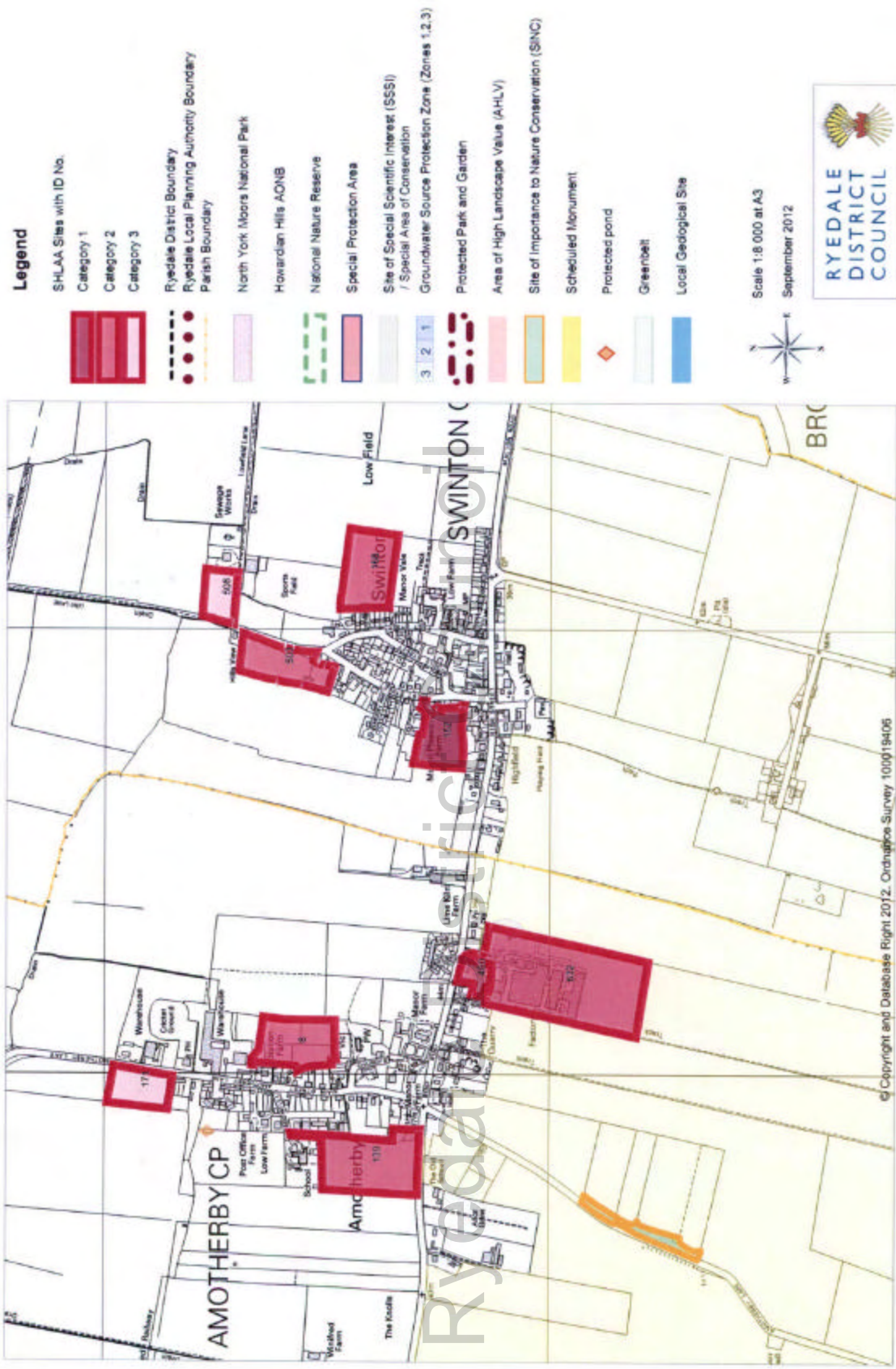
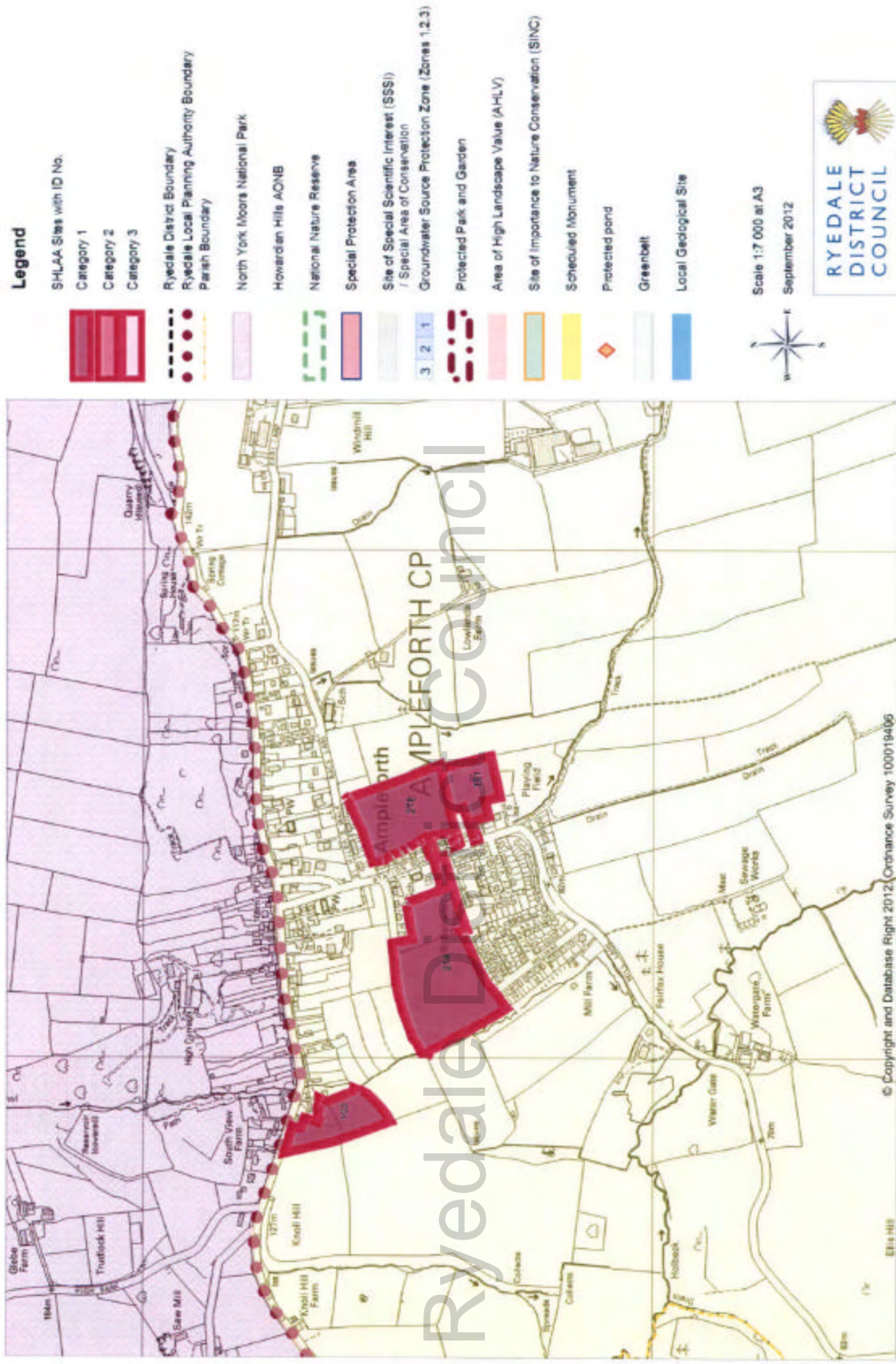


ANNEX 2: MAP 1 FOR EACH SERVICE VILLAGE

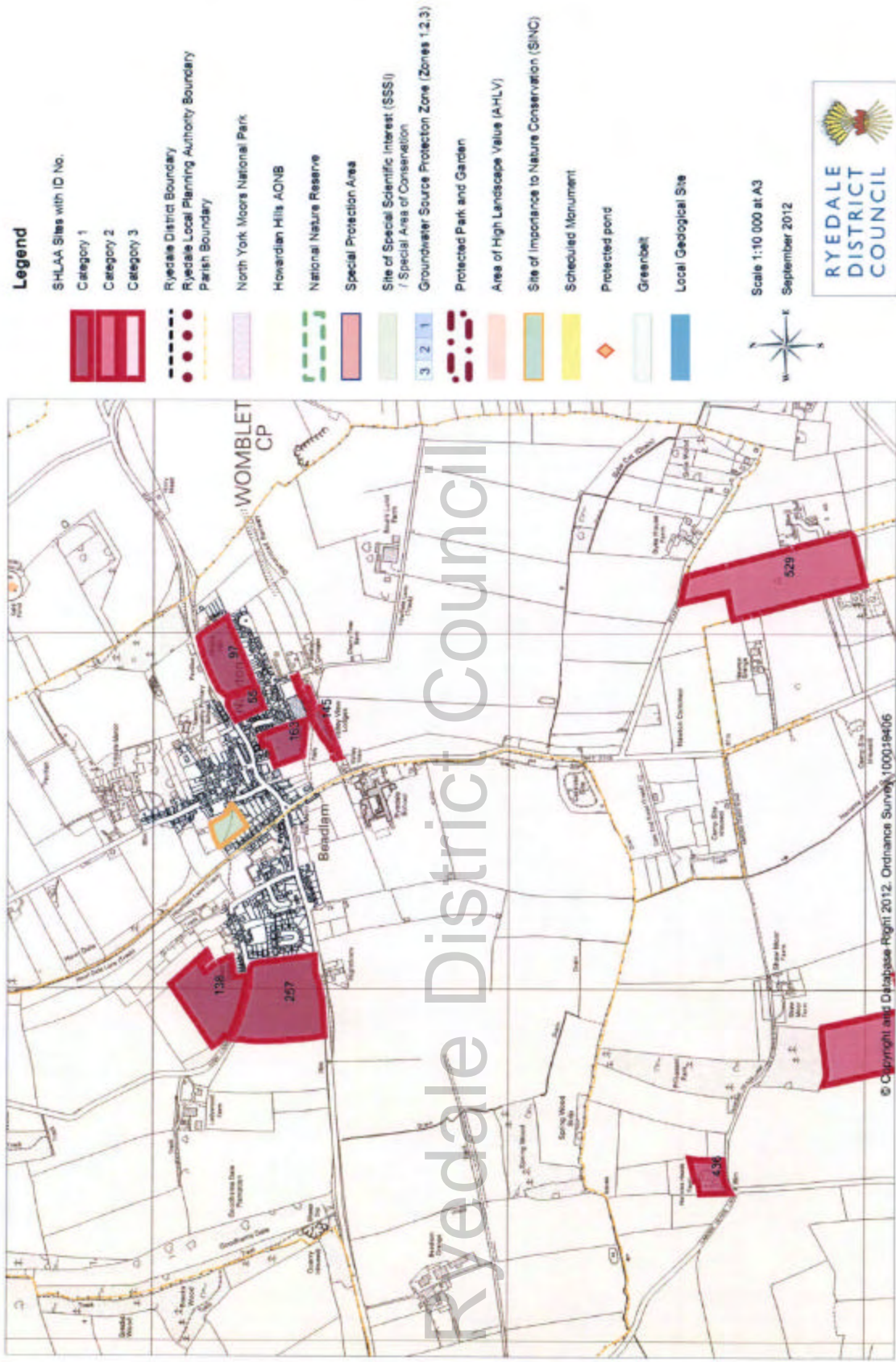
Amotherby and Swinton SHLAA Sites and Constraints



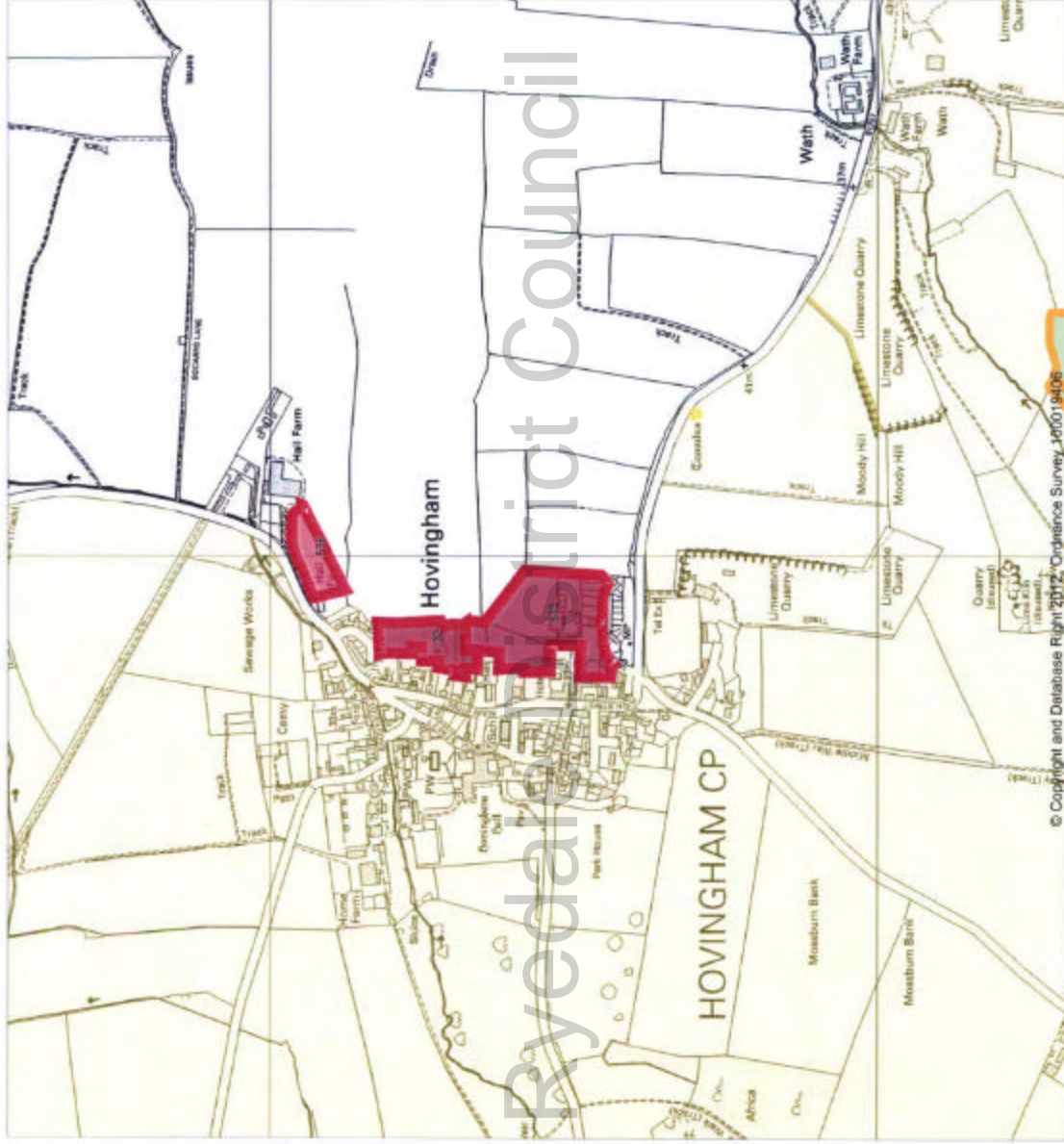
Ampleforth SHLAA Sites and Constraints



Beadlam and Nawton SHLAA Sites and Constraints



Hovingham SHLAA Sites and Constraints



Legend

- SHLAA Sites with ID No.
- Category 1
- Category 2
- Category 3
- Ryedale District Boundary
- Ryedale Local Planning Authority Boundary
- Parish Boundary
- North York Moors National Park
- Howardian Hills AONB
- National Nature Reserve
- Special Protection Area
- Site of Special Scientific Interest (SSSI) / Special Area of Conservation
- Groundwater Source Protection Zone (Zones 1,2,3)
- Protected Park and Garden
- Area of High Landscape Value (AHLV)
- Site of Importance to Nature Conservation (SINC)
- Scheduled Monument
- Protected pond
- Greenbelt
- Local Geological Site



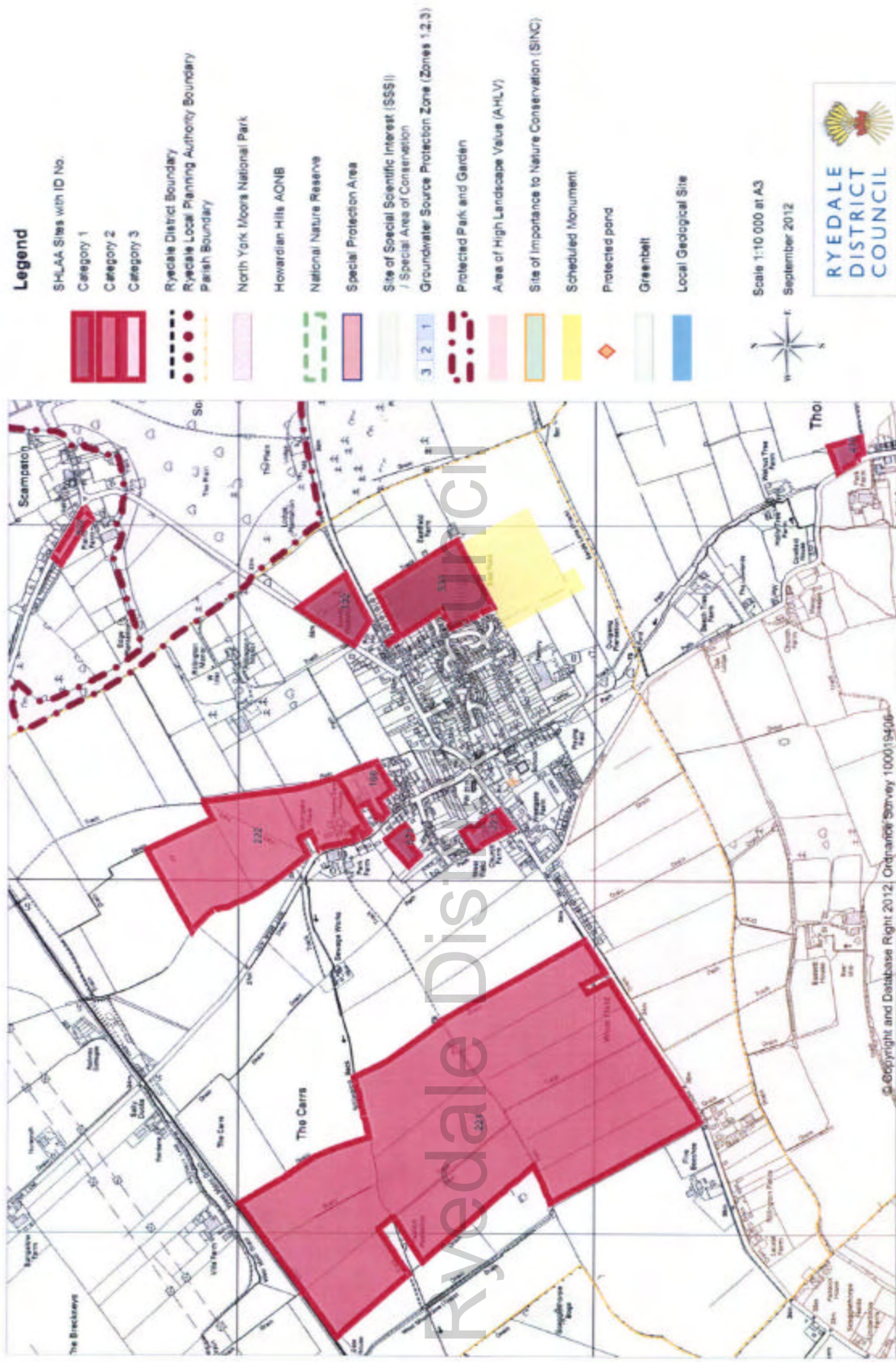
Scale 1:7 000 at A3

September 2012

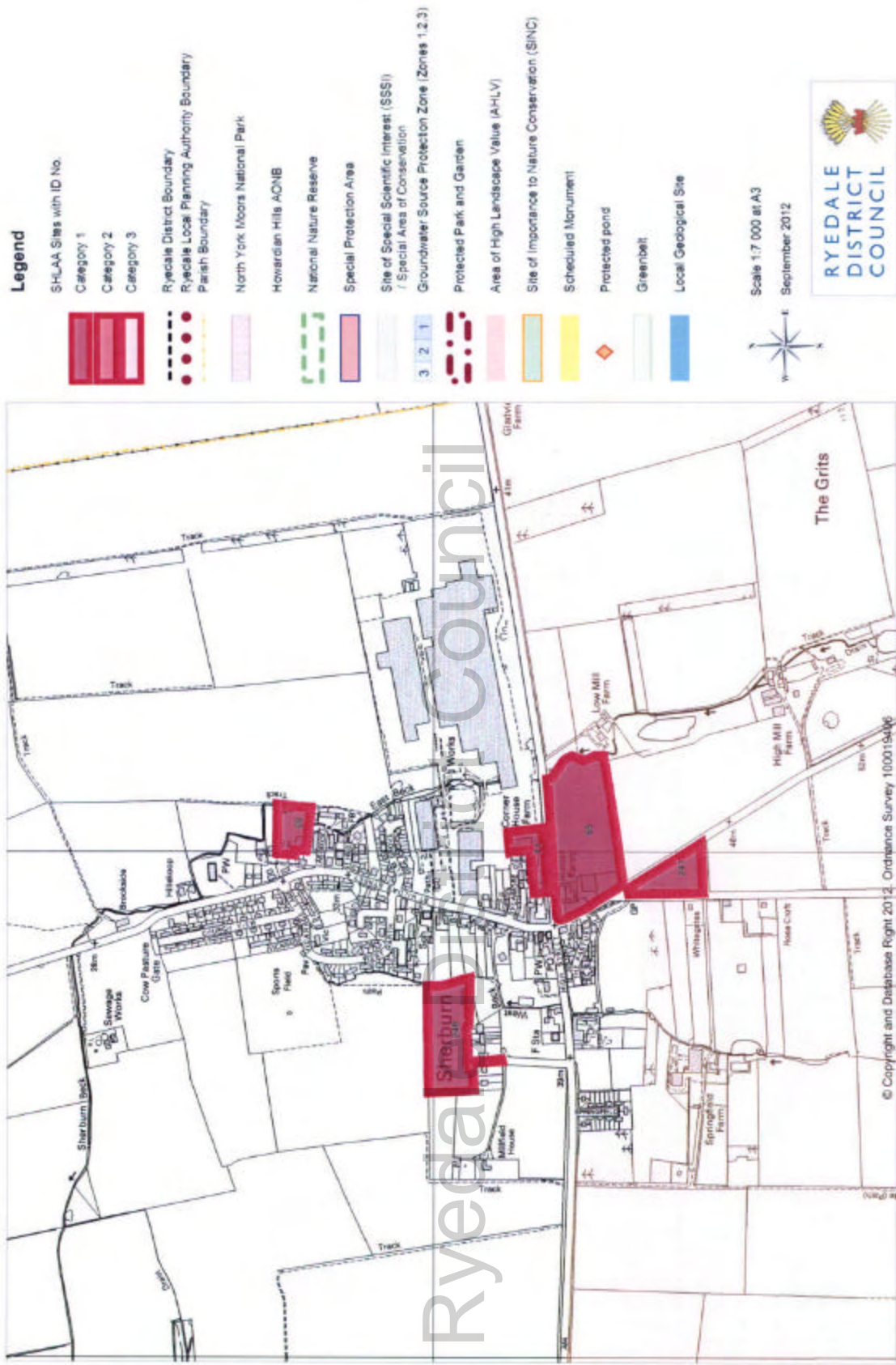


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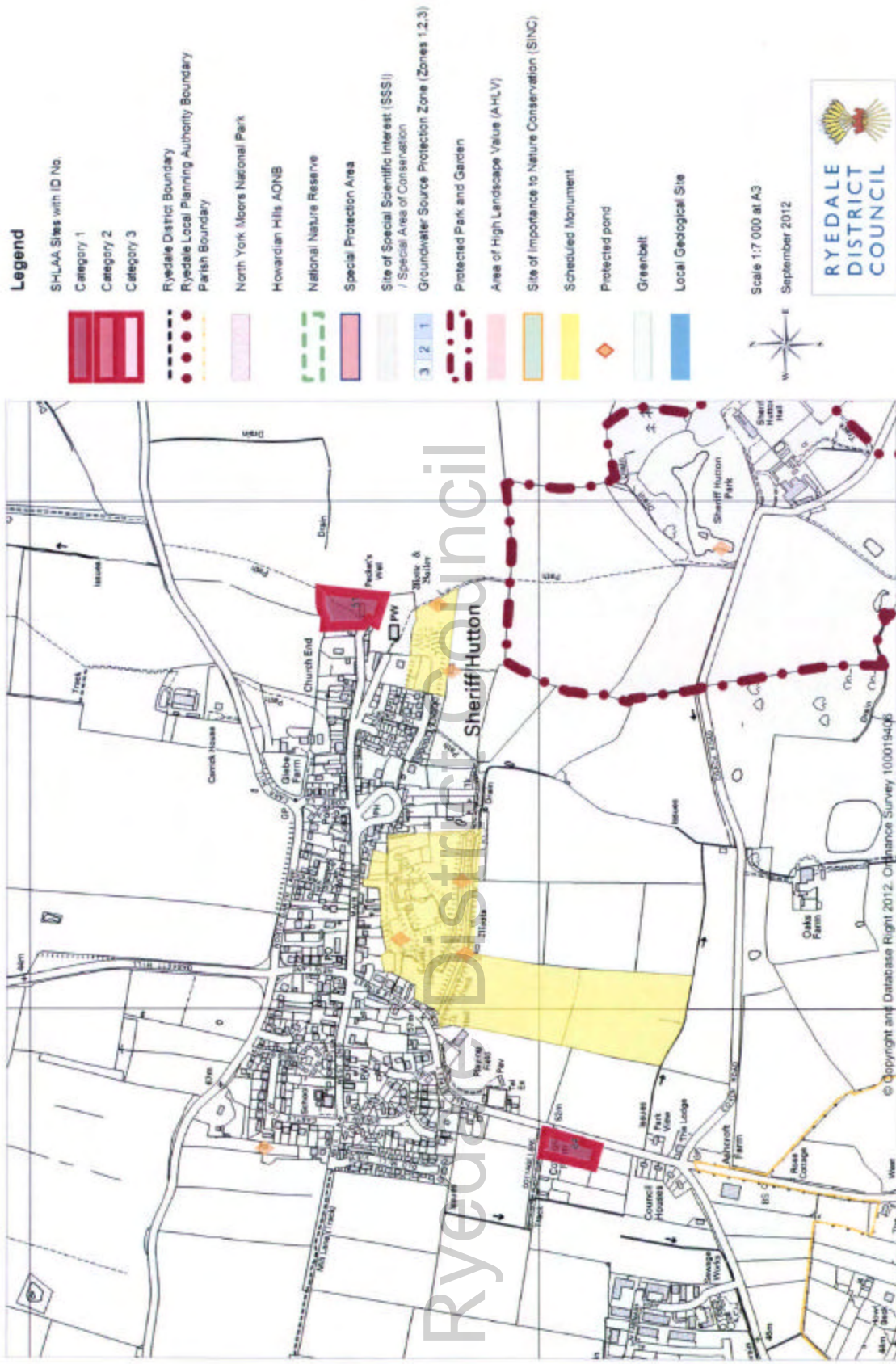
Rillington SHLAA Sites and Constraints



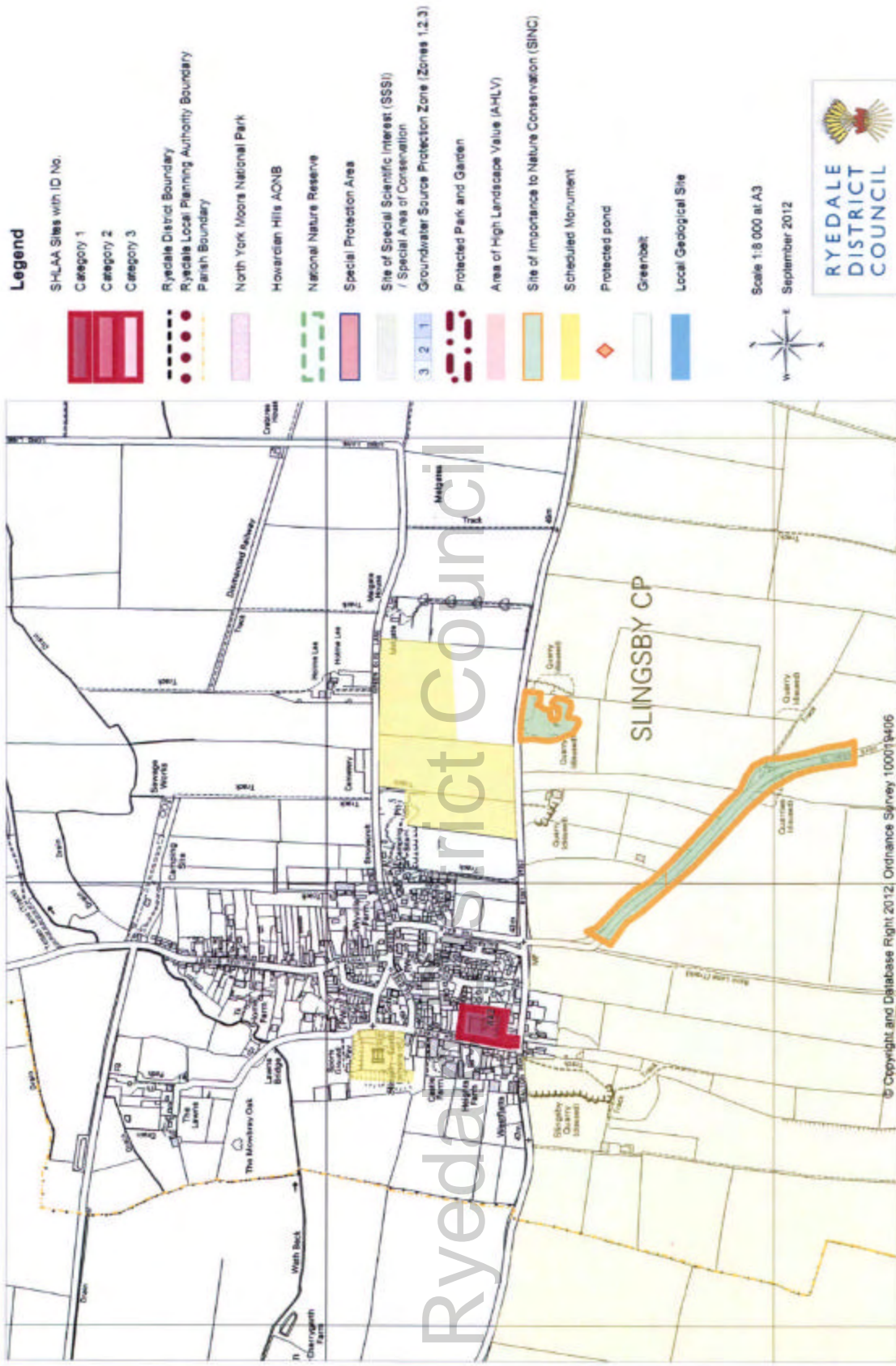
Sherburn SHLAA Sites and Constraints



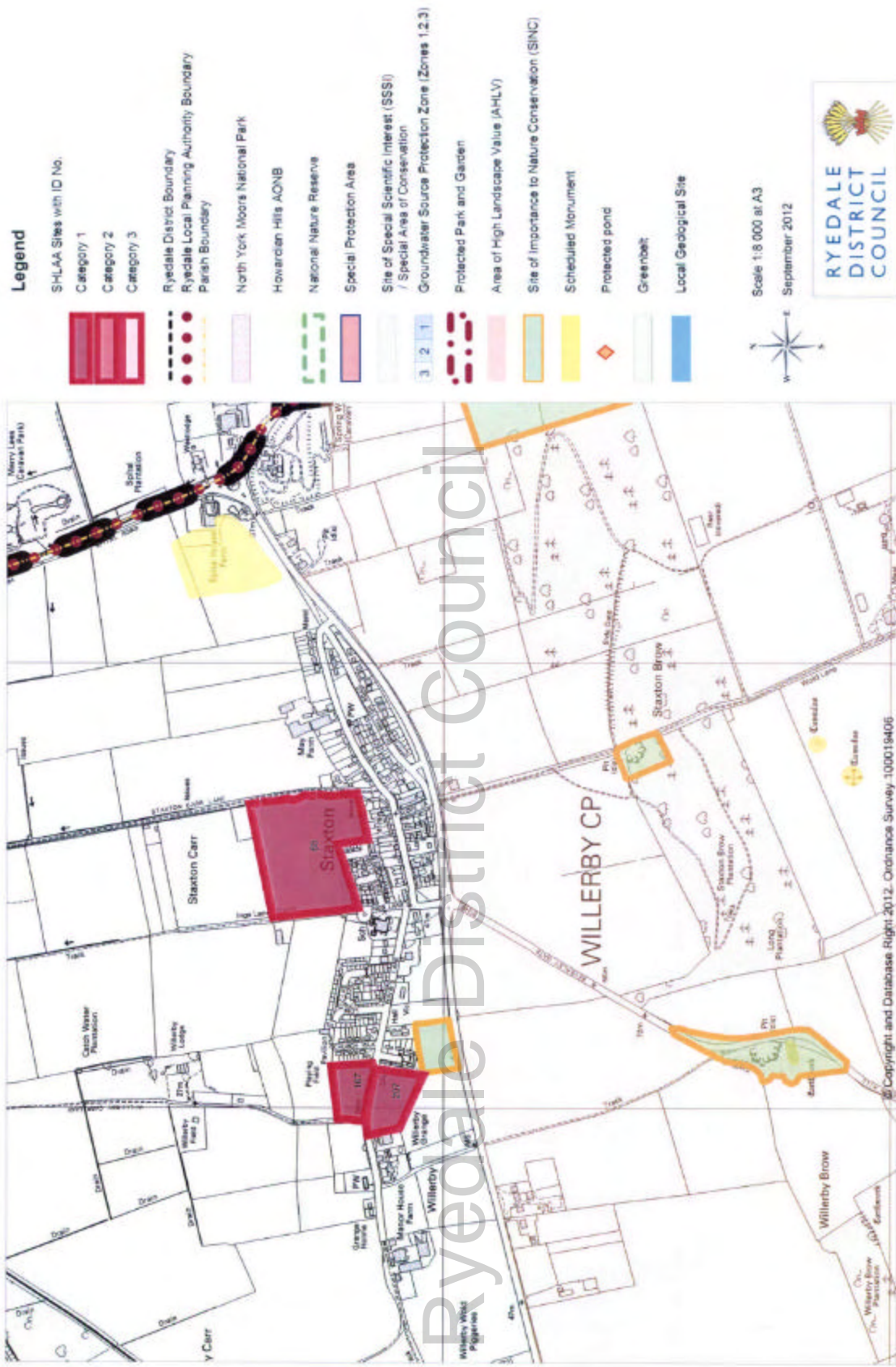
Sheriff Hutton SHLAA Sites and Constraints



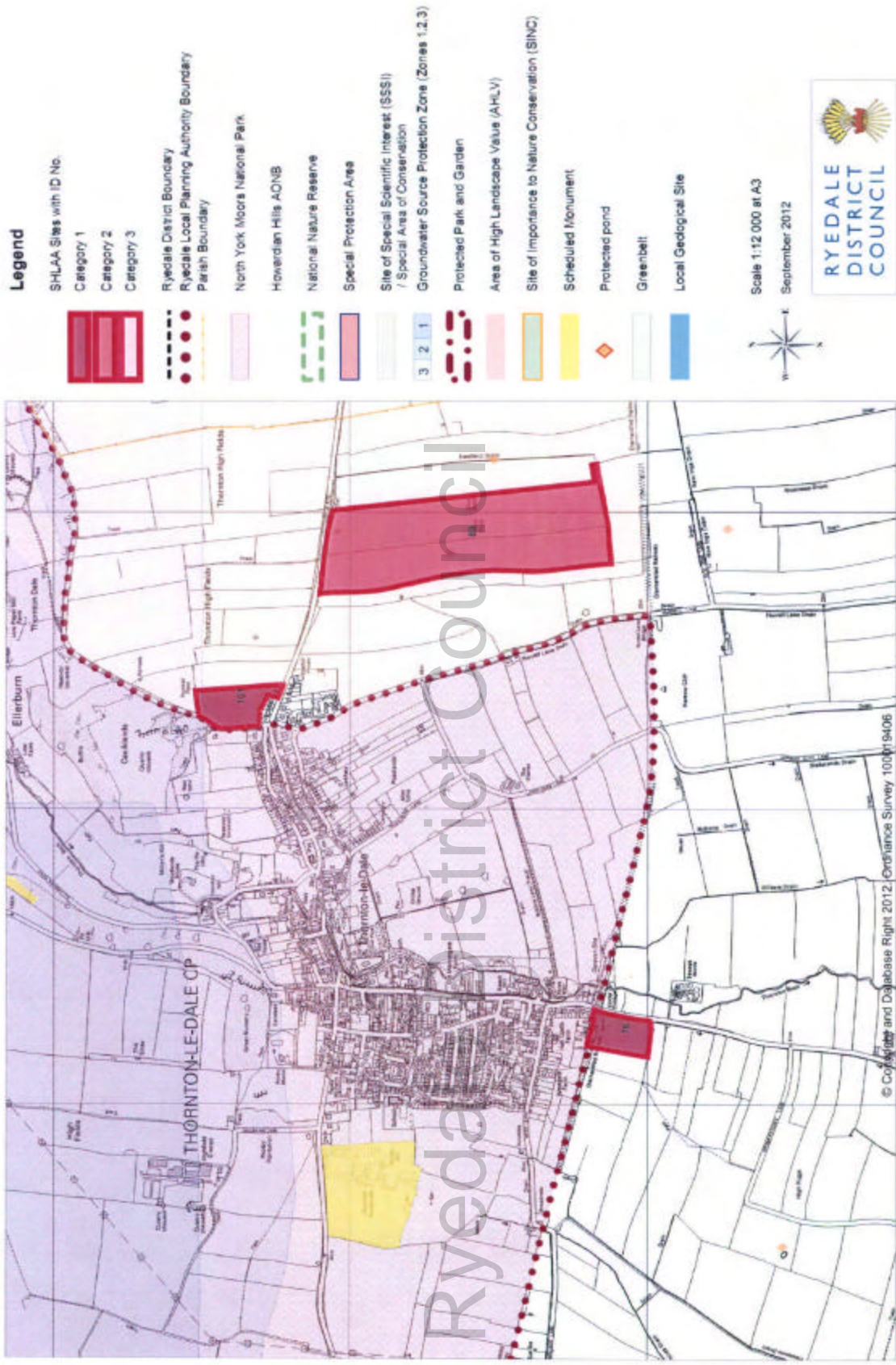
Slingsby SHLAA Sites and Constraints



Staxton and Willerby SHLAA Sites and Constraints



Thornton-le-Dale SHLAA Sites and Constraints



ANNEX 3: SPECIAL QUALITIES STUDY

Introduction

- A1 The Council used the Historic Landscape Characterisation work undertaken in 2010 by North Yorkshire County Council. This was a Desk-based GIS survey of landscape character, at a field boundary level. Although there were a number of different categorisations used, for clarity the Council has chosen to group them into three areas, based on their likely age for the purposes of this collation of material.
- Mediaeval which refers to landscape features from 1600AD or earlier, commonly after 1066AD. They refer in their entirety to strip fields, reflecting the pattern of use of agricultural land at this time.
 - Post Mediaeval refers to landscape features from 1600 onwards up to 1900, although they commonly date from 1750- to 1850, as this reflects the period of parliamentary (or otherwise) enclosure of land where strip fields were agglomerated together.
 - Modern refers to landscape features dating from 1900 onwards, particularly around 20th century development and modern enclosed fields.
- A2 The Council compared the SHLAA sites to the Historic Landscape Characterisation (HLC) study, where the site was either predominantly or totally within a particular HLC type. The approach also denoted the sites by SHLAA category into sites 1 and 2.

Findings

Helmsley

- Helmsley is Ryedale's smallest market town. It nestles within a hollow from north, south and western directions. This means that the roofscape of Helmsley is important, and the town has a compact form. Helmsley sits within the Fringe of the North York Moors, and has a particularly strong relationship to The National Park. Not considering fully the topography of an area could have a detrimental impact on the setting of the settlement.
- Development opportunities are limited; land to the north and west of the town is within the North York Moors National Park, and is on rising land. The town is constrained by the Duncombe Park Estate a National Nature Reserve and Historic Park and Garden, the Castle (a Scheduled Ancient Monument); and the flood plain of the River Rye.
- Helmsley has a compact historic core, which is focussed around the Castle and the Market Square. The twentieth century development does not reflect this compactness. It is considered that further development will require careful consideration concerning the extent and density of individual or cumulative schemes to ensure that it does not compromise the compact qualities of Helmsley.
- There may be some scope for small-scale development to the North of Helmsley, however, any large scale development, or development extending

too far up the slope to the north of the town would be conspicuous when viewed from the south. It would also adversely affect the historic compact form of the town and its setting within the landscape. The area to the northeast features rising land and the last remnant of medieval strip fields, which has partial legibility⁵ having lost between 30-60% of boundaries. To the east are *Tumuli* Scheduled Ancient Monuments. The area would be prominent when viewed from the east. Whilst small parts of this area may offer some development potential, it would be detrimental to the character of Helmsley if this entire area were developed in its entirety.

- Use of agricultural land- despite limitations, there was a reasonable correlation between Phase 1 habitat survey and the 'areas of best and most versatile use' land. This has had a clear impact on the landscape and the environment, as the land is used more intensively, but is also a product of the landscape itself, due to the issues around geology, drainage, soils and topography.
- There may also be potential for development to the south east of Helmsley, although the industrial estate does not detract from the overall character of Helmsley, the roofscape of the existing industrial estate can be seen from higher elevations to the north, and therefore the roofscape of development would need to be carefully considered.
- Enhancement of Green Infrastructure- In examining the consultation responses it is clear that footpaths are a valued form of green infrastructure, with requests to improve their legibility and connectivity. Helmsley has relatively good green infrastructure networks, but any development should look to capitalise on existing networks and improve their connectivity.
- It is considered that, for the reasons above, opportunities to develop Helmsley are the most constrained of any of the market towns.

Kirkbymoorside

- Kirkbymoorside is built on rising land, on the fringe of the Moors, and therefore development has the strong potential to be visually prominent within the Vale of Pickering.
- Twentieth century development has not always enhanced the character of this market town. The A170 relocation and the railway have facilitated development to the south of the historic part of the town, incorporating former burgage plots. Much of the development surrounding the A170 is industrial buildings, garages, and suburbanised development, and therefore does not reflect the attractive, traditional buildings of the Town Centre. Additionally, some modern development has not respected the landscape form, with a visually prominent, hard linear edge on the northwestern side of the town. New development could provide an opportunity to improve the appearance of this edge of settlement when approaching from the west.
- A key concern is the potential narrowing of the gap between Kirkbymoorside, Keldholme and Kirkby Mills. The gap is very fragile as there is limited space between existing buildings, nevertheless the settlements remain physically

⁵ See Glossary

separate and it is considered important to the character and identities of Keldholme and Kirkby Mills, that this gap is maintained.

- Kirkbymoorside has two identified areas of strip fields: the land between Keldholme and east Kirkbymoorside, which shows significant legibility* which is post mediaeval, and land to the southwest of the town, which is mediaeval and fragmentary in its legibility. Existing hedgerows are a strong feature of this area of the landscape around the Town, and should be retained wherever possible.
- There have been specific concerns raised about employment development to the north of the A170 (broad location KE1). Views have been received stating that such development should stay to the south of the A170. If employment development were to be to the north of the A170, it could be more visually prominent than residential development.
- Kirkbymoorside has a good network of Green Infrastructure, especially between the town and Keldholme and Kirkby Mills. Such networks need to be maintained if development occurs. It is considered that there is potential to link Kirkbymoorside with the other moors fringe towns and villages. This would involve use of the former railway line, which runs parallel with the A170.
- It is considered that Kirkbymoorside has some modest capacity for new development, but that the development will need to consider and reflect the issues raised above, giving regard to the location and size of the site, and the scale and massing of the buildings and boundary treatments.

Malton and Norton

- Of the Twined Towns, Malton is the more prominent settlement in the landscape when viewed from the south. There are limited views from the north, due to the A64 cutting. Although Norton is developed on flat land, long distance intermittent views of Norton are achievable from the Wolds. Development to the east of Norton has the potential to be seen from the A64 as the road rises.
- Development in some locations of certain areas on the edge of the towns would have the potential to detract from the setting of the towns, and have an adverse impact in the wider landscape.
- The northern slope of Peasey Hill, appearing as an isolated overspill of suburban development when viewed from the A64 and its crossovers;
- Beyond the A64, to the north west as the land slopes noticeably here, and would be prominent when viewed from the lower land of the Vale of Pickering;
- To the east of Old Malton, adversely affecting the setting of the Grade I Priory Church, II* Priory Lodge and the Scheduled Ancient Monument of the Gilbertine Priory;
- Around Brambling Fields junction, being separated off from the existing built area of Norton;
- Managing the impact of long distance views of skyline development in Malton, which could involve some sites to the northwest of Malton;
- Concerns about the loss of space between the various stables and gallops and the built up area of Norton, these are an important feature in the southern Norton area;

- Merging of Old Malton and Malton, particularly through development between Peasey Hill and Old Malton.
- The River Derwent is a key Green Infrastructure Network for the region. Given its international designation as a Special Area of Conservation, future development will need to be carefully considered in terms of ensuring there are no immitigable adverse impacts on the integrity of the Derwent.
- Enhancement of Green Infrastructure- In examining the consultation responses it is clear that footpaths are a valued form of green infrastructure, with requests to improve their legibility and connectivity. However, there were a number of responses that sought the creation of cycle routes, around Malton and Norton, between towns and incorporating the villages too, using the disused railway lines.
- The green infrastructure networks are not as prevalent and well connected in Norton as they are in Malton, even though Norton is home to a greater population. Existing public rights of way will need to be retained, and where possible, new connections created. There is also more limited allotment provision in Norton, with the greatest concentration of allotments being in the east of the town, with limited provision to the west, and none to the south. Research into demand will be undertaken in accordance with the Council's Open Space Study. It is considered important to seek opportunities for cycle routes to increase the opportunity for more sustainable home/work travel. These are opportunities that the new development should look to facilitate. It was mentioned in the consultation, and identified in the Council's Open Space Study that a park for Malton/Norton was needed. Such a scheme requires both a suitable site and substantial investment, which may only be achieved through the development of a larger site.
- Use of agricultural land- despite limitations, there was a reasonable correlation between Phase 1 habitat survey and the 'areas of best and most versatile use' land. This has had a clear impact on the landscape and the environment, as the land is used more intensively, but is also a product of the landscape itself, due to the issues around geology, drainage, soils and topography.
- It is considered that the towns of Malton and Norton have the least sensitivity of Ryedale's Market Towns to accommodate new development.

Pickering

- Pickering is the third biggest town in the District, and is a key settlement for serving northern Ryedale. Being on the Fringe of the Moors, the landscape is a very important feature, within both the context of the setting of the Moors and the Vale of Pickering. The town sits on modestly rising land, with the wooded dale to the north. Pickering is almost fully surrounded by historic field patterns, in the form of strip field systems. It is a key feature of the landscape of this part of the Moors Fringe, and a relatively rare feature within the Vale of Pickering area.
- It is considered that there are some opportunities for sensitive new development within Pickering. However, the impact on the four key issues

below will need to be fully taken into account and addressed when considering capacity and appropriate locations for development:

- Strip field systems are important and relatively rare features within the Vale of Pickering landscape. There is potential for development to the south of Pickering as the topography is less visually sensitive than to the north. Those sites where the strip field systems are at their most intact and visually prominent within this area should be avoided. Those sites where the strip field systems are less intact and not as prominent in the area may be appropriate, providing that the existing hedgerows and trees are incorporated into the design of the scheme.
- Coalescence with Middleton, it is considered that it is important that the identity of Middleton should be retained by keeping some land free from development between the settlements, in effect a 'Green Wedge'. Keld Head was originally its own hamlet, but has been absorbed, albeit on the periphery, of Pickering to the detriment of Keld Head.
- Development on prominent scarp slopes; Developing on land to the north has the potential to be more visually prominent within the wider landscape. Therefore, in terms of development to the north of the existing town, it should be close to the existing town edge, without unduly projecting out into the open fields on the upper slopes, and be concentrated on the flatter areas.
- Protect the setting of Pickering Castle, a Scheduled Ancient Monument; all development needs to avoid the sensitive Castle area, to ensure that the setting of the Castle is protected.
- The green infrastructure networks in Pickering are reasonably well formed. It should be expected that any new development should retain the existing strip field system hedgerows and trees. It should link up with existing networks, the study has highlights opportunities to the north of the Castle area and in Newtondale, along Pickering Beck and in the south of Pickering by linking existing public rights of way with the disused railway line.

GLOSSARY

- A3 **Agricultural land Classification** is classified into five grades by DEFRA. Grade 1, Grade 2, Grade 3, Grade 4, Grade 5 and then NON AGRICULTURAL and URBAN. Grade one is best quality and grade five is poorest quality. A number of consistent criteria used for assessment, which include climate (temperature, rainfall, aspect, exposure, frost risk), site (gradient, micro-relief, flood risk) and soil (depth, structure, texture, chemicals, stoniness).
- A4 **Historic Landscape Characterisation** is the technical process for defining the historic landscape, referring to archaeology, historic features and other landscape features. It seeks to define what a common features, and how intact they are. They are described in parcels of land. To measure this the term legibility is used (see below). These studies are often prepared at a county/ sub-regional level, but 'drill down' to individual fields. The process relies heavily on the used of Geographical Information Systems (GIS) to record and present the information. In doing so, differing layers of information can be prepared for different time periods and as these build up, can be show how a landscape have evolved to show what is known as 'time depth'

- A5 **Landscape Character Assessment** Landscape character is defined as 'a distinct, recognisable and consistent pattern of elements in the landscape that makes one landscape different from another, rather than better or worse'. Put simply, landscape character is that which makes an area unique. Landscape Character Assessment (LCA) is an approach to understanding the differences between landscapes, and can serve as a framework for decision-making that respects local distinctiveness. It is a way of 'unpacking' the landscape and understanding how its distinctive elements contribute to sense of place.
- A6 **Legibility** is purely a subjective assessment of how the field boundaries and historic character are perceived by the person who is carrying out the characterisation. It is not directly linked to the condition/state of the boundary. Legibility can also be used to refer to how legible the previous character is, especially if we can recognise this from the first edition OS. To illustrate, where boundary loss has been less, but the legibility is marked as fragmentary, the boundary loss may not be as extreme but can make it first appear like a different character type. For example, an area could, at first glance, appear to be strip fields, but on examining previous maps be found to be piecemeal enclosure that had seen boundary loss occur in such a way as to give the impression of strip fields. The legibility would be recorded as partial rather than significant.
- A7 **Parliamentary Enclosure:** During the 18th and 19th centuries, enclosures were by means of local acts of Parliament, called the Inclosure Acts. These "parliamentary" enclosures consolidated strips in the open fields into more compact units, and enclosed much of the remaining pasture commons or wastes. Rights that people once held to graze animals on these areas were denied. Parliamentary enclosures usually provided commoners with some other land in compensation for the loss of common rights, although it was often of poor quality and limited extent.
- A8 **Strip fields:** these are the relic boundaries of the 'open field system', which was the prevalent agricultural system in much of Europe from the Middle Ages to as recently as the 20th century in places. Under this system, each manor or village had four very large unfenced fields, farmed in strips by individual families. From the 12th century onwards it was gradually replaced by private fields through various changes in local government and land ownership, and in agricultural technology and practice, especially since the 1750s.