

HAMBLETON LOCAL DEVELOPMENT FRAMEWORK ALLOCATIONS DEVELOPMENT PLAN DOCUMENT EXAMINATION

Council's Responses to Preliminary Questions by the Inspectors February 2010

Background Paper on Site Selection Process

In response to Inspectors' Question 7:

"The supporting documents for the submission DPD contain a large amount of information on the various sites, particularly for housing development, which have been considered during its preparation. Moreover the site selection criteria and process are set out in Annex 3 to the DPD. It would, however, be helpful to the examination for a background paper to be produced which clarifies, perhaps in tabular form, the basis on which the particular sites allocated in the submission DPD have been selected. In particular this should address:

1. How far does each site satisfy the criteria of settlement character, accessibility, local issues and feasibility and to what extent, therefore, is it judged to be appropriate and sustainable?
2. How does each site meet other objectives, for example are they greenfield or previously developed land?
3. Do any of the selection criteria carry more weight?
4. How have the findings of the sustainability appraisal and consultation outcomes been taken into account in the selection of each site?
5. Where other considerations have come into play, for example the advantages of a package of sites, how have these have been balanced against the other criteria?

It will be particularly important to explain this selection process for those sites which were previously rejected, and have been found suitable for allocation in preference to other suggested sites."

The approach taken to the selection of sites is considered in both the Preferred Options *Preferred Options Allocations (October 2007) [LCD 95] Annex 1, pages 75 - 77* and the Submission Document – *Submission Allocations (December 2009) [LCD 199] Annex 3, pages 237 – 238.*

As set out in the Preferred Options and the Submission Documents the site selection process was a complex one. It involved reconciling the three requirements of quantity and distribution, site acceptability and sustainability and timing. The Council rejected a method that relied solely on detailed quantification as, although this may appear to be an objective assessment, ultimately the conclusions depend on the measurement and comparison between inevitably disparate variables, and thus on subjective measurement.

The approach the Council took looked first at the acceptability and sustainability merits of individual sites by categorising them and focusing on the main strategic choices and preferences using commonsense principles. The process was also cyclical to also address quality, distribution and timing of sites. A wide range of evidence including the Sustainability Appraisal, November 2008 [LCD 117] and the

Landscape and Settlement Character Assessment, [LCD 104] built upon and “tested” the existing evidence base of the Allocations DPD - Site Assessments Documents - 5 Volumes (Sept 2007) [LCD 237 A, B, C, D and E] the SHLAA (March and November 2008) Annex 5 [LCD 102] [LCD 102A] and the Allocations DPD - Consultation Statement (June 2009) [LCD 98A]. It should also be noted that some of the recommendations for changes to the allocations followed debate at the Council’s Area Forum Meetings. Therefore the assessment each site received took into account a wide range of factors and evidence.

The overall approach therefore involved – as set out in Annex 3:

- 1) A Strategic Analysis of Service Centre and Service Villages (areas already selected for specific amounts of growth in the Core Strategy [LCD 82].) This involved looking at flood risk, the Urban Potential Study – First Review (November 2004) [LCD 43], the LCD33: Economic Development Study – Executive Summary & Report (June 2005) [LCD 33], and information concerning nature conservation and the Historic Environment. As the majority of sites had been submitted by the owners or agents it was assumed in these cases that the land was available.
- 2) Discarding all sites contrary to the Core Strategy either on grounds of location with regard to a particular settlement, or constraints that made the site unacceptable, or sites below the minimum threshold.
- 3) Identifying, through a sequential search process, those sites within the Service Centres and Service Villages which are sustainable and developable – a first priority being developable Brownfield sites within such settlements.
- 4) Identifying and evaluating packages of alternatives from within the remaining sites. This was based on determining a number of discrete geographical areas of growth - in some cases constituting packages of sites best considered together for development to take place in a coordinated and phased manner. Phasing and Development Limits for Service Centres were also considered at this stage. The Landscape and Settlement Character Assessment, [LCD 104] was used to verify the packages of sites which were chosen.
- 5) For Secondary Villages the Development Limits were reviewed and any exceptional justification for allocations considered. This may have included enabling major environmental improvements which could not be achieved in any other way or presented the only opportunity to overcome serious infrastructure problems.
- 6) Measuring the total quantities, distribution and timing of availability of identified sites and assess against requirements of the Core Strategy.
- 7) Revisiting as necessary steps 3), 4) and 5) to get an overall preferred package to meet Core Strategy requirements. This involved taking or rejecting marginally acceptable sites to ensure the final package of sites matched the Core Strategy requirements in terms of quantity, distribution and timing.

The process was iterative and dynamic as circumstances changed and sites became unavailable or some other factors arose which either ruled the proposed allocation out of consideration or made sites which were also available a preferable option

more suitable for inclusion. See for example TM2 in Thirsk and 004/25 in Bedale in the attached sheets. Professional judgement was clearly part of this process which was focused on the seven step approach above rather than on a scoring system for each site. This enabled an overarching view to be taken rather than one which was based on a site by site approach.

Other objectives were considered as part of the process, which was flexible enough to take these matters into consideration. For example as the use of Brownfield land was considered in Steps 1) and 3) above.

The weight given to the selection criteria for each site was assessed on an individual, site specific basis and professional judgement was used to determine the planning “balance” between the outcomes in each of the 15 areas of the 4 categories. However if there was a “Show stopper” which meant that development had little if any prospect of proceeding this would be accorded very significant weight. Therefore the feasibility of development was a very significant criterion. Step 4 was concerned with evaluating packages of sites for each Service Centre (and where appropriate Service Villages). This “packaging” process enabled sites to be grouped to allow for the co-ordination and phasing of development. It also enabled the development to be assessed in terms of landscape and settlement character. Again professional judgement was used to weigh the advantages of this “packaging” with other criteria.

Individual detailed sheets are submitted to illustrate the process involved for each site proposed at the preferred option stage. These set out the findings of the evidence base together with relevant site selection criteria with regard to a site’s acceptability and sustainability (settlement character, accessibility, local issues and feasibility). The sheets also specifically take into account and detail the findings of the Sustainability Appraisal and the Allocations DPD - Consultation Statement (June 2009) and other relevant inputs.

The justification and evidence behind either the continuation of the site as an allocation or the rejection or amendment of the site in terms of the site selection criteria are therefore set out on each sheet and demonstrate the process undertaken in each case. This also covers for each site the criteria used for site selection, the weight given to relevant elements and an indication of the balance that was struck.

BEDALE - SUB AREA

Inspector's Site Request: 011/05 & 011/05a / BH1

Preferred Options Site Ref, Name & Details	Assessment Criteria		Submission Outcome
<p>011/05 and 011/05a – (Diocese) Land Rear of Masham Road, Bedale</p> <p>Area: 2.72 hectares Type: Greenfield Yield: 81 dwellings</p> <p>Currently part of these sites is used for allotments. Any development on this site will be dependent on finding a suitable alternative site.</p> <p>These sites are located within an existing residential area and are close to local schools and amenities.</p> <p>Access to the site will need to be gained from Masham Road, rather than Firby Road. Demolition of a bungalow on Masham Road will be required to achieve this.</p>	Site Assessment	<i>The criteria set out below are considered to have been met, as set out in the published Site Assessments (November 2007), the SHLAA published in March 2008 and updated further in November 2008, the Allocations DPD – Consultation Statement (June 2009) and the Sustainability Appraisal (November 2008), unless where indicated and identified.</i>	<p>BH1 – Masham Road, Bedale</p> <p>Area: 1.5ha <i>Previous site area revised and refined with accurate GIS measurements. Also accounts for existing planning approval for 20 dwellings, now commenced on site.</i></p> <p>Type: Greenfield <i>A Greenfield site. However, effectively an infill development within development limits which will have little adverse effect on the form and character of the settlement provided that alternate provision of allotments can be made. Most other brownfield opportunities are being utilised in the overall allocation strategy.</i></p> <p>Yield: 55 dwellings <i>Based on an increased density of 35dph (30dph at Preferred Options). This was undertaken to account for an increase in the housing requirements to 2026 in the adopted RSS and re-phasing housing developments to include 2021-2026). 55 dwellings are in addition to 20 dwellings already approved on site.</i></p> <p>Criteria in the policy seeks to address the issues raised through the process. For example:</p> <p>iii. - an alternative location must be provided for the allotments prior to development₇</p>
	Settlement Character	<p>This site meets the criteria. Please refer to the following documents:</p> <ul style="list-style-type: none"> - Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 69 - 76 - SHLAA (March and November 2008) Annex 4 [LCD102] pages 42 – 47 and [LCD102A] pages 45 – 50 	
	Accessibility	<p>This site meets the criteria. Please refer to the following documents:</p> <ul style="list-style-type: none"> - Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 69 - 76 - Allocations DPD Consultation Statement (June 2009) [LCD98A] page 42 <p>Also, see explanation in General Comments below.</p>	
	Local Issues	<p>This site meets the criteria. Please refer to the following documents:</p> <ul style="list-style-type: none"> - Bedale Sub Area Preferred Options Allocations (October 2007) [LCD95] pages 27 - 28 - Allocations DPD Consultation Statement (June 2009) [LCD98A] page 42 - Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 69 - 76 - Sustainability Appraisal (November 2008) [LCD117] Section 6 and Appendix 7 <p>Also, see explanation in General Comments below.</p>	
	Feasibility	<p>This site meets the criteria. Please refer to the following documents:</p> <ul style="list-style-type: none"> - Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 69 - 76 - SHLAA (March and November 2008) Annex 4 [LCD102] pages 42 – 47 and [LCD102A] pages 45 - 50 <p>Also, see explanation in General Comments below.</p>	
	Sustainability Appraisal November 2008	<p>Sites 011/05 and 011/05a (now BH1) score significantly positively in terms of location and character and having a positive impact on landscape and townscape and also being well connected to existing services</p>	

Preferred Options Site Ref, Name & Details	Assessment Criteria		Submission Outcome
		and facilities by sustainable modes for transport. The only negative score in the appraisal related to the developments ability to support the disadvantaged.	iv. – vehicular access to the site must be exclusively from Masham Road. v. – developer contributions towards foot and cycle access to the site and the wider foot and cycle network.
	Allocations DPD Consultation Statement June 2009	Main issues raised between Preferred Options and Submission: <ul style="list-style-type: none"> • Access needs to be from Masham Road, not Firby Road (Now resolved) • Development Limits should be moved southwards to allow for future development (Disagree as this additional land is not required for this plan period) • Site objected to until replacement allotment and POS land is identified (NYCC are looking at alternative sites for allotments). 	
	Specific Consultation Responses	NYCC Highways – Vehicular access on to Masham Road is deemed suitable in terms of visibility. Access not suitable from Pine Close. Footpath / cycleway only acceptable here. Yorkshire Water – Consideration should be given to discharging surface water to soakaways, infiltration systems and watercourses.	
	General Comments and Explanation Notes <i>What Criteria was used?</i> <i>What weight was given?</i> <i>What was the balance?</i>	Having undertaken an assessment of the site using the Site Selection Criteria, reviewing initial site assessments, the sustainability appraisal, consultation comments and comparison between alternative sites, a professional judgement was made which concluded that Site BH1 is appropriate and suitable as an allocation for housing when compared to other sites. However, there are two main issues relating to vehicular access arrangements to the site and the suitable relocation of the existing allotments. <ul style="list-style-type: none"> • The access issue is now resolved. Vehicle access to the site from Masham Road was possible by demolishing an existing bungalow on the road frontage. • A suitable resolution to the allotment issue is still being pursued with liaison between NYCC and the Bedale Allotment Holders Association ongoing. This issue will need to be resolved prior to any redevelopment of the allotments. Support for the allocation and development of the site was received by NYCC Highways, subject to access arrangements being acceptable. The development of [these sites] could provide housing of the appropriate type and tenure to meet identified needs set out in the Housing Needs Survey [or equivalent at the time]. Pedestrian and cycle access to facilities in Firby Road could be gained by providing links through Pasture Drive and Pinewood Grove – Grange Road. This was determined as being a suitable solution by the Highways Authority. The site was assessed as being located close to many local services and facilities, often within walking distance or close to public transport services. There are good bus links from Bedale to Masham, Leyburn, Leeming Bar and Northallerton. The assessment criteria was not particularly weighted in any one area for this site. The most overriding considerations were location and character, availability and deliverability. Comparable alternative sites in the area were, on balance, not considered as favourably in these terms and also in relation to accessibility.	

Preferred Options Site Ref, Name & Details	Assessment Criteria		Submission Outcome
<p>Site 011/06 - South End Avenue, Bedale</p> <p>Area: 0.44 hectares Type: Brownfield Yield: 13 dwellings</p> <p>This is a brownfield site, available in the medium term.</p>	<p>Site Assessment</p>	<p><i>The criteria set out below are considered to have been met, as set out in the published Site Assessments (November 2007), the SHLAA published in March 2008 and updated further in November 2008, the Allocations DPD – Consultation Statement (June 2009) and the Sustainability Appraisal (November 2008), unless where indicated and identified.</i></p>	<p>Site Removed</p> <p>Due to concerns regarding the provision of suitable access, adverse impact on the settlement character and issues surrounding the multiple ownership of the site (several domestic gardens).</p>
	<p>Settlement Character</p> <ul style="list-style-type: none"> ● Compatibility with character ● Consistent with Development Limits ● Consistent with DP10 ● Accords with DP31 and DP35 <p>Capable of meeting design quality</p>	<p>This site does not meet the criteria. Please refer to the following documents: - Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 77 - 80 - SHLAA (March and November 2008) Annex 4 [LCD102] pages 48 – 50 and [LCD102A] pages 51- 53</p>	
	<p>Accessibility</p> <ul style="list-style-type: none"> ● Optimum location ● Best use of transport capacity and infrastructure ● Make best use of existing public transport provision ● Maximises use of non-car modes 	<p>This site does not meet the criteria. Please refer to the following documents: - Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 77 - 80 - Allocations DPD Consultation Statement (June 2009) [LCD98A] page 43</p> <p>Also, see explanation in General Comments below.</p>	
	<p>Local Issues</p> <ul style="list-style-type: none"> ● Capable of meeting local needs and circumstances (CP12 / DP16) ● Supported by local views expressed through consultation ● Capable of contributing towards achieving a sustainable community, including delivering wider community benefits 	<p>This site does not meet the criteria. Please refer to the following documents: - Bedale Sub Area Preferred Options Allocations (October 2007) [LCD95] pages 27 - 28 - Allocations DPD Consultation Statement (June 2009) [LCD98A] page 43 - Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 77 - 80 - Sustainability Appraisal (October 2007) [LCD115] Page 13, Appendix 5 - Sustainability Appraisal (November 2008) [LCD117] Section 5, Table 5.1 and Appendix 6</p> <p>Also, see explanation in General Comments below.</p>	
	<p>Feasibility</p> <ul style="list-style-type: none"> ● Capable of development, by being within capacity of existing or proposed infrastructure ● Likely to be available ● Capable of development without risk of flooding, according with DP43. 	<p>This site does not meet the criteria. Please refer to the following documents: - Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 77 – 80 - SHLAA (March and November 2008) Annex 4 [LCD102] pages 48 – 50 and [LCD102A] pages 51- 53</p> <p>Also, see explanation in General Comments below.</p>	
	<p>Sustainability Appraisal November 2008</p>	<p>Due to issues surrounding access to the site, and the potential to increase levels of traffic in South End Avenue, it was rejected as a proposed allocation at Proposed Submission and therefore removed.</p>	

Preferred Options Site Ref, Name & Details	Assessment Criteria		Submission Outcome
	Allocations DPD Consultation Statement June 2009	Main issues raised at Preferred Options: <ul style="list-style-type: none"> • The site has a difficult access and will have an adverse impact on the surrounding character of the area with the increase in traffic using South End Avenue. • The site comprises of several domestic gardens, is therefore in multiple ownership and will be difficult to bring forward for development. 	
	Specific Consultation Responses	NYCC Highways – the site does not include a sufficient frontage to enable access of acceptable standards to be formed on the highway. Very restrictive access onto South End Avenue. Yorkshire Water – Consideration should be given to discharging surface water to soakaways, infiltration systems and watercourses. Home Builders Federation – Consider the site to be unviable to develop.	
	General Comments and Explanation Notes <i>What Criteria was used?</i> <i>What weight was given?</i> <i>What was the balance?</i>	<p>The site is within a predominantly residential area within the market town and is suitably located close to existing services and amenities. However, its development will have some adverse impact on the surrounding area as it will increase the volume of traffic and also, depending upon the level of development, may 'cram' the form of the built environment.</p> <p>The development of the site could contribute towards the provision of an expanded footpath and cycleway network in the area and also provide suitable housing of a type and tenure to meet local needs. However, due to issues and concerns raised by NYCC Highways regarding access to the site and also the comments received by the Home Builder's Federation that the site is likely to be unviable, it is unlikely that the development of this site is achievable.</p> <p>Having undertaken an assessment of the site using the Site Selection Criteria, reviewing initial site assessments, the sustainability appraisal, consultation comments and comparison between alternative sites, a professional judgement was made which concluded that Site 011/06 is not appropriate and suitable as an allocation for housing when compared to other sites. In this case, significant weight was given to the likely accessibility of the site which was anticipated to be unachievable and unviable.</p>	

Preferred Options Site Ref, Name & Details	Assessment Criteria		Submission Outcome
<p>011/08 & 011/08a - Between Car Park and Market Place, Bedale</p> <p>Area: 0.51 hectares Type: Brownfield Yield: 19 dwellings</p> <p>This is a brownfield site likely to come forward in Phase 1 as part of the Bridge Street Improvement Scheme.</p> <p>011/09 – Auction Mart Car Park, Bridge Street, Bedale</p> <p>Area: 0.6 hectares Type: Brownfield Yield: 24 dwellings</p> <p>This is a brownfield site likely to come forward in Phase 1 as part of the Bridge Street Improvement Scheme.</p>	<p>Site Assessment</p>	<p><i>The criteria set out below are considered to have been met, as set out in the published Site Assessments (November 2007), the SHLAA published in March 2008 and updated further in November 2008, the Allocations DPD – Consultation Statement (June 2009) and the Sustainability Appraisal (November 2008), unless where indicated and identified.</i></p>	<p>BM1 – Bridge Street, Bedale</p> <p>Area: 0.6 hectares Type: Brownfield Yield: 25 dwellings</p> <p><i>Mixed development will involve the redevelopment of existing buildings along Bridge Street to form ground floor retail and office use and upper floor residential use whilst retaining the parking areas in the adjacent areas.</i></p> <p><i>The allocation of this site has taken account of the need to retain car parking in the area until a suitable replacement has been provided. It also takes advantage of incorporating some existing buildings on Bridge Street and the opportunity to redevelop / refurbish these and improve the streetscape.</i></p>
	<p>Settlement Character</p> <ul style="list-style-type: none"> ● Compatibility with character ● Consistent with Development Limits ● Consistent with DP10 ● Accords with DP31 and DP35 ● Capable of meeting design quality 	<p>This site meets the criteria. Please refer to the following documents: - Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 85 - 96 - SHLAA (March and November 2008) Annex 4 [LCD102] pages 51 – 56 and [LCD102A] pages 54 – 59 - Bedale Renaissance Market Town Delivery Plan (2004) [LCD43/] Section 6</p>	
	<p>Accessibility</p> <ul style="list-style-type: none"> ● Optimum location ● Best use of transport capacity and infrastructure ● Make best use of existing public transport provision ● Maximises use of non-car modes 	<p>This site meets the criteria. Please refer to the following documents: - Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 85 - 96 - Allocations DPD Consultation Statement (June 2009) [LCD98A] page 43</p> <p>Also, see explanation in General Comments below.</p>	
	<p>Local Issues</p> <ul style="list-style-type: none"> ● Capable of meeting local needs and circumstances (CP12 / DP16) ● Supported by local views expressed through consultation ● Capable of contributing towards achieving a sustainable community, including delivering wider community benefits 	<p>This site meets the criteria. Please refer to the following documents: - Bedale Sub Area Preferred Options Allocations (October 2007) [LCD95] page 28 - Allocations DPD Consultation Statement (June 2009) [LCD98A] page 43 - Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 85 - 96 - Sustainability Appraisal (November 2008) [LCD117] Section 5, Tables 5.1 and 5.2, Section 6, Appendices 6 and 7 - Bedale Renaissance Market Town Delivery Plan (2004) [LCD43] Section 6</p> <p>Also, see explanation in General Comments below.</p>	
	<p>Feasibility</p> <ul style="list-style-type: none"> ● Capable of development, by being within capacity of existing or proposed infrastructure ● Likely to be available ● Capable of development without risk of flooding, according with DP43. 	<p>This site meets the criteria. Please refer to the following documents: - Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 85 - 96 - SHLAA (March and November 2008) Annex 4 [LCD102] pages 51 – 56 and [LCD102A] pages 54 – 59 - Bridge Street Redevelopment Feasibility Study - Gillespies (Jul 2007) [LCD237E]</p> <p>Also, see explanation in General Comments below.</p>	
	<p>Sustainability Appraisal November 2008</p>	<p>There are a number of significantly positive impacts which are shown through the development of this site as BM1, particularly in terms of its location and character and access to services. No negative impacts</p>	

Preferred Options Site Ref, Name & Details	Assessment Criteria		Submission Outcome
		were identified in the sustainability appraisal.	
	Allocations DPD Consultation Statement June 2009	Main issues raised at Preferred Options: <ul style="list-style-type: none"> • Support for the redevelopment of this area • Car parking areas to remain so until alternative provision is made. 	
	Specific Consultation Responses	<p>English Heritage – The site lies in the heart of the Bedale Conservation Area. This site adds to the character of the area and, providing it is handled in a manner which takes full account of its context, its redevelopment may provide an opportunity to positively enhance the character of this part of the area.</p> <p>Yorkshire Water – Due to the location of the proposed development it is anticipated that connection to the public sewerage system will incur additional costs because of external flooding recorded within 86 metres of 33 Emgate.</p> <p>NYCC Highways – The site has a direct access to a highway. Minor works may be required to extend existing footways and street lighting to serve the site.</p>	
General Comments and Explanation Notes <i>What Criteria was used?</i> <i>What weight was given?</i> <i>What was the balance?</i>	<p>This site has been identified in the Bedale Renaissance Market Town (RMT) Masterplan for a mix of open space, retail and housing. It is situated adjacent to the town centre and its surrounding uses complement those proposed on this site.</p> <p>Although the site lies within the Bedale Conservation Area, development is considered appropriate provided it is managed in a suitable way. Indeed, it is supported by English Heritage and considered to have a likely positive effect on the streetscene of the area.</p> <p>During the Preferred Options consultation, it became apparent that the loss of any car parking should be avoided until suitable alternatives have been provided. Also, the site allocation now includes the properties on Bridge Street which is in line with the proposals in the RMT Masterplan. This has resulted in a redrawing of the site allocation to that which was shown at Preferred Options.</p> <p>Site BM1 became a combination and iteration of Sites 011/08, 011/08a and 011/09 and, for the reasons given above and with no significant objections to its allocation, has been identified in the Submission Allocations document.</p>		

Preferred Options Site Ref, Name & Details	Assessment Criteria		Submission Outcome	
<p>011/10 – Proposed Gateway Car Park North of St Gregory's Church, Bedale</p> <p>Area: 3.3 hectares Type: Greenfield Yield: N/A</p> <p>Car and Coach Park to improve parking provision in Bedale, relieving existing traffic and congestion problems through the town. Related to the proposed Bedale Bypass.</p>	<p>Site Assessment</p>	<p><i>The criteria set out below are considered to have been met, as set out in the published Site Assessments (November 2007), the SHLAA published in March 2008 and updated further in November 2008, the Allocations DPD – Consultation Statement (June 2009) and the Sustainability Appraisal (November 2008), unless where indicated and identified.</i></p>	<p>BC1 Gateway Car and Coach Park, North of St Gregory's Church, Bedale</p>	
	<p>Settlement Character</p> <ul style="list-style-type: none"> ● Compatibility with character ● Consistent with Development Limits ● Consistent with DP10 ● Accords with DP31 and DP35 <p>Capable of meeting design quality</p>	<p>This site meets the criteria. Please refer to the following documents: - <i>Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 97 - 99</i> - <i>Bedale Renaissance Market Town Delivery Plan (2004) [LCD43] [LCD43] Section 6</i></p>	<p>Area: 3.3 hectares Type: Greenfield Yield: N/A</p>	<p>This site is proposed for a car and coach park, to provide adequate parking provision for Bedale town centre. The scheme is identified within the Bedale Renaissance Market Town Masterplan.</p>
	<p>Accessibility</p> <ul style="list-style-type: none"> ● Optimum location ● Best use of transport capacity and infrastructure ● Make best use of existing public transport provision ● Maximises use of non-car modes 	<p>This site meets the criteria. Please refer to the following documents: - <i>Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 97 - 99</i> - <i>Allocations DPD Consultation Statement (June 2009) [LCD98A] page 42</i></p> <p>Also, see explanation in General Comments below.</p>		
	<p>Local Issues</p> <ul style="list-style-type: none"> ● Capable of meeting local needs and circumstances (CP12 / DP16) ● Supported by local views expressed through consultation ● Capable of contributing towards achieving a sustainable community, including delivering wider community benefits 	<p>This site meets the criteria. Please refer to the following documents: - <i>Bedale Sub Area Preferred Options Allocations (October 2007) [LCD95] page 29</i> - <i>Allocations DPD Consultation Statement (June 2009) [LCD98A] page 42</i> - <i>Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 97 - 99</i> - <i>Sustainability Appraisal (November 2008) [LCD117] Section 6, Appendix 7</i> - <i>Bedale Renaissance Market Town Delivery Plan (2004) [LCD43] Section 6</i></p> <p>Also, see explanation in General Comments below.</p>		
	<p>Feasibility</p> <ul style="list-style-type: none"> ● Capable of development, by being within capacity of existing or proposed infrastructure ● Likely to be available ● Capable of development without risk of flooding, according with DP43. 	<p>This site meets the criteria. Please refer to the following documents: - <i>Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) LCD237E] pages 97 - 99</i></p> <p>Also, see explanation in General Comments below.</p>		
	<p>Sustainability Appraisal November 2008</p>			
		<p>The development of this site for car parking has been assessed as having a significantly positive impact in terms of location and character. The only negative assessment was in terms of the impact on landscape</p>		

Preferred Options Site Ref, Name & Details	Assessment Criteria		Submission Outcome
		and townscape. However, this was considered to be mitigated through suitable landscaping and design of the car parking using natural resources and materials which would limit the visual impact on the surrounding area.	
	Allocations DPD Consultation Statement June 2009	Main issues raised at Preferred Options: <ul style="list-style-type: none"> • Objection because of the impact on St Gregory's Church 	
	Specific Consultation Responses	<p>English Heritage – There are a number of listed buildings adjacent to this site and it abuts the northern edge of the Bedale Conservation Area. Concerned about the impact this proposal would have upon the northern edge of the town, views into and out of the Conservation Area and, potentially, the setting of these listed buildings.</p> <p>Yorkshire Water - Consideration should be given to discharging surface water to soakaways, infiltration systems and watercourses. A trunk main can be moved / diverted at the developer's expense.</p>	
General Comments and Explanation Notes <i>What Criteria was used?</i> <i>What weight was given?</i> <i>What was the balance?</i>	<p>The potential negative impacts on the townscape are considered to be counterbalanced by the benefits the car park will have for the town. Impacts would be kept to a minimum through the appropriate use of landscaping and design.</p> <p>The scheme is supported by key community groups such as the Bedale and Villages Community Forum and Bedale Town Council. Its inclusion will help to ensure the economic viability of Bedale as a market town by providing parking opportunities for traffic which otherwise may by pass the town completely along the proposed relief road. Also, the provision of the parking area will assist in reducing the amount of traffic and congestion currently experienced in the town centre of Bedale and improving the quality of the local environment. The impact on the proposed site area can be mitigated through appropriate landscaping and design of the parking area. These were the main considerations relative to the assessment of this proposal.</p>		

Inspector's Site Request: 011/10a / BC2

Preferred Options Site Ref, Name & Details	Assessment Criteria		Submission Outcome
<p>011/10a – Proposed Route of the Bedale Relief Road (Safeguarded)</p> <p>Area: N/A Type: Transport Yield: N/A</p> <p>Road link – proposed route to the north of Bedale and Aiskew connecting the A684 west of Bedale and east of Leeming Bar with a proposed new junction at Leeming Bar Industrial Estate as part of the A1 upgrading work.</p>	<p>Site Assessment</p>	<p><i>The criteria set out below are considered to have been met, as set out in the published Site Assessments (November 2007), the SHLAA published in March 2008 and updated further in November 2008, the Allocations DPD – Consultation Statement (June 2009) and the Sustainability Appraisal (November 2008), unless where indicated and identified.</i></p>	<p>BC2 Safeguarded Route of the Bedale Aiskew Leeming Bar Relief Road</p>
	<p>Settlement Character</p> <ul style="list-style-type: none"> ● Compatibility with character ● Consistent with Development Limits ● Consistent with DP10 ● Accords with DP31 and DP35 <p>Capable of meeting design quality</p>	<p>This site meets the criteria. Please refer to the following documents: - Bedale Sub Area Preferred Options Allocations (October 2007) [LCD95] page 29 - North Yorkshire County Council – Local Transport Plan for 2006-2011 (2006) [RCD12] pages 7, 130 - 132</p>	<p>Area: N/A Type: Transport Yield: N/A</p>
	<p>Accessibility</p> <ul style="list-style-type: none"> ● Optimum location ● Best use of transport capacity and infrastructure ● Make best use of existing public transport provision ● Maximises use of non-car modes 	<p>This site meets the criteria. Please refer to the following documents: - Bedale Sub Area Preferred Options Allocations (October 2007) [LCD95] page 29 - North Yorkshire County Council – Local Transport Plan for 2006-2011 (2006) [RCD12] pages 7, 130 - 132</p> <p>Also, see explanation in General Comments below.</p>	<p>Proposal BC2 provides details of the purpose, funding and timing of the relief road proposed under Policies CP12 and DP16.</p>
	<p>Local Issues</p> <ul style="list-style-type: none"> ● Capable of meeting local needs and circumstances (CP12 / DP16) ● Supported by local views expressed through consultation ● Capable of contributing towards achieving a sustainable community, including delivering wider community benefits 	<p>This site meets the criteria. Please refer to the following documents: - Bedale Sub Area Preferred Options Allocations (October 2007) [LCD95] page 29 - North Yorkshire County Council – Local Transport Plan for 2006-2011 (2006) [RCD12] pages 7, 130 - 132</p> <p>Also, see explanation in General Comments below.</p>	
	<p>Feasibility</p> <ul style="list-style-type: none"> ● Capable of development, by being within capacity of existing or proposed infrastructure ● Likely to be available ● Capable of development without risk of flooding, according with DP43. 	<p>This site meets the criteria. Please refer to the following documents: - Bedale Sub Area Preferred Options Allocations (October 2007) [LCD95] page 29 - North Yorkshire County Council – Local Transport Plan for 2006-2011 (2006) [RCD12] pages 7, 130 - 132</p> <p>Also, see explanation in General Comments below.</p>	
	<p>Sustainability Appraisal November 2008</p>		
		<p>An assessment of this proposal has not been undertaken as this will be done by the County Council as the Highway Authority and also as the lead organisation on this project. The District Council is closely</p>	

Preferred Options Site Ref, Name & Details	Assessment Criteria		Submission Outcome
		involved in the development of this scheme and input into identifying any required mitigation measures in its delivery.	
	Allocations DPD Consultation Statement June 2009	Major issues raised at Preferred Options regarding this proposal: <ul style="list-style-type: none"> The relief road should be built before significant development at Aiskew takes place. 	
	Specific Consultation Responses	None.	
	General Comments and Explanation Notes <i>What Criteria was used?</i> <i>What weight was given?</i> <i>What was the balance?</i>	<p>The proposed relief road is identified as a major scheme in the current Local Transport Plan (2006 – 2011) and its route has been safeguarded within the Allocations DPD to ensure its delivery by the County Council. This scheme will have significant transport and economic benefits for the area and provide value for money in terms of its timing with the A1 upgrading works nearby. Its timing is also important in relation to the development proposals coming forward at Aiskew.</p> <p>The scheme has met the various criteria in the County Council's Scheme Prioritisation Process and other assessment criteria. The overriding influence on the inclusion of this proposal was to facilitate a major element of transport infrastructure which will provide many benefits to the area, including a reduction of traffic congestion in Bedale town centre.</p>	

Preferred Options Site Ref, Name & Details	Assessment Criteria		Submission Outcome
<p>011/10b – Route of the Wensleydale Railway (Safeguarded)</p> <p>Area: N/A Type: Transport / Community Yield: N/A</p> <p>Railway Line - To protect the route for future expansion of the Wensleydale Railway between Northallerton and Redmire.</p>	<p>Site Assessment</p>	<p><i>The criteria set out below are considered to have been met, as set out in the published Site Assessments (November 2007), the SHLAA published in March 2008 and updated further in November 2008, the Allocations DPD – Consultation Statement (June 2009) and the Sustainability Appraisal (November 2008), unless where indicated and identified.</i></p>	<p>BC3 Footpath and Cycleway Along The Wensleydale Railway Corridor Between Bedale and Leeming Bar</p>
	<p>Settlement Character</p> <ul style="list-style-type: none"> ● Compatibility with character ● Consistent with Development Limits ● Consistent with DP10 ● Accords with DP31 and DP35 <p>Capable of meeting design quality</p>	<p>This site meets the criteria. Please refer to the following documents: - Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] - SHLAA (March and November 2008) [LCD102] and [LCD102A]</p>	<p>Area: N/A Type: Transport / Community Yield: N/A</p> <p>Several sites have been identified for development in Aiskew and Leeming Bar. The Wensleydale Railway corridor lies adjacent to the southern boundary of some of these sites and provides the potential for a sustainable transport link between allocated sites, Leeming Bar and Bedale town centre.</p> <p>It is proposed, initially, to provide a footpath and cycleway link along the Wensleydale Railway corridor for a distance of approximately 3km from Bedale Bridge to Leeming Bar Station.</p>
	<p>Accessibility</p> <ul style="list-style-type: none"> ● Optimum location ● Best use of transport capacity and infrastructure ● Make best use of existing public transport provision ● Maximises use of non-car modes 	<p>This site meets the criteria. Please refer to the following documents: - Bedale Sub Area Preferred Options Allocations (October 2007) [LCD95] - North Yorkshire County Council – Local Transport Plan for 2006-2011 (2006) [RCD12] page 71</p> <p>Also, see explanation in General Comments below.</p>	
	<p>Local Issues</p> <ul style="list-style-type: none"> ● Capable of meeting local needs and circumstances (CP12 / DP16) ● Supported by local views expressed through consultation ● Capable of contributing towards achieving a sustainable community, including delivering wider community benefits 	<p>This site meets the criteria. Please refer to the following documents: - Bedale Sub Area Preferred Options Allocations (October 2007) [LCD95] page 29 - North Yorkshire County Council – Local Transport Plan for 2006-2011 (2006) [RCD12] page 71</p> <p>Also, see explanation in General Comments below.</p>	
	<p>Feasibility</p> <ul style="list-style-type: none"> ● Capable of development, by being within capacity of existing or proposed infrastructure ● Likely to be available ● Capable of development without risk of flooding, according with DP43. 	<p>This site meets the criteria. Please refer to the following documents: - Bedale Sub Area Preferred Options Allocations (October 2007) [LCD95] page 29 - North Yorkshire County Council – Local Transport Plan for 2006-2011 (2006) [RCD12] page 71</p> <p>Also, see explanation in General Comments below.</p>	
	<p>Sustainability Appraisal November 2008</p>		
	<p>An assessment has not been undertaken for this proposal due to its safeguarding nature. However, the railway line already exists and is in use. The need is for land adjacent to provide a safe route for cyclists</p>	<p>17</p>	

Preferred Options Site Ref, Name & Details	Assessment Criteria		Submission Outcome
		and pedestrians particularly from new housing areas in Aiskew to schools and services in Bedale and Leeming Bar.	
	Allocations DPD Consultation Statement June 2009	There were no main issues raised at Preferred Options.	
	Specific Consultation Responses	None	
	General Comments and Explanation Notes <i>What Criteria was used?</i> <i>What weight was given?</i> <i>What was the balance?</i>	<p>This proposal is seeking to support sustainable modes of transport and provide an alternative, sustainable transport route to key facilities in the area. It is considered that the provision of this proposal will also support the Wensleydale Railway as a focal point in the community. The main considerations in relation to this proposal were the opportunities to combine sustainable modes of transport with increased and integrated connectivity between existing and new development and local facilities and services.</p> <p>The proposal developed from simply a safeguarded route for the Wensleydale Railway at Preferred Options to its submission version incorporating foot and cycle links as the opportunities were identified to utilise and maximise local circumstances in terms of sustainable transport.</p>	

Inspector's Site Request: 004/02, 004/03 & 004/04 / BH2 & BH3

Preferred Options Site Ref, Name & Details	Assessment Criteria		Submission Outcome
<p>004/02 – (Part of) The Old Chicken Hatchery, Blind Lane, Aiskew</p> <p>Area: approx. 1.0 hectare Type: Brownfield Yield: 40 dwellings</p> <p>This site has ready access and is available in the short / medium term.</p> <p>004/03 – Land at Garden House, Manor Cottage and Cartman's Nursery, Aiskew</p> <p>Area: 3.87 hectares Type: Greenfield Yield: 154 dwellings</p> <p>This site could logically be developed in phases with 004/02. this site is also available in the short / medium term.</p> <p>004/04 – Pig Farm, Aiskew</p> <p>Area: 1.03 hectares Type: Greenfield Yield: 30 dwellings</p> <p>This site would also form part of the logical development of this area.</p>	<p>Site Assessment</p>	<p><i>The criteria set out below are considered to have been met, as set out in the published Site Assessments (November 2007), the SHLAA published in March 2008 and updated further in November 2008, the Allocations DPD – Consultation Statement (June 2009) and the Sustainability Appraisal (November 2008), unless where indicated and identified.</i></p>	<p>BH2 Pig Farm, Aiskew</p> <p>Area: 2.0 hectares Type: Brownfield / Greenfield Yield: 70 dwellings</p> <p>BH3 South East of Aiskew</p> <p>Area: 3.9 hectares Type: Greenfield Yield: 135 dwellings</p> <p>The two linked sites will be developed for housing.</p> <p>The density of development on these sites have been reduced slightly between Preferred Options and Submission to enable a suitable amount of open space and provide a means of access to site BM2 adjacent.</p> <p>The overall identified dwelling yield therefore, has decreased slightly from 224 dwellings to 205.</p>
	<p>Settlement Character</p> <ul style="list-style-type: none"> • Compatibility with character • Consistent with Development Limits • Consistent with DP10 • Accords with DP31 and DP35 <p>Capable of meeting design quality</p>	<p>This site meets the criteria. Please refer to the following documents: - <i>Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 7 - 19</i> - <i>SHLAA (March and November 2008) Annex 4 [LCD102] pages 6 – 14 and [LCD102A] pages 6 – 14.</i> - <i>Landscape and Settlement Character Assessment (Dec 2008) [LCD104] pages 42 – 43, Appendix 1 (Map 3)</i></p>	
	<p>Accessibility</p> <ul style="list-style-type: none"> • Optimum location • Best use of transport capacity and infrastructure • Make best use of existing public transport provision • Maximises use of non-car modes 	<p>This site meets the criteria. Please refer to the following documents: - <i>Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) LCD237E] pages 7 - 19</i> - <i>Allocations DPD Consultation Statement (June 2009) [LCD98A] page 41</i></p> <p>Also, see explanation in General Comments below.</p>	
	<p>Local Issues</p> <ul style="list-style-type: none"> • Capable of meeting local needs and circumstances (CP12 / DP16) • Supported by local views expressed through consultation • Capable of contributing towards achieving a sustainable community, including delivering wider community benefits 	<p>This site meets the criteria. Please refer to the following documents: - <i>Bedale Sub Area Preferred Options Allocations (October 2007) [LCD95]</i> - <i>Allocations DPD Consultation Statement (June 2009) [LCD98A] page 41</i> - <i>Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) LCD237E] pages 7 - 19</i> - <i>Sustainability Appraisal (November 2008) [LCD117] Section 6, Appendix 7</i></p> <p>Also, see explanation in General Comments below.</p>	
	<p>Feasibility</p> <ul style="list-style-type: none"> • Capable of development, by being within capacity of existing or proposed infrastructure • Likely to be available • Capable of development without risk of flooding, according with DP43. 	<p>This site meets the criteria. Please refer to the following documents: - <i>Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) LCD237E] pages 7 - 19</i> - <i>SHLAA (March and November 2008) Annex 4 [LCD102] pages 6 – 14 and [LCD102A] pages 6 – 14.</i></p> <p>Also, see explanation in General Comments below.</p>	
	<p>Sustainability Appraisal November 2008</p>	<p>The assessment identifies that the development of Sites BH2 and BH3 will have significantly positive effects on landscape and character, the use of natural resources and in providing housing to meet local</p>	

Preferred Options Site Ref, Name & Details	Assessment Criteria		Submission Outcome
		needs. Development was assessed at not having any negative impacts.	
	Allocations DPD Consultation Statement June 2009	<p>Main issues raised at Preferred Options:</p> <ul style="list-style-type: none"> • The Hatchery (004/02) should be deleted as a housing allocation and remain as employment land • The Garden House (004/03) should be deleted as a housing allocation as it cannot be delivered owing to access constraints and is Greenfield • Support for the allocation including Garden House but feel that the site should be phased earlier for development. 	
	Specific Consultation Responses	<p>NYCC Highways – Would not support the development of component sites in isolation as access will be required to service the package of sites for development. A comprehensive development brief for the area needs to be produced.</p> <p>Yorkshire Water - Consideration should be given to discharging surface water to soakaways, infiltration systems and watercourses. Also, a stand off distance of 3 metres is required either side of the sewer which crosses the site, forming a 6 metre protected strip of land across the combined sites.</p>	
	General Comments and Explanation Notes <i>What Criteria was used?</i> <i>What weight was given?</i> <i>What was the balance?</i>	<p>The sites proposed in this package are hidden from the A684 Northallerton Road by the existing development along its frontage to the north of the sites and also screened from views from the south by existing planting along the Wensleydale Railway line along their southern edge. As such, these sites are not considered to have little adverse visual impact on the form and character of the settlement, a view which is supported by the <i>Landscape and Settlement Character Assessment (Dec 2008)</i>.</p> <p>Individually, the sites are not considered suitable for development due to access issues. However, as a package, they can provide many benefits to the settlement , help meet the needs of the community in terms of the type and tenure of housing required, provide sustainable links to key services and facilities and minimise the visual impact on the settlement</p> <p>With availability, a favourable sustainability appraisal, accessibility to services and minimal visual impact, this package of sites was considered to provide the most sustainable option for development in Aiskew, when compared to other options.</p>	

Preferred Options Site Ref, Name & Details	Assessment Criteria		Submission Outcome
<p>004/25 – Land South of St Mary's and St Joseph's Church, Aiskew</p> <p>Area: 3.15 hectares Type: Greenfield Yield: 104 dwellings</p> <p>This site is located close to the centre of Bedale / Aiskew and its amenities and services.</p> <p>Access to the site is difficult and will need to be addressed prior to development.</p>	<p>Site Assessment</p>	<p><i>The criteria set out below are considered to have been met, as set out in the published Site Assessments (November 2007), the SHLAA published in March 2008 and updated further in November 2008, the Allocations DPD – Consultation Statement (June 2009) and the Sustainability Appraisal (November 2008), unless where indicated and identified.</i></p>	<p>Site Removed</p> <p>Due to issues raised regarding the feasibility of vehicular access to the site, drainage and flooding concerns relating to surface water run off onto neighbouring land, including the Wensleydale Railway and land ownership issues and site availability.</p>
	<p>Settlement Character</p> <ul style="list-style-type: none"> ● Compatibility with character ● Consistent with Development Limits ● Consistent with DP10 ● Accords with DP31 and DP35 ● Capable of meeting design quality 	<p>This site meets the criteria. Please refer to the following documents: - Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 30 - 33 - SHLAA (March and November 2008) Annex 4 [LCD102] pages 18 – 20 and [LCD102A] pages 21 – 23,</p>	
	<p>Accessibility</p> <ul style="list-style-type: none"> ● Optimum location ● Best use of transport capacity and infrastructure ● Make best use of existing public transport provision ● Maximises use of non-car modes 	<p>This site does not meet the criteria. Please refer to the following documents: - Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 30 - 33 - SHLAA (March and November 2008) Annex 4 [LCD102] pages 18 – 20 and [LCD102A] pages 21 - 23</p> <p>Also, see explanation in General Comments below.</p>	
	<p>Local Issues</p> <ul style="list-style-type: none"> ● Capable of meeting local needs and circumstances (CP12 / DP16) ● Supported by local views expressed through consultation ● Capable of contributing towards achieving a sustainable community, including delivering wider community benefits 	<p>This site meets the criteria. Please refer to the following documents: - Bedale Sub Area Preferred Options Allocations (October 2007) [LCD95] pages 31 -32 - Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 30 - 33 - Sustainability Appraisal (October 2007) [LCD115] page 2 (Appendix 4) and page 22 (Appendix 5) - Sustainability Appraisal (November 2008) [LCD117] page 79 Table 5.1 - SHLAA (March and November 2008) Annex 4 [LCD102] pages 18 – 20 and [LCD102A] pages 21 - 23</p> <p>Also, see explanation in General Comments below.</p>	
	<p>Feasibility</p> <ul style="list-style-type: none"> ● Capable of development, by being within capacity of existing or proposed infrastructure ● Likely to be available ● Capable of development without risk of flooding, according with DP43. 	<p>This site does not meet the criteria. Please refer to the following documents: - Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 30 - 33 - SHLAA (March and November 2008) Annex 4 [LCD102] pages 18 – 20 and [LCD102A] pages 21 - 23</p> <p>Also, see explanation in General Comments below.</p>	
	<p>Sustainability Appraisal November 2008</p>		
		<p>The assessment published in October 2007 showed no significant positive or negative impacts with the development of Site 004/25. Indeed the overall assessment of sustainability was considered to be</p>	

Preferred Options Site Ref, Name & Details	Assessment Criteria		Submission Outcome
		positive.	
	Allocations DPD Consultation Statement June 2009	Main issues raised at Preferred Options: • None	
	Specific Consultation Responses	<p>NYCC Highways – Would not support the development of this site in isolation as it does not have a direct connection / frontage to a highway maintainable at the public expense. The site could be accessed from the north by a narrow lane. However, this is not suitable in the current state. An alternate access could be gained from the west via land at Aiskew Mill Farm running along the railway line.</p> <p>Yorkshire Water - Consideration should be given to discharging surface water to soakaways, infiltration systems and watercourses.</p>	
	General Comments and Explanation Notes <i>What Criteria was used?</i> <i>What weight was given?</i> <i>What was the balance?</i>	<p>Although the site was identified as a preferred allocation at Preferred Options, a number of constraints have since become apparent which have meant that the site is no longer considered to be deliverable as an allocation.</p> <p>These constraints include vehicular accessibility to the site which will be difficult to achieve to an acceptable highway standard; the effects of drainage of the site on land immediately to the south (down a steep slope, particularly with increased surface water run off from the proposed development. The site is also in several ownerships which may hinder site assembly and availability for development in a timely manner.</p> <p>Although the sustainability appraisal concluded an overall minor positive impact on the surrounding area, development on this site was considered to be inappropriate and unachievable on the basis of access to the site being problematic and difficult to achieve and concerns regarding the potential drainage and surface water run off issues onto neighbouring land to the south, which includes the Wensleydale Railway line. Although not the main reason, additional concerns were raised regarding multiple site ownership and the availability of the site for development. When compared to other site options in the area, this site was withdrawn as a preferred site for development.</p>	

Inspector's Site Request: 004/05 / BH4

Preferred Options Site Ref, Name & Details	Assessment Criteria		Submission Outcome
<p>004/05 – The Abattoir, Aiskew</p> <p>Area: 2.27 hectares Type: Brownfield / Greenfield Yield: N/A</p> <p>An employment site identified for B1 or B8 use.</p> <p>The site was identified in the Economic Development Study as having potential for redevelopment.</p>	<p>Site Assessment</p>	<p><i>The criteria set out below are considered to have been met, as set out in the published Site Assessments (November 2007), the SHLAA published in March 2008 and updated further in November 2008, the Allocations DPD – Consultation Statement (June 2009) and the Sustainability Appraisal (November 2008), unless where indicated and identified.</i></p>	<p>BH4 The Abattoir, Aiskew</p> <p>Area: 2.3 hectares Type: Brownfield / Greenfield Yield: 80 dwellings</p> <p>The site will be developed for housing, accessed directly from the A684, and include peripheral landscaping.</p> <p>The use of this site has changed from employment at Preferred Options to housing at Submission as Site 004/25 was removed as a preferred allocation site and sufficient employment land could be provided elsewhere in the Sub Area to meet requirements (e.g. on identified mixed use sites and at Leeming Bar Industrial Estate.</p>
	<p>Settlement Character</p> <ul style="list-style-type: none"> ● Compatibility with character ● Consistent with Development Limits ● Consistent with DP10 ● Accords with DP31 and DP35 <p>Capable of meeting design quality</p>	<p>This site meets the criteria. Please refer to the following documents:</p> <ul style="list-style-type: none"> - Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 20 - 23 - SHLAA (November 2008) Annex 4 [LCD102A] pages 15 - 17 - Landscape and Settlement Character Assessment (Dec 2008) [LCD104] pages 42 – 43, Appendix 1 (Map 3) 	
	<p>Accessibility</p> <ul style="list-style-type: none"> ● Optimum location ● Best use of transport capacity and infrastructure ● Make best use of existing public transport provision ● Maximises use of non-car modes 	<p>This site meets the criteria. Please refer to the following documents:</p> <ul style="list-style-type: none"> - Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 20 - 23 <p>Also, see explanation in General Comments below.</p>	
	<p>Local Issues</p> <ul style="list-style-type: none"> ● Capable of meeting local needs and circumstances (CP12 / DP16) ● Supported by local views expressed through consultation ● Capable of contributing towards achieving a sustainable community, including delivering wider community benefits 	<p>This site meets the criteria. Please refer to the following documents:</p> <ul style="list-style-type: none"> - Bedale Sub Area Preferred Options Allocations (October 2007) [LCD95] page 33 - Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 20 - 23 - Sustainability Appraisal (October 2007) [LCD 115] page 2 (Appendix 4) and page 21 (Appendix 5) - Sustainability Appraisal (November 2008) [LCD117] page 80 Table 5.2, Appendix 6, Appendix 7 <p>Also, see explanation in General Comments below.</p>	
	<p>Feasibility</p> <ul style="list-style-type: none"> ● Capable of development, by being within capacity of existing or proposed infrastructure ● Likely to be available ● Capable of development without risk of flooding, according with DP43. 	<p>This site meets the criteria. Please refer to the following documents:</p> <ul style="list-style-type: none"> - Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 20 - 23 - SHLAA (November 2008) Annex 4 [LCD102A] pages 15 - 17 <p>Also, see explanation in General Comments below.</p>	
	<p>Sustainability Appraisal November 2008</p>	<p>This assessment was an amendment to that published in October 2007 which was based on employment use on the site. The November 2008 assessment provides similar findings with the exception being that</p>	

Preferred Options Site Ref, Name & Details	Assessment Criteria		Submission Outcome
		the residential nature of the proposal on this site will bring significantly positive impacts in terms of providing housing to meet local needs. The only minor negative impact assessed was in relation to health.	
	Allocations DPD Consultation Statement June 2009	Main issues raised at Preferred Options: • None	
	Specific Consultation Responses	NYCC Highways – Existing private access onto A684 is not suitable for employment uses. Access for residential use onto the A684 would be acceptable. Yorkshire Water - Consideration should be given to discharging surface water to soakaways, infiltration systems and watercourses.	
	General Comments and Explanation Notes <i>What Criteria was used?</i> <i>What weight was given?</i> <i>What was the balance?</i>	The preferred site changed use from employment at Preferred Options to housing at Submission. The reasons for this are that the access into the site would not be suitable for the large type of vehicles wishing to service an employment site. Also, with the removal of Site 004/25, alternate land for housing was required in the Sub Area. The ability to cater for the required level of employment on other mixed use sites and Leeming Bar Industrial Estate for the Sub Area, indicated that housing could be a possible and appropriate alternate use on Site 004/05 without the need to identify further land for allocation. This assessment was based on the presence of existing residential development adjacent to 004/05 in addition to the prospect of being able to provide a significant level of affordable housing to meet local needs through a partnership between a local housing association who own adjoining land and a potential developer. The site was already assessed as being accessible to services, partially brownfield, with a limited visual impact on the form and character of the settlement which could be mitigated by landscaping. Therefore, the proposed use of the site was amended to housing and representations sought at the Proposed Submission stage. No objections to the change in allocation of the site were received. Therefore, as the most appropriate site for housing when compared to other available options the site has been taken forward to Submission.	

Inspector's Site Request: 004/17 / BC4

Preferred Options Site Ref, Name & Details	Assessment Criteria		Submission Outcome
<p>004/17 – Proposed Renaissance Park, Aiskew</p> <p>Area: 2.2 hectares Type: Community Greenfield Yield: N/A</p> <p>Community Park</p>	<p>Site Assessment</p>	<p><i>The criteria set out below are considered to have been met, as set out in the published Site Assessments (November 2007), the SHLAA published in March 2008 and updated further in November 2008, the Allocations DPD – Consultation Statement (June 2009) and the Sustainability Appraisal (November 2008), unless where indicated and identified.</i></p>	<p>BC4 Renaissance Park Between Bedale and Aiskew</p>
	<p>Settlement Character</p> <ul style="list-style-type: none"> ● Compatibility with character ● Consistent with Development Limits ● Consistent with DP10 ● Accords with DP31 and DP35 ● Capable of meeting design quality 	<p>This site meets the criteria. Please refer to the following documents: - Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 24 - 26 - Bedale Renaissance Market Town Delivery Plan (2004) [LCD43/LCD224] Section 6</p>	<p>Area: 2.2 hectares Type: Community Greenfield Yield: N/A</p> <p>It is proposed to develop an area of public open space to be known as a 'renaissance park' to serve Bedale and Aiskew.</p>
	<p>Accessibility</p> <ul style="list-style-type: none"> ● Optimum location ● Best use of transport capacity and infrastructure ● Make best use of existing public transport provision ● Maximises use of non-car modes 	<p>This site meets the criteria. Please refer to the following documents: - Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 24 - 26 - Allocations DPD Consultation Statement (June 2009) [LCD98A] page 41</p> <p>Also, see explanation in General Comments below.</p>	<p>The proposal is identified in the Bedale Renaissance Market Town Delivery Plan (2004).</p>
	<p>Local Issues</p> <ul style="list-style-type: none"> ● Capable of meeting local needs and circumstances (CP12 / DP16) ● Supported by local views expressed through consultation ● Capable of contributing towards achieving a sustainable community, including delivering wider community benefits 	<p>This site meets the criteria. Please refer to the following documents: - Bedale Sub Area Preferred Options Allocations (October 2007) [LCD95] pages 33 - 34 - Allocations DPD Consultation Statement (June 2009) [LCD98A] page 41 - Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 24 - 26 - Sustainability Appraisal (November 2008) [LCD117] Appendix 7 - Bedale Renaissance Market Town Delivery Plan (2004) [LCD43] Section 6</p> <p>Also, see explanation in General Comments below.</p>	
	<p>Feasibility</p> <ul style="list-style-type: none"> ● Capable of development, by being within capacity of existing or proposed infrastructure ● Likely to be available ● Capable of development without risk of flooding, according with DP43. 	<p>This site meets the criteria. Please refer to the following documents: - Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 24 - 26 - Bedale Renaissance Market Town Delivery Plan (2004) [LCD43] Section 6 - Bridge Street Redevelopment Feasibility Study - Gillespies (Jul 2007) [LCD226]</p> <p>Also, see explanation in General Comments below.</p>	
	<p>Sustainability Appraisal November 2008</p>		
	<p>The development of this site as a community park will significantly enhance the local townscape and natural environment. This proposal also has other positive benefits relating to the historic environment,</p>	<p>25</p>	

Preferred Options Site Ref, Name & Details	Assessment Criteria		Submission Outcome
		natural resources, climate change, health and access to services. Negative impacts from a sustainability perspective relate to the live / work relationship, the provision of premises on the economy and contributions towards meeting housing needs.	
	Allocations DPD Consultation Statement June 2009	Main issues raised at Preferred Options: <ul style="list-style-type: none"> • Support for the Renaissance Park subject to a satisfactory Flood Risk Assessment and that the context of the Conservation Area is respected. 	
	Specific Consultation Responses	Sport England – Supportive of the scheme English Nature / Natural England – Great Crested Newts have been recorded in the area. Yorkshire Forward – This site is a key component of the Bedale Renaissance Market Town (RMT) programme and will form an important public open space for general recreation and will also act as a key pedestrian and cycle link between the new relief road, gateway car park and the railway station for local people and visitors to the town. English Heritage – Support for the Renaissance Park subject to a requirement that the Conservation Area setting of this site is respected. Environment Agency - Support for the Renaissance Park subject to a satisfactory Flood Risk Assessment	
	General Comments and Explanation Notes <i>What Criteria was used?</i> <i>What weight was given?</i> <i>What was the balance?</i>	This proposal will not have an adverse effect on the form and character of the settlement, indeed it is considered that it will enhance with visual appearance of the area. In terms of accessibility, the site is close to Bedale town centre and accessible by foot, cycle or public transport. The site is located within Flood Zone 2 and therefore at risk from flooding. However, the recreation use proposed is suitable for this site and therefore, subject to suitable mitigation measures where required, flood risk issues are not considered to be crucial to the delivery of the proposal. This proposal is also a key element of the Bedale RMT Masterplan programme and already has the support of key organisations and local community groups, Aiskew Parish Council and Bedale Town Council and the Bedale and Villages Community Forum. The Sustainability Appraisal shows an overall favourable impact from the proposal and therefore the site is considered suitable as an allocation.	

Preferred Options Site Ref, Name & Details	Assessment Criteria		Submission Outcome
<p>004/18 – Land North of Aiskew Pig Farm, Aiskew</p> <p>Area: 3.28 hectares Type: Greenfield Yield: 19 dwellings</p> <p>This site to come forward in Phase 3 once land nearer to the town centre has been developed.</p> <p>Mixed uses: Retail, Community and Residential</p> <p>Access issues need to be resolved prior to development.</p>	Site Assessment	<p><i>The criteria set out below are considered to have been met, as set out in the published Site Assessments (November 2007), the SHLAA published in March 2008 and updated further in November 2008, the Allocations DPD – Consultation Statement (June 2009) and the Sustainability Appraisal (November 2008), unless where indicated and identified.</i></p>	<p>BM2 North East of Aiskew House Pig Farm, Aiskew</p> <p>Area: 3.3 hectares Type: Greenfield Yield: 42 dwellings</p> <p>The uses on site will comprise housing, a local convenience store, B1 employment and community open space.</p> <p>The site will be accessed through the adjacent BH2, once developed.</p> <p>Small scale employment use introduced as it would be well related to existing employment areas to the north east (Leeming Bar) and provide opportunities for employment closer to housing areas.</p>
	Settlement Character	<p>This site meets the criteria. Please refer to the following documents: - Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 27 - 29 - SHLAA (March and November 2008) Annex 4 [LCD102] pages 15 – 17 and [LCD102A] pages 18 -20 - Landscape and Settlement Character Assessment (Dec 2008) [LCD104] pages 42 – 43, Appendix 1 (Map 3)</p>	
	Accessibility	<p>This site meets the criteria. Please refer to the following documents: - Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 27 - 29 - Allocations DPD Consultation Statement (June 2009) [LCD98A] page 41</p> <p>Also, see explanation in General Comments below.</p>	
	Local Issues	<p>This site meets the criteria. Please refer to the following documents: - Bedale Sub Area Preferred Options Allocations (October 2007) [LCD95] page 32 - Allocations DPD Consultation Statement (June 2009) [LCD98A] page 41 - Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 27 - 29 - Sustainability Appraisal (November 2008) [LCD117] Section 5 Table 5.2, Section 6 Table 6.1, Appendix 7</p> <p>Also, see explanation in General Comments below.</p>	
	Feasibility	<p>This site meets the criteria. Please refer to the following documents: - Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 27 - 29 - SHLAA (March and November 2008) Annex 4 [LCD102] pages 15 – 17 and [LCD102A] pages 18 -20</p> <p>Also, see explanation in General Comments below.</p>	
	Sustainability Appraisal November 2008	<p>The assessment revealed the development of this site to have an overall positive effect in sustainability terms with no objectives being identified where negative impacts might be felt.</p>	

Preferred Options Site Ref, Name & Details	Assessment Criteria		Submission Outcome
	Allocations DPD Consultation Statement June 2009	Main issues raised at Preferred Options: <ul style="list-style-type: none"> • Strong support for the mixed use of this site for residential, community garden and allotment purposes. 	
	Specific Consultation Responses	<p>NYCC Highways – Would not support the development of this site in isolation as it does not have a direct connection / frontage to a highway maintainable at public expense. Suitable access may be gained from the development of an adjoining site.</p> <p>English Heritage – Warwick House is a Grade II Listed Building. Development proposals will be required to safeguard the character and setting of this building.</p> <p>Yorkshire Water - Consideration should be given to discharging surface water to soakaways, infiltration systems and watercourses.</p>	
	General Comments and Explanation Notes <i>What Criteria was used?</i> <i>What weight was given?</i> <i>What was the balance?</i>	<p>This site was originally suggested as a community garden. However, an element of mixed development has been incorporated to make the site more viable. In order to overcome access concerns, it is possible to provide a more comprehensive approach to development in this area by linking the development of the adjacent 004/04 (BH2) site from which access can be gained which satisfies the highway authority.</p> <p>The sustainability appraisal provided a favourable assessment for development and the location of the site will have minimal visual impact on the form and character of the settlement, as supported in the <i>Landscape and Settlement Character Assessment (Dec 2008)</i>. The site is accessible to local services and public transport and will contribute towards the provision of improvements to the footpath and cycleway network in the area. The allocation of the site has received support through consultation.</p> <p>The site is anticipated to be available for development at the identified phase in the plan period and therefore considered to be deliverable. An element of employment use has been incorporated on this site to create a vibrant mix of uses and make employment opportunities more accessible.</p>	

Inspector's Site Request: 004/01(i) and (ii) / BH5

Preferred Options Site Ref, Name & Details	Assessment Criteria		Submission Outcome
<p>004/01(i) – Wilberts Farm, Sandhill Lane, Aiskew</p> <p>Area: approx. 1.0 hectare Type: Greenfield Yield: 30 dwellings</p> <p>004/01(ii) – Wilberts Farm, Sandhill Lane, Aiskew</p> <p>Area: 2.76 hectares Type: Greenfield Yield: 82 dwellings</p> <p>Sites were rejected for allocation as they were considered to be Greenfield, outside of Development Limits and would constitute too great an extension of Aiskew towards Leeming Bar in their existing form. Therefore, they would have an adverse impact on the form and character of the settlement.</p>	<p>Site Assessment</p>	<p><i>The criteria set out below are considered to have been met, as set out in the published Site Assessments (November 2007), the SHLAA published in March 2008 and updated further in November 2008, the Allocations DPD – Consultation Statement (June 2009) and the Sustainability Appraisal (November 2008), unless where indicated and identified.</i></p>	<p>BH5 Wilberts Farm, Sand Hill Lane, Aiskew</p> <p>Area: 3.0 hectares Type: Brownfield/Greenfield Yield: 105 dwellings</p> <p>Site was revised in terms of size, classification and density as an allocation for a number of reasons.</p> <p>Following a planning approval for storage use on site, the site was now considered to be partially brownfield in nature.</p> <p>In order to minimise the impact of the development of the site, the north eastern boundary of the allocation was drawn in slightly.</p> <p>In order to maximise use of brownfield land, the site density for housing was increased from 30 dwellings per hectare (dph) at Preferred Options to 35dph at Submission. This also assisted in delivering the additional housing required as a result of the adopted RSS in May 2008.</p> <p>A revised Sustainability Appraisal was undertaken on this revised proposal and was included in the November 2008 publication.</p>
	<p>Settlement Character</p> <ul style="list-style-type: none"> ● Compatibility with character ● Consistent with Development Limits ● Consistent with DP10 ● Accords with DP31 and DP35 ● Capable of meeting design quality 	<p>This site meets the criteria. Please refer to the following documents: - Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 3 - 6 - SHLAA (March and November 2008) Annex 4 [LCD102] pages 3 - 5 and [LCD102A] pages 3 – 5 - Landscape and Settlement Character Assessment (Dec 2008) [LCD104] pages 42 – 43, Appendix 1 (Map 3)</p>	
	<p>Accessibility</p> <ul style="list-style-type: none"> ● Optimum location ● Best use of transport capacity and infrastructure ● Make best use of existing public transport provision ● Maximises use of non-car modes 	<p>This site meets the criteria. Please refer to the following documents: - Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 3 - 6 - Allocations DPD Consultation Statement (June 2009) [LCD98A] page 42</p> <p>Also, see explanation in General Comments below.</p>	
	<p>Local Issues</p> <ul style="list-style-type: none"> ● Capable of meeting local needs and circumstances (CP12 / DP16) ● Supported by local views expressed through consultation ● Capable of contributing towards achieving a sustainable community, including delivering wider community benefits 	<p>This site meets the criteria. Please refer to the following documents: - Bedale Sub Area Preferred Options Allocations (October 2007) [LCD95] pages 37 - 38 - Allocations DPD Consultation Statement (June 2009) [LCD98A] page 42 - Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 3 - 6 - Sustainability Appraisal (October 2007) [LCD115] page 2 Appendix 4, page 18, Appendix 5 - Sustainability Appraisal (November 2008) [LCD117] Section 5 Table 5.2, page 80, Appendix 7</p> <p>Also, see explanation in General Comments below.</p>	
	<p>Feasibility</p> <ul style="list-style-type: none"> ● Capable of development, by being within capacity of existing or proposed infrastructure ● Likely to be available ● Capable of development without risk of flooding, according with DP43. 	<p>This site meets the criteria. Please refer to the following documents: - Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 3 - 6 - SHLAA (March and November 2008) Annex 4 [LCD102] pages 3 - 5 and [LCD102A] pages 3 – 5</p> <p>Also, see explanation in General Comments below.</p>	
	<p>Sustainability Appraisal November 2008</p>	<p>The revised sustainability appraisal for the allocation of the site shows some changes from the earlier assessment. The proposal now has a positive impact on natural resources and a significantly positive</p>	

Preferred Options Site Ref, Name & Details	Assessment Criteria		Submission Outcome
		impact on providing housing to meet local needs. The assessment remains quite balanced in sustainability terms, although the provision of housing to meet local needs is a significant element in developing the site.	
	Allocations DPD Consultation Statement June 2009	Main issues raised at Preferred Options: <ul style="list-style-type: none"> • Wilberts Farm is more suitable for housing because it is brownfield and accommodates disused poultry sheds. Access is better from Sand Hill Lane and its redevelopment would benefit adjoining housing and it would better maintain the gap between Aiskew and Bedale. 	
	Specific Consultation Responses	NYCC Highways – Access on to Back Lane / Sand Hill Lane is acceptable. Yorkshire Water - Consideration should be given to discharging surface water to soakaways, infiltration systems and watercourses.	
	General Comments and Explanation Notes <i>What Criteria was used?</i> <i>What weight was given?</i> <i>What was the balance?</i>	At Preferred Options this site was not identified as a preferred site for allocation as it was outside of Development Limits and its development would reduce the separation between Aiskew and Leeming Bar, having an adverse impact on the form and character of Aiskew. However, following consultation at Preferred Options, it became apparent that the site had approval for storage use and was therefore partially brownfield. On this basis, the site was then reconsidered. Development of the site had support from the Parish Council as it currently is considered to be a local eyesore, already having an adverse visual impact on the surrounding area. In order to minimise the impact on the form and character of the settlement edge, a revised site boundary (Site BH5) was considered, limiting the reduction of the gap between Aiskew and Leeming Bar. Following an increased requirement for housing to 2026 coming from the adopted RSS in May 2008, the density of this site was increased from 30dph at Preferred Options to 35dph at Submission. This provides more housing in the Service Centre but also maximises the use of this brownfield site on the settlement edge whilst seeking to minimise its visual impact. The <i>Landscape Character and Settlement Assessment (2008)</i> identifies that the development of this site would have a limited visual impact on the character of the settlement due to existing hedgerows. In any case, as the land is already in a derelict state, having a negative impact, development would improve the area. Therefore, in this case, the need to maximise the use of brownfield land in a Service Centre most effectively led to the allocation of the site in a revised form which mitigated other potential adverse impacts. The site is also accessible and available for development.	

Preferred Options Site Ref, Name & Details	Assessment Criteria		Submission Outcome
<p>011/04 – Land at South End, Bedale</p> <p>Area: 2.5 hectares Type: Greenfield Yield: 75 dwellings</p> <p>Site rejected at Preferred Options as it is a Greenfield site and other sites at that stage were considered to be more sustainable, better located and have a more limited impact on the form and character of the settlement. There is also the issue of the nearby sewage works creating a bad neighbour use for housing. Access to the site would increase the level of traffic travelling through Bedale town centre.</p> <p>Part of the site lies within Flood Zone 3.</p>	<p>Site Assessment</p>	<p><i>The criteria set out below are considered to have been met, as set out in the published Site Assessments (November 2007), the SHLAA published in March 2008 and updated further in November 2008, the Allocations DPD – Consultation Statement (June 2009) and the Sustainability Appraisal (November 2008), unless where indicated and identified.</i></p>	<p>BH6 Lyngarth Farm, Bedale</p> <p>Area: 2.5 hectares Type: Greenfield Yield: 75 dwellings</p> <p>This site was reconsidered for allocation following the Preferred Options consultation having previously been rejected as part of the Bedale East strategic development option.</p> <p>The site size, character and yield remains as indicated at Preferred Options.</p>
	<p>Settlement Character</p> <ul style="list-style-type: none"> ● Compatibility with character ● Consistent with Development Limits ● Consistent with DP10 ● Accords with DP31 and DP35 ● Capable of meeting design quality 	<p>This site meets the criteria. Please refer to the following documents:</p> <ul style="list-style-type: none"> - Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 64 - 68 - Landscape and Settlement Character Assessment (Dec 2008) [LCD104] pages 45 – 46, Appendix 1 (Map 3) - Landscape & Visual Assessment - The Landscape Agency (Jun 2006) [LCD237E] - SHLAA (March and November 2008) Annex 4 [LCD102] page 39 – 41 and [LCD102A] page 42 - 44 	
	<p>Accessibility</p> <ul style="list-style-type: none"> ● Optimum location ● Best use of transport capacity and infrastructure ● Make best use of existing public transport provision ● Maximises use of non-car modes 	<p>This site meets the criteria. Please refer to the following documents:</p> <ul style="list-style-type: none"> - Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 64 - 68 - Allocations DPD Consultation Statement (June 2009) [LCD98A] page 42 - SHLAA (March and November 2008) Annex 4 [LCD102] page 39 – 41 and [LCD102A] page 42 – 44 - Highway Statement - Sanderson Associates (Mar 2007) [LCD127] <p>Also, see explanation in General Comments below.</p>	
	<p>Local Issues</p> <ul style="list-style-type: none"> ● Capable of meeting local needs and circumstances (CP12 / DP16) ● Supported by local views expressed through consultation ● Capable of contributing towards achieving a sustainable community, including delivering wider community benefits 	<p>This site meets the criteria. Please refer to the following documents:</p> <ul style="list-style-type: none"> - Bedale Sub Area Preferred Options Allocations (October 2007) [LCD95] page 37 - Allocations DPD Consultation Statement (June 2009) [LCD98A] page 42 - Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 64 - 68 - SHLAA (March and November 2008) Annex 4 [LCD102] page 39 – 41 and [LCD102A] page 42 - 44 - Sustainability Appraisal (October 2007) [LCD115] page 2 Appendix 4, page 25 Appendix 5 - Sustainability Appraisal (November 2008) [LCD117] Section 5 Table 5.2, page 80, Appendix 6, Appendix 7 - Odour and Amenity Assessment - Environ (Jun 2006) [LCD212] - Ecological Assessment - Environmental Research & Advisory Partnership (Oct 2006) [LCD126] <p>Also, see explanation in General Comments below.</p>	
	<p>Feasibility</p> <ul style="list-style-type: none"> ● Capable of development, by being within capacity of existing or proposed infrastructure ● Likely to be available ● Capable of development without risk of flooding, according with DP43. 	<p>This site meets the criteria. Please refer to the following documents:</p> <ul style="list-style-type: none"> - Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 64 - 68 - SHLAA (March and November 2008) Annex 4 [LCD102] page 39 – 41 and [LCD102A] page 42 - 44 - Flooding & Drainage Issues Report - Alan Wood & Partners (Mar 2007) [LCD211] - Strategic Flood Risk Assessment Stage 1 (January 2006) [LCD 26] - Strategic Flood Risk Assessment Stage 1 Supplement (January 2009) [LCD26A] <p>Also, see explanation in General Comments below.</p>	

Preferred Options Site Ref, Name & Details	Assessment Criteria		Submission Outcome
	Sustainability Appraisal November 2008		
		<p>The assessment undertaken for this site in 2007, and published in October 2007, identified a fairly balanced, if slightly negative impact in sustainability terms in developing the site. However, this site assessment was revised and updated in light of reviewing the site for allocation. This revised assessment was published in November 2008 and still reveals a balanced impact in terms of sustainability but there is now a slightly positive overall assessment accounting for some minor changes. The amendments relate to landscape and townscape issues, with a slight adjustment showing a negligible impact. This is reflected in the findings of the <i>Landscape and Settlement Character Assessment (2008)</i>. A positive impact is now identified for location and character, as impact of development has been established as being neutral. The impact on housing being provided to meet needs has now become a significantly positive impact.</p>	
	Allocations DPD Consultation Statement June 2009	<p>Main issues raised at Preferred Options:</p> <ul style="list-style-type: none"> The site should be allocated because it is more accessible for Bedale facilities. There are no environmental constraints. It is deliverable quickly and would round off Bedale at this point in terms of development. 	
	Specific Consultation Responses	<p>NYCC Highways – Access onto South End Road from the site is suitable. The site is affected by a public right of way which must be kept clear of any obstruction until an alternative route has been provided and confirmed by order.</p> <p>Yorkshire Water - Consideration should be given to discharging surface water to soakaways, infiltration systems and watercourses. There are also concerns about the proximity of development to a nearby sewage works in terms of nuisance and odour.</p>	
	General Comments and Explanation Notes <i>What Criteria was used?</i> <i>What weight was given?</i> <i>What was the balance?</i>	<p>There were a number of reasons for the revision to this site. Following Preferred Options, other sites, such as 004/25 and 011/06, were found to be unsuitable to allocate / undeliverable for a variety of reasons. This left a need to identify alternative land. In addition to this, the adopted RSS placed an increased housing requirement to 2026 with additional housing to be found to meet the period 2021-2026. This was achieved through a combination of increased housing densities on appropriate allocation sites and the identification of additional sites. When assessed against other potential sites (previously rejected), considering accessibility, the sustainability appraisal, public consultation, further evidence provided on the visual impact on the form and character of Bedale, an assessment of odour issues from the nearby sewage works and on mitigating flooding issues on part of the site, Site 011/04 was considered to be the most appropriate site available with the least adverse impact on the form and character of the settlement.</p> <p>On this basis, the accessibility of the site to Bedale town centre, the minimal adverse visual impact on the settlement and its close proximity to existing residential development led to the conclusion to allocated Site 0011/04 as Site BH6 at Submission.</p>	

Inspector's Site Request: 032/03i & 032/03ii / BH7

Preferred Options Site Ref, Name & Details	Assessment Criteria		Submission Outcome
<p>032/03i – (Part of) East of Hackforth Road, Little Crakehall</p> <p>Area: 0.5 hectares Type: Greenfield Yield 15 dwellings</p> <p>This site is selected for allocation and development as it will have the least adverse impact on the form and character of Crakehall. It is available for development and has ready access.</p> <p>032/03ii – (Part of) East of Hackforth Road, Little Crakehall</p> <p>Area: 0.79 hectares Type: Greenfield Yield 23 dwellings</p> <p>This part of the site was rejected for allocation. Development on this part of the site is not required to meet the housing requirement for the plan period in Crakehall at this time. Development on this part of the site will create an unnecessary intrusion into the countryside and adversely affect the form and character of the settlement.</p>	<p>Site Assessment</p>	<p><i>The criteria set out below are considered to have been met, as set out in the published Site Assessments (November 2007), the SHLAA published in March 2008 and updated further in November 2008, the Allocations DPD – Consultation Statement (June 2009) and the Sustainability Appraisal (November 2008), unless where indicated and identified.</i></p>	<p>BH7 East of Hackforth Road, Little Crakehall</p> <p>Area: 0.5 hectares Type: Greenfield Yield: 15 dwellings</p> <p>The site will be developed for housing with associated open space, to be accessed directly from Hackforth Road.</p>
	<p>Settlement Character</p> <ul style="list-style-type: none"> ● Compatibility with character ● Consistent with Development Limits ● Consistent with DP10 ● Accords with DP31 and DP35 ● Capable of meeting design quality 	<p>This site meets the criteria. Please refer to the following documents: - <i>Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 122 - 125</i> - <i>SHLAA (March and November 2008) Annex 4 [LCD102] pages 110 – 112 and [LCD102A] pages 126 - 128</i></p>	
	<p>Accessibility</p> <ul style="list-style-type: none"> ● Optimum location ● Best use of transport capacity and infrastructure ● Make best use of existing public transport provision ● Maximises use of non-car modes 	<p>This site meets the criteria. Please refer to the following documents: - <i>Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 122- 125</i> - <i>Allocations DPD Consultation Statement (June 2009) [LCD98A] page 43</i></p> <p>Also, see explanation in General Comments below.</p>	
	<p>Local Issues</p> <ul style="list-style-type: none"> ● Capable of meeting local needs and circumstances (CP12 / DP16) ● Supported by local views expressed through consultation ● Capable of contributing towards achieving a sustainable community, including delivering wider community benefits 	<p>This site meets the criteria. Please refer to the following documents: - <i>Bedale Sub Area Preferred Options Allocations (October 2007) [LCD95] pages 46 and 48</i> - <i>Allocations DPD Consultation Statement (June 2009) [LCD98A] page 43</i> - <i>Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 122 - 125</i> - <i>Sustainability Appraisal (November 2008) [LCD117] Section 6 Table 6.1 page 86, Appendix 7</i></p> <p>Also, see explanation in General Comments below.</p>	
	<p>Feasibility</p> <ul style="list-style-type: none"> ● Capable of development, by being within capacity of existing or proposed infrastructure ● Likely to be available ● Capable of development without risk of flooding, according with DP43. 	<p>This site meets the criteria. Please refer to the following documents: - <i>Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 122 - 125</i> - <i>SHLAA (March and November 2008) Annex 4 [LCD102] pages 110 – 112 and [LCD102A] pages 126 - 128</i></p> <p>Also, see explanation in General Comments below.</p>	
	<p>Sustainability Appraisal November 2008</p>	<p>The assessment for the development of this site (BH7) indicates a balanced impact in terms of sustainability with a slightly positive overall effect. Positive impacts are identified in terms of the live / work</p>	

Preferred Options Site Ref, Name & Details	Assessment Criteria		Submission Outcome
		<p>relationship, landscape and townscape, health and providing housing to meet local needs. Negative impacts are identified in relation to natural resources, climate change and supporting the disadvantaged.</p> <p>The assessment undertaken for the whole of Site 032/03, published in October 2007, shows a similarly balanced impact for the development of the whole site.</p>	
	Allocations DPD Consultation Statement June 2009	Main issues raised at Preferred Options: <ul style="list-style-type: none"> • Support for the rejection of Site 032/03ii because of its possible impact on the nearby listed building and conservation area • Support 032/03i only and not 032/03ii. 	
	Specific Consultation Responses	<p>NYCC Highways – Access to the site from Hackforth Road is accessible.</p> <p>English Heritage – The site abuts the northern boundary of the Crakehall Conservation Area and the curtilage of the Crakehall Water Mill, a Grade II listed building. The development of housing along the boundary of this site could have an adverse impact upon its setting and the open aspect of this part of the conservation area.</p>	
	General Comments and Explanation Notes <i>What Criteria was used?</i> <i>What weight was given?</i> <i>What was the balance?</i>	<p>Were this site to be developed in its entirety (Parts (i) and (ii)), it would constitute a major development in Crakehall and would greatly intrude into the open countryside visually. It would also have a significant adverse impact on the form and character of the settlement. However, a suitable development of part of the site offers the opportunity to provide housing to meet local needs at an appropriate scale which provides the requisite amount of housing for the village and minimises any adverse impacts on the settlement.</p> <p>The site is available for development and is therefore deliverable. In sustainability terms, there are no significantly adverse impacts identified in developing the site. The proposed allocation takes account of the concerns raised by English Heritage about the impact development may have on the nearby conservation area and listed building. The highway authority is satisfied that access to the site is acceptable. The only issue regarding the site relates to its size of allocation. The Council considers that its current allocation will provide a suitable development in Crakehall in terms of size and impact. On this basis, Site 032/03i is allocated as Site BH7 at Submission.</p>	

Inspector's Site Request: 004/07 and 004/11 / BM4

Preferred Options Site Ref, Name & Details	Assessment Criteria		Submission Outcome
<p>004/07 – Elm tree Farm , Leases Lane, Leeming Bar</p> <p>Area: 1.3 hectares Type: Greenfield Yield: 19 dwellings</p> <p>004/11 – John H Gill & Sons, Leeming Bar</p> <p>Area: 0.61 hectares Type: Brownfield Yield: 9 dwellings</p> <p>The two sites are being considered together to form a more comprehensive development comprising of mixed uses: housing and employment.</p> <p>Together, the redevelopment of these sites could provide a stronger centre to Leeming Bar as they are located quite centrally within the settlement.</p>	<p>Site Assessment</p>	<p><i>The criteria set out below are considered to have been met, as set out in the published Site Assessments (November 2007), the SHLAA published in March 2008 and updated further in November 2008, the Allocations DPD – Consultation Statement (June 2009) and the Sustainability Appraisal (November 2008), unless where indicated and identified.</i></p>	<p>BM4 Leeming Lane, Leeming Bar</p> <p>Area: 1.9 hectares Type: Greenfield/Brownfield Yield: 50 dwellings</p> <p>This site will be developed for mixed uses comprising housing and commercial uses (A1, A2 and B1). Car and cycle parking will be included. Access will be taken from Leeming Lane.</p>
	<p>Settlement Character</p> <ul style="list-style-type: none"> ● Compatibility with character ● Consistent with Development Limits ● Consistent with DP10 ● Accords with DP31 and DP35 ● Capable of meeting design quality 	<p>This site meets the criteria. Please refer to the following documents: - Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 145 – 148 and 160 - 163 - SHLAA (March and November 2008) Annex 4 [LCD102] pages 136 – 138, 148 – 150 and [LCD102A] pages 152 – 154, 162 - 166</p>	
	<p>Accessibility</p> <ul style="list-style-type: none"> ● Optimum location ● Best use of transport capacity and infrastructure ● Make best use of existing public transport provision ● Maximises use of non-car modes 	<p>This site meets the criteria. Please refer to the following documents: - Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 145 – 148 and 160 - 163 - Allocations DPD Consultation Statement (June 2009) [LCD98A] page 44</p> <p>Also, see explanation in General Comments below.</p>	
	<p>Local Issues</p> <ul style="list-style-type: none"> ● Capable of meeting local needs and circumstances (CP12 / DP16) ● Supported by local views expressed through consultation ● Capable of contributing towards achieving a sustainable community, including delivering wider community benefits 	<p>This site meets the criteria. Please refer to the following documents: - Bedale Sub Area Preferred Options Allocations (October 2007) [LCD95] pages 54 - 55 - Allocations DPD Consultation Statement (June 2009) [LCD98A] page 44 - Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 145 – 148 and 160 - 163 - Sustainability Appraisal (October 2007) [LCD115] Appendix 4 page 1, Appendix 5 pages 7 - 8 - Sustainability Appraisal (November 2008) [LCD117] Section 6 Table 6.1 page 86, Appendix 7</p> <p>Also, see explanation in General Comments below.</p>	
	<p>Feasibility</p> <ul style="list-style-type: none"> ● Capable of development, by being within capacity of existing or proposed infrastructure ● Likely to be available ● Capable of development without risk of flooding, according with DP43. 	<p>This site meets the criteria. Please refer to the following documents: - Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 145 – 148 and 160 - 163 - SHLAA (March and November 2008) Annex 4 [LCD102] pages 136 – 138, 148 – 150 and [LCD102A] pages 152 – 154, 162 - 166</p> <p>Also, see explanation in General Comments below.</p>	
	<p>Sustainability Appraisal November 2008</p>	<p>The individual assessment of the component sites was undertaken and published in October 2007. There were strong similarities in the assessment of each site with the only significant difference being that the</p>	

Preferred Options Site Ref, Name & Details	Assessment Criteria		Submission Outcome
		<p>development of Site 004/11 would have a significantly positive impact on natural resources with the refurbishment and protection of the listed building on site. This impact was shown as being positive for 004/07, rather than significantly so.</p> <p>With similar individual site assessments, the combined sites were assessed as Site BM4 in 2008. The results indicate an overall positive impact in terms of sustainability, with significant benefits identified in terms of natural resources.</p>	
	Allocations DPD Consultation Statement June 2009	<p>Main issues raised at Preferred Options:</p> <ul style="list-style-type: none"> • Objection to Elm Tree Farm (004/07) being allocated for housing as it is close to the village centre and therefore should be used for employment / community facilities • Objection to partial residential allocation (004/11). The whole site should be kept for retail, leisure or community use as it is in the village centre. • While there is no objection to the development of site 004/11, it is important to note that the John Gill works are a listed building and will need appropriate protection from any new development. 	
	Specific Consultation Responses	<p>NYCC Highway – Access to the site is acceptable onto Leases Road (Leeming Lane)</p> <p>Yorkshire Water – The Leeming Bar Waste Water Treatment works are already at capacity. Any development in these areas would have to be coordinated with Yorkshire Water as additional capacity will need to be created.</p>	
	General Comments and Explanation Notes <i>What Criteria was used?</i> <i>What weight was given?</i> <i>What was the balance?</i>	<p>The main issues to consider in assessing these sites for allocation were in relation to the partial brownfield nature of the land involved, the opportunity to create a comprehensive development in Leeming Bar which not only would provide housing for local needs but also seek to strengthen the central area of the settlement. Mixed uses are considered to meet this requirement, particularly with retail and office uses identified in the northern part of Site BM4. The sustainability appraisal provided a favourable outcome in terms of development of the site. The site is available and is deliverable and achievable if developed as a comprehensive scheme. Therefore, in light of these things, Site BM4 has been allocated in the Submission document.</p>	

Preferred Options Site Ref, Name & Details	Assessment Criteria		Submission Outcome
<p>004/08 – Land of Northallerton Road, Leeming Bar</p> <p>Area: 0.47 hectares Type: Greenfield Yield: 14 dwellings</p> <p>This site is available for development in the short term and has ready available access. It is centrally located and its level of impact retains the form and character of the settlement.</p>	<p>Site Assessment</p>	<p><i>The criteria set out below are considered to have been met, as set out in the published Site Assessments (November 2007), the SHLAA published in March 2008 and updated further in November 2008, the Allocations DPD – Consultation Statement (June 2009) and the Sustainability Appraisal (November 2008), unless where indicated and identified.</i></p>	<p>BH9 South of Northallerton Road, Leeming Bar</p> <p>Area: 0.5 hectares Type: Greenfield Yield: 15 dwellings</p> <p>The site will be developed for housing, to be accessed directly from the A684.</p>
	<p>Settlement Character</p> <ul style="list-style-type: none"> ● Compatibility with character ● Consistent with Development Limits ● Consistent with DP10 ● Accords with DP31 and DP35 ● Capable of meeting design quality 	<p>This site meets the criteria. Please refer to the following documents: - Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 149 - 151 - SHLAA (March and November 2008) Annex 4 [LCD102] pages 139 – 141 and [LCD102A] pages 155 - 157</p>	
	<p>Accessibility</p> <ul style="list-style-type: none"> ● Optimum location ● Best use of transport capacity and infrastructure ● Make best use of existing public transport provision ● Maximises use of non-car modes 	<p>This site meets the criteria. Please refer to the following documents: - Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 149 - 151 - Allocations DPD Consultation Statement (June 2009) [LCD98A] page 44 - SHLAA (March and November 2008) Annex 4 [LCD102] pages 139 – 141 and [LCD102A] pages 155 – 157</p> <p>Also, see explanation in General Comments below.</p>	
	<p>Local Issues</p> <ul style="list-style-type: none"> ● Capable of meeting local needs and circumstances (CP12 / DP16) ● Supported by local views expressed through consultation ● Capable of contributing towards achieving a sustainable community, including delivering wider community benefits 	<p>This site meets the criteria. Please refer to the following documents: - Bedale Sub Area Preferred Options Allocations (October 2007) [LCD95] - Allocations DPD Consultation Statement (June 2009) [LCD98A] page 44 - Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 149 - 151 - Sustainability Appraisal (November 2008) [LCD117] Section 5, Table 5.2 page 81, Section 6 Table 6.1 page 86, Appendix 7 - SHLAA (March and November 2008) Annex 4 [LCD102] pages 139 – 141 and [LCD102A] pages 155 - 157</p> <p>Also, see explanation in General Comments below.</p>	
	<p>Feasibility</p> <ul style="list-style-type: none"> ● Capable of development, by being within capacity of existing or proposed infrastructure ● Likely to be available ● Capable of development without risk of flooding, according with DP43. 	<p>This site meets the criteria. Please refer to the following documents: - Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 149 - 151 - SHLAA (March and November 2008) Annex 4 [LCD102] pages 139 – 141 and [LCD102A] pages 155 - 157</p> <p>Also, see explanation in General Comments below.</p>	
<p>Sustainability Appraisal</p>		<p>37</p>	

Preferred Options Site Ref, Name & Details	Assessment Criteria		Submission Outcome
	November 2008		
		The assessment reveals a generally positive impact in terms of sustainability for the development of this site. The only negative aspect is identified in support for the disadvantaged.	
	Allocations DPD Consultation Statement June 2009	Main issues raised at Preferred Options: <ul style="list-style-type: none"> • Objection to the site because of its visual impact and it is also a Greenfield site outside of Development Limits and within a noise restriction area relating to RAF Leeming. 	
	Specific Consultation Responses	NYCC Highways – Access to the site from the A684 Northallerton Road is acceptable. Minor works may be required to extend existing footway / street lighting to serve the site. Yorkshire Water – The Leeming Bar Waste Water Treatment works are already at capacity. Any development in these areas would have to be coordinated with Yorkshire Water as additional capacity will need to be created.	
	General Comments and Explanation Notes <i>What Criteria was used?</i> <i>What weight was given?</i> <i>What was the balance?</i>	This site is centrally located close to the local primary school, shop and bus stop and within easy walking distance of the Industrial Estate. It is available for development. The sustainability appraisal assesses the site favourably for development although it is acknowledged that it is located within a noise restriction area. However, other residential development also exists within that area and the extent of the noise restriction area has been reduced recently due to a reduction in operational movements RAF Leeming. Mitigation measures can be undertaken to minimise the noise impact on the proposed development of the site. The development of this site would have some adverse visual impact on the approach to Leeming Bar from the east along the A684. However, the overall form and character of the settlement would not be adversely affected and such issues relating to the approach to the settlement can be addressed through suitable landscaping measures. The development of this site also relates to development opposite, north of Northallerton Road. This site is also able to contribute housing to meet local needs and for that reason, the others identified above, and in comparison with the other site options in Leeming Bar, Site BH9 has been identified as an allocation in the Submission document.	

Preferred Options Site Ref, Name & Details	Assessment Criteria		Submission Outcome
<p>004/13i – Land Between The A1 and Leases Road, Leeming Bar</p> <p>Area: approx. 7.0 hectares Type: Greenfield Yield: N/A</p> <p>Extension of Leeming Bar Industrial Estate</p>	<p>Site Assessment</p>	<p><i>The criteria set out below are considered to have been met, as set out in the published Site Assessments (November 2007), the SHLAA published in March 2008 and updated further in November 2008, the Allocations DPD – Consultation Statement (June 2009) and the Sustainability Appraisal (November 2008), unless where indicated and identified.</i></p>	<p>BE1 North West of Leeming Bar Industrial Estate, Leeming Bar</p>
	<p>Settlement Character</p> <ul style="list-style-type: none"> ● Compatibility with character ● Consistent with Development Limits ● Consistent with DP10 ● Accords with DP31 and DP35 ● Capable of meeting design quality 	<p>This site meets the criteria. Please refer to the following documents: - <i>Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 168 - 171</i></p>	<p>Area: 4.0 hectares Type: Greenfield Yield: N/A</p>
	<p>Accessibility</p> <ul style="list-style-type: none"> ● Optimum location ● Best use of transport capacity and infrastructure ● Make best use of existing public transport provision ● Maximises use of non-car modes 	<p>This site meets the criteria. Please refer to the following documents: - <i>Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 168 - 171</i></p> <p>Also, see explanation in General Comments below.</p>	<p>This site will be developed for high quality employment uses (B1, B2 and B8), to form an extension to the existing Industrial Estate.</p>
	<p>Local Issues</p> <ul style="list-style-type: none"> ● Capable of meeting local needs and circumstances (CP12 / DP16) ● Supported by local views expressed through consultation ● Capable of contributing towards achieving a sustainable community, including delivering wider community benefits 	<p>This site meets the criteria. Please refer to the following documents: - <i>Bedale Sub Area Preferred Options Allocations (October 2007) [LCD95] pages 54 - 55</i> - <i>Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 168 - 171</i> - <i>Sustainability Appraisal (November 2008) [LCD117] Appendix 7</i></p> <p>Also, see explanation in General Comments below.</p>	
	<p>Feasibility</p> <ul style="list-style-type: none"> ● Capable of development, by being within capacity of existing or proposed infrastructure ● Likely to be available ● Capable of development without risk of flooding, according with DP43. 	<p>This site meets the criteria. Please refer to the following documents: - <i>Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 168 - 171</i></p> <p>Also, see explanation in General Comments below.</p>	
<p>Sustainability Appraisal</p>			<p>39</p>

Preferred Options Site Ref, Name & Details	Assessment Criteria		Submission Outcome
	November 2008		
		The development of this site for employment uses has been assessed as having a generally positive sustainability impact, in terms of location and character, business success, live/work relationship and the provision of services for the economy. The only negative impact identified in the assessment of the site for development was in relation to climate change.	
	Allocations DPD Consultation Statement June 2009	There were no main issues raised at Preferred Options.	
	Specific Consultation Responses	<p>NYCC Highways – Access to the site from Leases Lane is acceptable.</p> <p>Yorkshire Water – The Leeming Bar Waste Water Treatment works are already at capacity. Any development in these areas would have to be coordinated with Yorkshire Water as additional capacity will need to be created.</p>	
	General Comments and Explanation Notes <i>What Criteria was used?</i> <i>What weight was given?</i> <i>What was the balance?</i>	<p>The eastern part of the site (a long narrow area of land), identified at Preferred Options, was determined to be undevelopable, particular in relation to its proximity to the proposed Bedale Aiskew Leeming Bar Relief Road. Therefore, this part of the site was removed, as shown in the Submission document.</p> <p>This site is the logical location for additional employment use in the area. The expansion of the industrial estate for such uses, its accessibility to the A1 (which will improve further with the development of the Bedale Aiskew Leeming Bar Relief Road) means that additional employment land across the sub area can be accommodated on mixed use sites, identified for allocation.</p> <p>The site is available for development and is also accessible by public transport and on foot and cycle from local residential areas in Bedale, Aiskew and Leeming Bar. No objections to the allocation of this site have been received during consultation.</p> <p>As this site is considered the most appropriate location for employment development it has been put forward as Site BE1 in the Submission document.</p>	

Preferred Options Site Ref, Name & Details	Assessment Criteria		Submission Outcome
004/21 – Motel Leeming	Site Assessment	<i>The criteria set out below are considered to have been met, as set out in the published Site Assessments (November 2007), the SHLAA published in March 2008 and updated further in November 2008, the Allocations DPD – Consultation Statement (June 2009) and the Sustainability Appraisal (November 2008), unless where indicated and identified.</i>	BC5 Motel Leeming, Leeming Bar
	Settlement Character <ul style="list-style-type: none"> ● Compatibility with character ● Consistent with Development Limits ● Consistent with DP10 ● Accords with DP31 and DP35 ● Capable of meeting design quality 	This site meets the criteria. Please refer to the following documents: - <i>Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] page 186 - 188</i>	
	Accessibility <ul style="list-style-type: none"> ● Optimum location ● Best use of transport capacity and infrastructure ● Make best use of existing public transport provision ● Maximises use of non-car modes 	This site meets the criteria. Please refer to the following documents: - <i>Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] page 186 - 188</i> - <i>Allocations DPD Consultation Statement (June 2009) [LCD98A] page 45</i> Also, see explanation in General Comments below.	
	Local Issues <ul style="list-style-type: none"> ● Capable of meeting local needs and circumstances (CP12 / DP16) ● Supported by local views expressed through consultation ● Capable of contributing towards achieving a sustainable community, including delivering wider community benefits 	This site meets the criteria. Please refer to the following documents: - <i>Bedale Sub Area Preferred Options Allocations (October 2007) [LCD95] pages 54 - 55</i> - <i>Allocations DPD Consultation Statement (June 2009) [LCD98A] page 45</i> - <i>Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] page 186 - 188</i> - <i>Sustainability Appraisal (November 2008) [LCD117]</i> Also, see explanation in General Comments below.	
	Feasibility <ul style="list-style-type: none"> ● Capable of development, by being within capacity of existing or proposed infrastructure ● Likely to be available ● Capable of development without risk of flooding, according with DP43. 	This site meets the criteria. Please refer to the following documents: - <i>Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] page 186 - 188</i> Also, see explanation in General Comments below.	
	Sustainability Appraisal November 2008		
		The assessment for this site indicates an overall positive impact from its development with significantly positive impacts relating to location and character. Minor negative impacts relate to landscape and	

Preferred Options Site Ref, Name & Details	Assessment Criteria		Submission Outcome
		townscape and health objectives.	
	Allocations DPD Consultation Statement June 2009	Main issues raised at Preferred Options:	
	Specific Consultation Responses	<p>Highways Agency – The HA will seek compliance with Circular 01/2008 to meet the requirements of a Motorway Service Area.</p> <p>Yorkshire Water – The Leeming Bar Waste Water Treatment works are already at capacity. Any development in these areas would have to be coordinated with Yorkshire Water as additional capacity will need to be created.</p>	
	<p>General Comments and Explanation Notes <i>What Criteria was used?</i> <i>What weight was given?</i> <i>What was the balance?</i></p>	<p>Site 004/21 provides existing roadside services to the A1. Similar mixed uses, services and facilities should be retained on this site, possibly in the form of a motorway service area (MSA). The site is brownfield, is located on the A1 route and is accessible to the A1 currently via the Leeming Bar junction. Once the A1 upgrading works are complete Site BC5 will be accessed from the route via a new junction approximately 1km north of the site and the local access road.</p> <p>With the possible exception of its proximity to a junction, the proposed development of the site and expansion of existing services and facilities complies with the requirements of Circular 01/2008 for an MSA.</p> <p>The site is available and developable and is suitable for such a proposal as it already provides and operates similar facilities. BC5 is located within the Highways Agency's area of search for an MSA in the area and therefore, in the absence of no other alternative sites being identified, it is put forward as an allocation as such in the Submission document.</p>	

Inspector's Site Request: 135/02i and 135/02i / BH8

Preferred Options Site Ref, Name & Details	Assessment Criteria		Submission Outcome
<p>135/02i – Hares Works (North), Snape</p> <p>Area: approx 0.7 hectares Type: Brownfield Yield: 21 dwellings</p> <p>135/02ii – Hares Works (South), Snape</p> <p>Area: approx 0.7 hectares Type: Brownfield Yield: 21 dwellings</p> <p>The present occupiers of these combined sites have proposed them for residential development. Such a development of the sites will allow the existing haulage business on site to relocate to an alternative, more appropriate site location.</p>	<p>Site Assessment</p>	<p><i>The criteria set out below are considered to have been met, as set out in the published Site Assessments (November 2007), the SHLAA published in March 2008 and updated further in November 2008, the Allocations DPD – Consultation Statement (June 2009) and the Sustainability Appraisal (November 2008), unless where indicated and identified.</i></p>	<p>BH8 Hares of Snape Works, Snape</p>
	<p>Settlement Character</p> <ul style="list-style-type: none"> ● Compatibility with character ● Consistent with Development Limits ● Consistent with DP10 ● Accords with DP31 and DP35 ● Capable of meeting design quality 	<p>This site meets the criteria. Please refer to the following documents: - Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 202 - 205 - SHLAA (March and November 2008) Annex 4 [LCD102] pages 184 – 186 and [LCD102A] pages 208 - 210</p>	<p>Area: approx 0.7 hectares Type: Brownfield Yield: 21 dwellings</p>
	<p>Accessibility</p> <ul style="list-style-type: none"> ● Optimum location ● Best use of transport capacity and infrastructure ● Make best use of existing public transport provision ● Maximises use of non-car modes 	<p>This site meets the criteria. Please refer to the following documents: - Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 202 - 205 - Allocations DPD Consultation Statement (June 2009) [LCD98A] page 45 - SHLAA (March and November 2008) Annex 4 [LCD102] pages 184 – 186 and [LCD102A] pages 208 - 210</p> <p>Also, see explanation in General Comments below.</p>	<p>The northern part of the existing Hares site will be developed for housing, accessed directly from the main street through the village. The southern part of the site will be returned to agricultural use or possibly a natural area for recreation and open space.</p>
	<p>Local Issues</p> <ul style="list-style-type: none"> ● Capable of meeting local needs and circumstances (CP12 / DP16) ● Supported by local views expressed through consultation ● Capable of contributing towards achieving a sustainable community, including delivering wider community benefits 	<p>This site meets the criteria. Please refer to the following documents: - Bedale Sub Area Preferred Options Allocations (October 2007) [LCD95] page 63 - Allocations DPD Consultation Statement (June 2009) [LCD98A] page 45 - Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 202 - 205 - SHLAA (March and November 2008) Annex 4 [LCD102] pages 184 – 186 and [LCD102A] pages 208 - 210 - Sustainability Appraisal (November 2008) [LCD117] Appendix 7</p> <p>Also, see explanation in General Comments below.</p>	
	<p>Feasibility</p> <ul style="list-style-type: none"> ● Capable of development, by being within capacity of existing or proposed infrastructure ● Likely to be available ● Capable of development without risk of flooding, according with DP43. 	<p>This site meets the criteria. Please refer to the following documents: - Allocations DPD Bedale Sub Area Site Assessments (Sept 2007) [LCD237E] pages 202 -205 - SHLAA (March and November 2008) Annex 4 [LCD102] pages 184 – 186 and [LCD102A] pages 208 - 210 - Strategic Flood Risk Assessment Stage 1 (January 2006) [LCD 26] - Strategic Flood Risk Assessment Stage 1 Supplement (January 2009) [LCD26A]</p> <p>Also, see explanation in General Comments below.</p>	
	<p>Sustainability Appraisal November 2008</p>		
	<p>The assessment for Site BH8 as proposed identifies many positive impacts in terms of sustainability, particularly in relation to the reuse of previously development land and natural resources. Negative</p>		

