaleside-cum-Ugglebarnby Parish. We do, however, seek expansion and clarification around these points to ensure that when included in the local plan that they consider the following:

As each of the heads in the graphic in this section refer to a separate and more detailed section within the overall consultation document, we have addressed our responses to these within the relevant section.

- **Public Transport Led Growth**
  Given that much of the county is very rural focussing on areas with existing good public transport links places a severe restriction on the identification of areas for any development. Additionally, consideration should not only be given to what types of public transport are available but also the destinations, routes and overall interconnectivity of these. For example, in our own Parish of Eskdaleside-cum-Ugglebarnby we have a railway station. This is only on the Whitby to Middlesbrough line with infrequent services that do not align with local bus services.

- **Active Travel**
  As a Parish Council we are supportive of the growth in Active Travel. However, as a Parish with an ageing population and a hilly topography that is 1-3 miles away from the nearest Tier 2 hub, Whitby, most of the population rely on cars. We have large areas of the Parish with no footway next to roads and indeed, both the routes to Whitby, the A169/A171 and the B1410 to Ruswarp have very long sections without any option but to walk on the road.

- **Transport Masterplans**
  We have no comment on this point other than to say that this process should be considered in all development.

- **Travel Plans**
  We have no comment on this point other than to say that this process should be considered in all development. Additionally, travel plans and the provision of Active Travel options should be a requirement for any development and any additional infrastructure both on and off the development should be provided prior to that development taking place.

- **Mixed Use Communities**
  We have no comment on this point other than to say that this process should be considered in all development. Additionally, travel plans and the provision of safe Active Travel options should be a requirement for any development and any additional infrastructure both on and off the development should be provided prior to that development taking place.

- **Rural Transport**
  The provision of safe, frequent and usable options for rural transport, including provision of school transport, should be a requirement for any development, not just rural, and any additional transport provision both on and off the development should be provided prior to that development taking place.

- **Integrated Networks**
  As we have pointed out in the earlier point in this section, we consider that any public transport should link to other public transport and any active travel routes. Certainly, at this time within our Parish this is not the case.

- **EV Infrastructure**
  It is right to consider how a new development can accommodate the rise of EV's and the necessary charging infrastructure. However, this is not just about the provision of power within the development. There should be adequate power networks such that the provision or needs of any additional development does not impact on other users outside that development. We, in Eskdaleside-cum-Ugglebarnby Parish. are already subject to frequent short-term power-cuts and any significant increased load would make this worse. Additionally, with the government focus on the mandatory provision of charging points for electric vehicles on any new housing development, this would cause a disproportionate increase in electricity demand.

North Yorkshire Council Local Plan Consultation

Spatial Strategy Options

Issues Influencing the Spatial Strategy as published in the “How to Respond“ Document.

Issues Influencing the Spatial Strategy

Figure 18 Issues influencing the spatial strategy



Amount of Development

Figure 17 Identified development needs



Question 12

Which options should be considered to help us deliver growth in a sustainable manner?

- **A Prioritising growth in and around main urban areas**
- **B Achieving a greater proportion of development in larger villages with a good range of supporting services and infrastructure**
- **C Dispersing development across a broader range of settlements, including smaller villages**
- **D Growing locations that are well-served by existing and/or new high-quality sustainable transport links**
- **E Developing entirely new settlements / communities**

Question 12
Which options should be considered to help us deliver growth in a sustainable manner?

No, as some clarification is needed, please:

We would see development within existing Tier 1 and Tier 2 settlements rather than in surrounding areas to be a much better option given the existing infrastructure. Our reasons and concerns are identified below.

Addressing each of the issues influencing the Spatial Strategy in relation to each of the options with specific reference to Eskdaleside-cum-Ugglebarnby Parish, As each of the heads in the graphic in this section refer to a separate and more detailed section within the overall consultation document, we have addressed our responses to these within the relevant section for each option.

1. **Option A – Prioritising Growth in and Around Main Urban Areas**

- Balanced Growth and Deliverability
  In relation to Eskdaleside-cum-Ugglebarnby parish, a Tier 4 location, there is no current major or significant industrial or employment location within the parish other than minor retail and agricultural businesses together with small employers in the hospitality sector. However, our proximity to Whitby, a designated tier 2 location, does link us to the employment and business opportunities that already exist there. Any significant development in our Parish must consider the travel constraints into Whitby, i.e. the single road bridge over the River Esk and the existing high levels of visitor traffic going through Sleights on the A169. Any increase in this will make an already difficult situation worse. Again, in order to deliver housing development within the Parish a major consideration is the current drainage and sewerage system. This is currently a combined system with all sewage and captured surface water running in a single network that already has to be pumped uphill into Whitby STS. There are already issues around capacity on this system and as a Parish Council we have raised these consistently in relation to current small scale infill developments and larger ones on Carr Hill. Any significant development must address this

network issue, rather than just locally within the development prior to that development taking place.

- Economic Growth and Investment
  As noted above, Eskdaleside-cum-Ugglebarnby parish, a Tier 4 location, there is no current major or significant industrial or employment location within the parish other than minor retail and agricultural businesses and small hospitality led businesses. Any industrial or economic development within the Parish would require major infrastructure and service development. This is quite clearly a major factor in favouring development of this nature within the larger Tier 1 and Tier 2 settlements where there are already more concentrated and larger employment opportunities.

- Housing Needs and Rural Vitality
  Eskdaleside-cum-Ugglebarnby parish is a Tier 4 location. There is no current major or significant housing development within the Parish providing affordable or specialist housing. Development is currently, almost exclusively, on an infill basis for single or very low numbers of houses. While there is a clear need to provide affordable homes for local people in the Parish, we do not see significant opportunity to do so on a large-scale basis and would consider that these opportunities better arise when development is focussed in larger urban areas where there is already supporting infrastructure that does not require enabling investment which inevitably makes the provision of affordable homes more difficult.

- Place Making and Local Character
  As a neighbourhood centre Sleights, within the Eskdaleside-cum-Ugglebarnby Parish has together with the other settlements within the Parish has developed a character where domestic property is intermingled with the shops and services currently existing. This encourages the use of these local facilities by local people and is a significant factor in the character of the village. A recent Parish-wide survey carried out by the Parish Council elicited responses that identified this factor as a key issue in the attractiveness of the location. Any significant development would change this character.

- Environmental Constraints and Resilience
  As a Parish we have large areas within the North York Moors National Park and large areas of the Parish are immediately adjacent to the National Park. As such, any development needs to take this into consideration. Additionally, the lower parts of the Parish, alongside the River Esk and Iburndale Beck are already subject to high flood risk. As mentioned in and earlier response there are already issues with sewer capacity and any additional loading would increase the risk of sewage overflow into the River Esk and tributaries where there is currently a project to reintroduce the freshwater pearl mussel which is highly sensitive to water quality.
  We would consider that development that is focussed in larger urban areas where there is already supporting infrastructure and less interaction or potential interference with the National Park is lower risk and therefore preferable to development in our Parish.

- Connectivity and Strategic choices
  There are already issues with the connectivity of the Whitby area with the rest of the County. The A169 and the bridge in Sleights over the River Esk are already significant bottlenecks during the holiday season and impact on traffic flows all year. These already impact on our Parish, both on the direct route and also where frustrated drivers attempt to use “rat runs” though minor roads. There is currently only a train service to Middlesbrough from Whitby

and while this calls at Sleights station it is infrequent. Bus service run through the Parish but are regularly disrupted and delayed due to the traffic issues identified above. We would consider that if there is to be development in either our Parish or in Whitby then significant investment to address road and rail connectivity though our Parish and into Whitby would need to be made.

2. Option B – Achieving a Greater Proportion of Development in Larger Villages with a Good Range of Supporting Services and Infrastructure

- Balanced Growth and Deliverability
  While we can agree with the points made in sections 4.17 to 4.20 within the consultation document, applying these points to Eskdaleside-cum-Ugglebarnby Parish causes some challenges in relation to deliverability. Within the previous Scarborough Borough Local Plan there was no significant development identified within the Parish due to the majority of local services, e.g. secondary schools, dentists, major shops, hospital, being centred in Whitby. It did allow for local infill and small-scale development. Also, given the constraints caused by the Parish being either within or largely surrounded by the North York Moors National Park there is virtually no available areas for provision of additional services within the current centre.
  As one of the larger villages in the county Sleights caters for the immediate surrounding areas e.g. Littlebeck, Eskdaleside, Briggswath etc. rather than a wider group of villages. The villages further afield tend to have their own Primary Schools and still rely on Whitby for secondary education.
  Also, and specific to our Parish there are significant topographical and geological issues that make any significant development potentially difficult and expensive. The whole Parish is sloping, in some cases steeply, and there has been recent evidence of land slips. Previous developments have also come across sand lenses causing issues with foundation design and installation.

- Economic Growth and Investment
  Our previous comments are also relevant here. There are limited opportunities for wider employment or investment within the Parish, but we would benefit from development in Whitby. However, this would further relegate us to a dormitory location more reliant on Whitby than ever.

- Housing Needs and Rural Vitality
  Eskdaleside-cum-Ugglebarnby parish is a Tier 4 location. There is no current major or significant housing development within the Parish providing affordable or specialist housing. Development is currently, almost exclusively, on an infill basis for single or very low numbers of houses. While there is a clear need to provide affordable homes for local people in the Parish, we do not see significant opportunity to do so on a large-scale basis and would consider that these opportunities better arise when development is focussed in larger urban areas where there is already supporting infrastructure that does not require enabling investment which inevitably makes the provision of affordable homes more difficult. The current services within the Parish, local shops, doctors' surgery, pubs, are sufficient for current needs and would require enhancement to match any significant development. It is unlikely that any additional services in the Parish would have a major input to surrounding settlements outside the Parish.

- Place Making and Local Character

As recognised in the superseded Scarborough Local Plan, the settlements that make up our Parish are largely discreet entities separated from the Parish centre, Sleights, by green fields or the River Esk. To infill between these settlements would have a major impact on the character of the Parish and on each of the settlements. We would continue to support this view and, given that some of these settlements are within the National Park and some are not this could result in any infill development changing the character of the whole Parish.

- Environmental Constraints and Resilience
  The environmental constraints in relation to our Parish in Option B remain as those identified in Option A.
  As a Parish we have large areas within the North York Moors National Park and large areas of the Parish are immediately adjacent to the National Park. As such, any development needs to take this into consideration. Additionally, the lower parts of the Parish, alongside the River Esk and Iburndale Beck are already subject to high flood risk. As mentioned in an earlier response there are already issues with sewerage capacity, and any additional loading would increase the risk of sewage overflow into the River Esk and tributaries where there is currently a project to reintroduce the freshwater pearl mussel which is highly sensitive to water quality.
  We would consider that development that is focussed in larger urban areas where there is already supporting infrastructure and less interaction or potential interference with the National Park is lower risk and therefore preferable to development in our Parish.

- Connectivity and Strategic choices
  Our Parish consists of a small number of discreet settlements clustered around the larger village of Sleights. The connectivity between these is by “B” road or “C” road and largely by car. This is currently just about sufficient for the needs of those settlements. Any additional traffic load in the settlements would overload this current situation. The connectivity constraints between the Parish as a whole and our nearest Tier 2 settlement, Whitby, remains the same as identified in relation to Option A. There are already issues with the connectivity of the Whitby area with the rest of the County. The A169 and the bridge in Sleights over the River Esk are already significant bottlenecks during the holiday season and impact on traffic flows all year. These already impact on our Parish, both on the direct route and also where frustrated drivers attempt to use “rat runs” though minor roads. There is currently only a train service to Middlesbrough from Whitby and while this calls at Sleights station it is infrequent. Bus services run through the Parish but are regularly disrupted and delayed due to the traffic issues identified above. We would consider that if there is to be development in either our Parish or in Whitby then significant investment to address road and rail connectivity though our Parish and into Whitby would need to be made.

3. Option C– Dispersing Development across a Broader Range of Settlements including Smaller Villages

- Balanced Growth and Deliverability
  The concept of spreading development across a wider range of smaller settlements has many advantages. It reduces the need for larger developments and could better enable development to link in with existing services and infrastructure, subject to appropriate enhancements. The disadvantage of this is that it relies on smaller developers coming forward to enable and initiate a larger number of sites and these smaller sites are highly unlikely to deliver large numbers of affordable homes. Additionally, there is likely to still be a need for infrastructure enhancements regarding sewerage, gas and electricity and potentially

transport infrastructure to enable these. While some of this could be covered by Section 106 agreements the cost of these to a developer is a further disincentive for smaller developments as the cost is spread over fewer houses.
While this option could be made to deliver in relation to dwellings it is highly unlikely to have a significant impact on employment and economic opportunities in the larger number of smaller settlements. This will effectively turn many into dormitory settlements and increase commuter traffic. Many of these smaller settlements are not served by train or bus services and are already reliant on school transport, particularly for secondary education needs.
With careful thought this option could be made to work but it also has the potential to worsen existing issues associated with smaller settlements.

- Economic Growth and Investment
  Even by spreading development over a wider and smaller selection of settlements it is highly unlikely that this would prompt significant commercial, industrial or economic opportunity within these locations. This is far more likely to be retained by the larger Tier 1 and Tier 2 settlements where there is already an economic base and supporting infrastructure.
  Critically, for commercial and industrial development transport linkage is key. While this option could be made to deliver in relation to dwellings it is highly unlikely to have a significant impact on employment and economic opportunities in the larger number of smaller settlements. This will effectively turn many into dormitory settlements and increase commuter traffic.

- Housing Needs and Rural Vitality
  The concept of spreading development across a wider range of smaller settlements has many advantages. It reduces the need for larger developments and could better enable development to link in with existing services and infrastructure, subject to appropriate enhancements. The disadvantage of this is that it relies on smaller developers coming forward to enable and initiate a larger number of sites and these smaller sites are highly unlikely to deliver large numbers of affordable homes due to necessary infrastructure enhancement costs being shared across fewer properties.
  Additional small developments in smaller settlements can add to rural vitality but also run the risk of importing groups of people who have no ties to the settlement and look to larger settlements for services and lifestyle.

- Place Making and Local Character
  Smaller settlements are already struggling to maintain their character and sense of place. It is only by providing a reason for incoming residents to engage with the existing settlement and its inhabitants that this can be maintained. This would mean a wider view being taken of necessary infrastructure provision in these locations to make them sustainable and vibrant.
  Additional small developments in smaller settlements can add to rural identification, character and vitality but also run the risk of importing groups of people who have no ties to the settlement and look to larger settlements for services and lifestyle.

- Environmental Constraints and Resilience
  The smaller settlements within our Parish are largely constrained by their proximity to the North York Moors National Park and environmental initiatives and priorities associated with the National Park. Additionally, the lower parts of the Parish, alongside the River Esk and Iburndale Beck are already subject to high flood risk. As mentioned in an earlier response there are already issues with sewerage capacity, and any additional loading would increase the risk of sewage overflow into the River Esk and tributaries where there is currently a project to reintroduce the freshwater pearl mussel which is highly sensitive to water quality.

- Connectivity and Strategic choices
  Widening the potential areas of development to smaller settlements will only exacerbate existing connectivity issues. Many of these are only linked by minor roads to larger Tier 4 and above locations and, as stated earlier the lack of opportunity to create additional employment in these places can put greater load on existing transport links and infrastructure. While there are some advantages in spreading development over more, smaller developments there are often higher opportunity costs that could be attracted by North Yorkshire Council in enabling these.
  Looking at our own situation, our Parish consists of a small number of discreet settlements clustered around the larger village of Sleights. The connectivity between these is by "B" road or "C" road and largely by car. This is currently just about sufficient for the needs of those settlements. Any additional traffic load in the settlements would overload this current situation. The connectivity constraints between the Parish as a whole and our nearest Tier 2 settlement, Whitby, remains the same as identified in relation to Option A. There are already issues with the connectivity of the Whitby area with the rest of the County. The A169 and the bridge in Sleights over the River Esk are already significant bottlenecks during the holiday season and impact on traffic flows all year. These already impact on our Parish, both on the direct route and also where frustrated drivers attempt to use "rat runs" though minor roads. There is currently only a train service to Middlesbrough from Whitby and while this calls at Sleights station it is infrequent. Bus services run through the Parish but are regularly disrupted and delayed due to the traffic issues identified above. We would consider that if there is to be development in either our Parish or in Whitby then significant investment to address road and rail connectivity though our Parish and into Whitby would need to be made.

4. Option D– Growing Locations that are Well-Served by Existing and/or New High-Quality Sustainable Transport Links

- Balanced Growth and Deliverability
  The points made in sections 4.25 to 4.29 in the consultation document are well made. However, the Department of Transport tool is a largely generic assessment and does not necessarily consider local issues. For our own Parish of Eskdaleside-cum-Ugglebarnby we are served by a trunk road, the A169, and a railway station at Sleights. As previously stated in our response the road connectivity to our nearest large town, Whitby (Tier 2) is already constrained by the bridge over the River Esk in Sleights and the proximity of the junction with the B1410 to the bridge. This already creates capacity issues and is particularly disruptive during the Summer and at event periods in Whitby. Any closure here is also subject to a 36-mile detour via Pickering to Scarborough to Whitby. The train service is infrequent and only serves the Esk Valley to Middlesbrough. There is also limited car parking at the station, and it is not central to the village or the Parish meaning that to reach the station requires a car for many people.
  Access from the Parish to Whitby on foot is a 2-3 mile walk and much of this is not on a footway. This is particularly the case along the Carrs to Ruswarp and also along the A171 from Sleights Roundabout to the Stables. For cycles both Coach Road (A169) and the Carrs (B1410) have no dedicated cycle path and are both at National Speed Limit.

- Economic Growth and Investment

There is no doubt that good transport links are necessary to encourage and maintain commercial and industrial development. Unfortunately, where housing development in a particular location is not at the same location as employment or employment opportunities, there is a danger of the new inhabitants looking to the area around their place of work for services and supplies rather than in the area where they live. This results in dormitory developments that do not contribute to their own location. Within our Parish, at this time, there is no significant commercial or industrial development so it is likely that any housing growth would not greatly enhance our area but would be drawn towards Whitby, Scarborough or Malton or, further afield, Teesside.

- Housing Needs and Rural Vitality
  The response above highlights our concerns over the impact of significant housing development within our Parish. We cannot see how this would significantly contribute to the vitality of the Parish as the pull-factor of employment outside the Parish would be the overriding issue.
  That said, there is no doubt that there is a need for local housing at a price that is commensurate with the earnings and potential earnings of those people born and raised within the Parish. Most new homes recently built within the Parish are priced well beyond the capacity of local people to raise a mortgage of the necessary value due to the low-wage hospitality and farming economy in this area.

- Place Making and Local Character
  The points made in sections 4.25 to 4.29 in the consultation document in relation to this topic are well made. Again, the key issue here is the ability of any development of dwellings to be supported by the necessary services, infrastructure and employment opportunities to make the location attractive to those new inhabitants and to support their needs locally. We have already, in previous responses, raised our concerns about this in relation to our own Parish.

- Environmental Constraints and Resilience
  The provision of high-quality sustainable transport will mitigate environmental impact. It also goes some way to delivering resilience by separating people form road transport and offering choices. As stated earlier in our response, we consider that, in relation to our own Parish of Eskdaleside-cum-Ugglebarnby, that there are significant barriers to the provision of viable sustainable transport and, the distance to other Tier 2 and above urban centres than Whitby is too far for walking or cycling to be considered viable. There are only train services to Teesside and Scarborough and Malton are lengthy bus journeys.

- Connectivity and Strategic choices
  Please see our response above.

5. Option E – Developing Entirely New Settlements and Communities

- Balanced Growth and Deliverability
  We have no comments to make on the potential provision of new settlements and agree with the points made in sections 4.30 to 4.35 in the consultation document. We would view it as highly unlikely that any potential new settlement within the boundaries of our Parish would be viable in light of our comments earlier in the is response regarding other options.

- Economic Growth and Investment

We have no comments to make on the potential provision of new settlements and agree with the points made in sections 4.30 to 4.35 in the consultation document. We would view it as highly unlikely that any potential new settlement within the boundaries of our Parish would be viable in light of our comments earlier in the is response regarding other options.

- Housing Needs and Rural Vitality
  We have no comments to make on the potential provision of new settlements and agree with the points made in sections 4.30 to 4.35 in the consultation document. We would view it as highly unlikely that any potential new settlement within the boundaries of our Parish would be viable in light of our comments earlier in the is response regarding other options.

- Place Making and Local Character
  We have no comments to make on the potential provision of new settlements and agree with the points made in sections 4.30 to 4.35 in the consultation document. We would view it as highly unlikely that any potential new settlement within the boundaries of our Parish would be viable in light of our comments earlier in the is response regarding other options.

- Environmental Constraints and Resilience
  We have no comments to make on the potential provision of new settlements and agree with the points made in sections 4.30 to 4.35 in the consultation document. We would view it as highly unlikely that any potential new settlement within the boundaries of our Parish would be viable in light of our comments earlier in the is response regarding other options.

- Connectivity and Strategic choices
  We have no comments to make on the potential provision of new settlements and agree with the points made in sections 4.30 to 4.35 in the consultation document. We would view it as highly unlikely that any potential new settlement within the boundaries of our Parish would be viable in light of our comments earlier in the is response regarding other options.

North Yorkshire Council Local Plan Consultation

Spatial Strategy Options

Issues Influencing the Spatial Strategy as published in the “How to Respond“ Document.

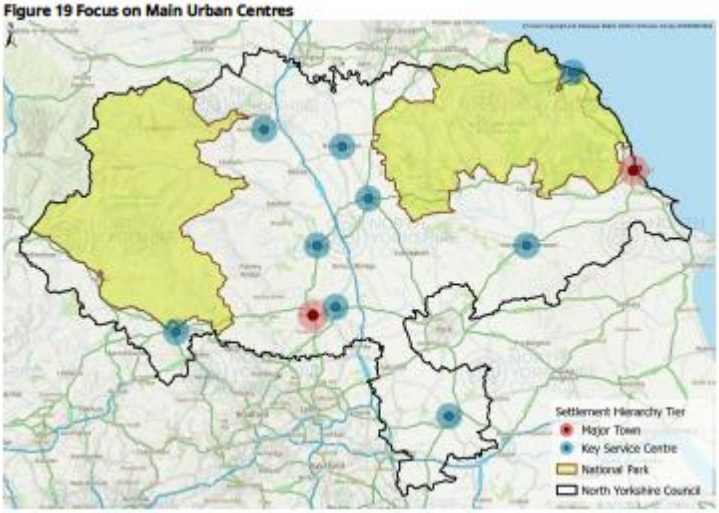
Amount of Development

Figure 17 Identified development needs



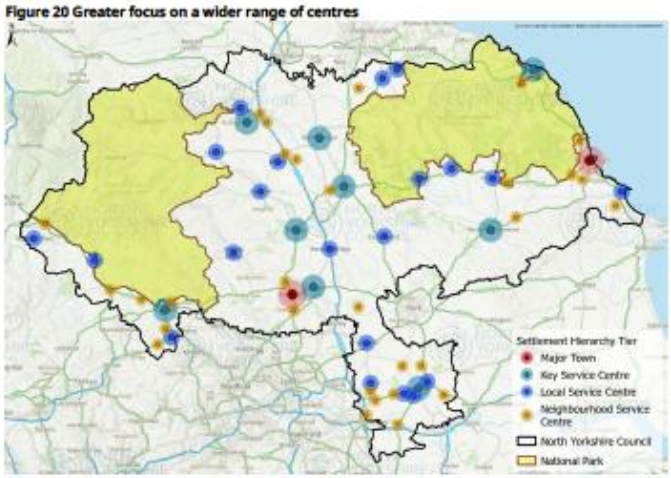
Option A – Prioritising Growth in and Around Main Urban Areas

Figure 19 Focus on Main Urban Centres



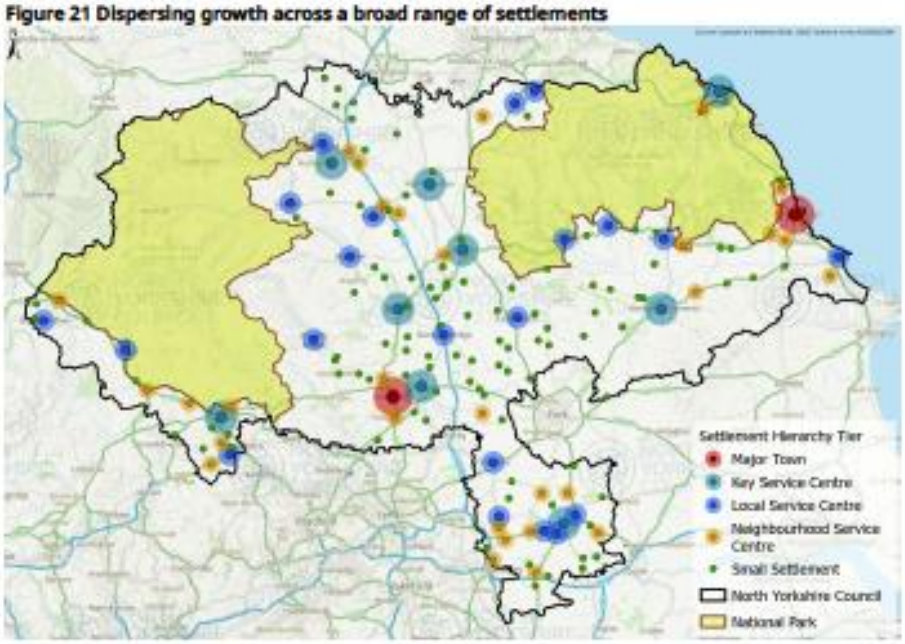
Option B – Achieving a Greater Proportion of Development in Larger Villages with a Good Range of Supporting Services and Infrastructure

Figure 20 Greater focus on a wider range of centres



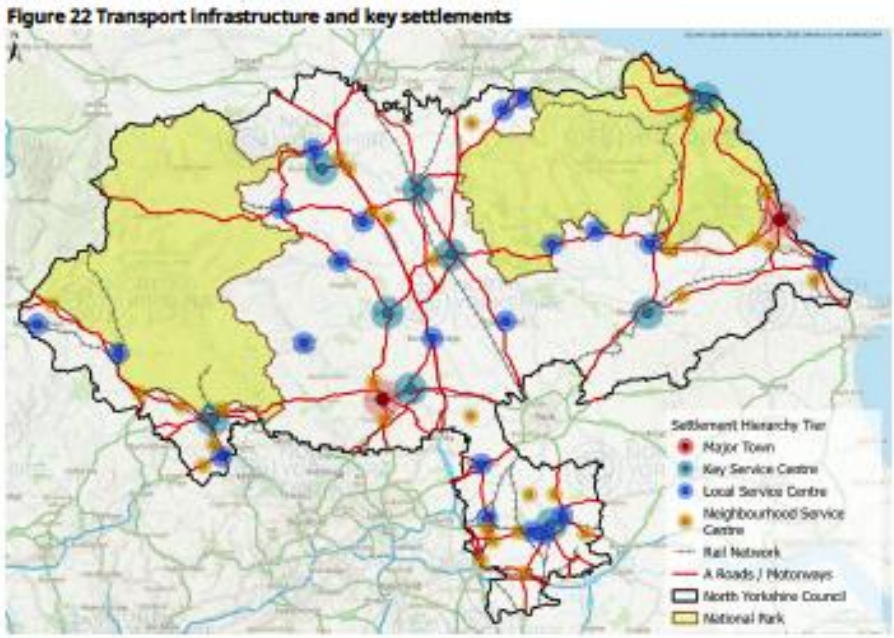
Option C– Dispersing Development across a Broader Range of Settlements including Smaller Villages

Figure 21 Dispersing growth across a broad range of settlements



Option D– Growing Locations that are Well-Served by Existing and/or New High-Quality Sustainable Transport Links

Figure 22 Transport infrastructure and key settlements



Option E – Developing Entirely New Settlements and Communities

Figure 23 Developing new settlements



> **Question 13**
>
> **Are there any other growth options that should be considered? Y/N (if your answer is yes, please explain)**

Question 13

Are there any other growth options that should be considered?

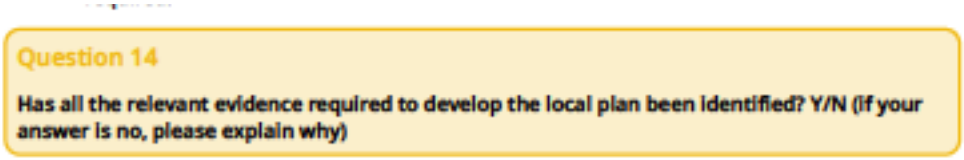
No, please see below:

Not at this time beyond those identified above.

North Yorkshire Council Local Plan Consultation

Evidence

Evidence Supporting the creation of the new North Yorkshire Council Local Plan in the "How to Respond" document and Supporting Evidence Base.



Question 14
Has All the Relevant Evidence Required to Develop the Local Plan Been Identified? Y/N (If your answer is No, please explain why)

No, as some clarification is needed, please see below:

General points

This covers a gamut of reports and documents and is quite expansive and complete. However, we are concerned particularly in relation to the assessment of existing infrastructure. We would consider that no assessment of sites put forward can be properly made without a full assessment of the infrastructure requirement within a specific site but also within the local area containing that site. We consider that this is especially true in relation to the connection of foul and storm drainage from any housing or industrial development into the existing drainage system right up to the relevant sewage treatment works or discharge into a watercourse. There are already issues around capacity on this system and as a Parish Council we have raised these consistently, at the planning stage, in relation to current small scale infill developments and larger ones one in Briggswath. Any significant development must address this network issue, rather than just locally within the development prior to that development taking place. As a Parish we are also concerned about other key services including electricity. We are already subject to frequent short-term power-cuts and any significant increased load would make this worse. Additionally, with the government focus on the provision of charging points for electric vehicles on any new housing development, this would cause a disproportionate increase in electricity demand.