

RYEDALE
DISTRICT
COUNCIL



Special Qualities Study of Ryedale's Market Towns

Ryedale Plan

July 2010

Selective update September 2016

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NOTES ON EVIDENCE & TECHNICAL MATERIAL

The electronic appendices that accompany this report can only be provided on DVD. This is because some of the file sizes are too big for our website.

The following maps and information are available on DVD (on request) and the website:

- Maps of the indicative area of study and of the Broad Locations, covering Helmsley, Kirkbymoorside, Malton/Norton and Pickering
- PDF interactive maps with all digital information displayed in three different displays for each of the towns (Malton and Norton are together):
 - Existing Studies
 - Natural
 - Historic and Cultural
- Digitised historic maps of the towns

The following are only available on DVD, on request, due to file size:

- Google Images with hyperlinks to the photographs for each town

There is use of some technical terms; we have provided a glossary setting out definitions for these terms.

EXECUTIVE SUMMARY

- This selective update uses current terminology in respect of planning policy and has re-evaluated some of the sites discussed in this report, based on the site surveys undertaken as part of the work to produce the Local Plan Sites Document, which identified allocations of land for residential and employment development.
- This is an investigative study of the special qualities of the areas of land surrounding the market towns of Ryedale; Malton and Norton, Pickering, Kirkbymoorside and Helmsley. Ryedale's Market Towns will be the focus for new development over the next 15 years. In order to accommodate planned levels of development, the Towns will need to expand beyond their existing built-up areas.

Aims of the study are:

- To establish, broadly, what the capacity of the Market Towns is for development, by considering the key features and attributes of the towns.
- To assess locations around the Towns where we know there is likely to be pressure for development, and consider their impact on the settlement setting.
- To set out the general means to mitigate any impacts on the setting of the settlements. Bearing in mind the valued qualities of Ryedale's Market Towns, combined with a need to plan for the development of the future.
- This study represents an important opportunity to enhance land between the countryside and the built up areas by looking to expand the network of green infrastructure, to improve the linkages between the built and natural environment in and around Ryedale's Market Towns.
- A further aim of the study is to outline any areas that could potentially be improved.
- This special qualities study considers the following attributes:
 - Landscape character
 - Biodiversity
 - The historic and archaeological landscape
 - The existing settlement pattern, and its formation
 - The current Green Infrastructure corridors and networks, and opportunities for enhancement of Green Infrastructure.This was undertaken through investigation of both the statutory designations in and around the towns and non-statutory elements of a Town's character.
- Sensitivity to change is considered in terms of:
 - Distant Views of the Market Towns
 - Broad Locations' Impact on Views and Settlement Form and Character
 - What Ryedale Residents' Value about the Market Towns and their Setting
- A range of existing data sources have been used to inform the study, including the Historic Landscape Characterisation Study, prepared by North Yorkshire County Council, and other nationally available datasets. Existing material was in both paper and electronic formats¹. Where possible, the information has been collated onto GIS, and then reproduced in interactive PDF documents. Fieldwork was undertaken in the months

¹ The information is provided by Ryedale District Council, unless stated otherwise.

August-October taking photographs of distant views and photographs of the context of the broad locations.

- It is apparent from the findings of this study that the Market Towns of Ryedale each have their own specific character, and special qualities. There is a necessary balance to be achieved, by ensuring that the new development required in the plan period respects these special qualities.

How the study will be used

This study is the bringing together of a number of established information sources and studies, with new information about the visual state of the landscape. It is part of the evidence base for the Core Strategy, in terms of establishing the broad capacity of Ryedale's Market Towns to accommodate development through the consideration of Broad Locations. In time, this study will provide information to assist in the consideration of the all the sites submitted for development as part of the Facilitating Development DPD, which is concerned with the allocation of sites and specific policies around particular development management issues.

IT IS IMPORTANT TO NOTE THAT THIS STUDY DOES NOT CONSIDER ON A SITE-BY-SITE BASIS, AND DOES NOT SEEK TO DISCOUNT ANY BROAD LOCATION FROM DEVELOPMENT AT THIS EARLY STAGE OF THE PROCESS. IT ALSO DOES NOT CONSIDER DEVELOPMENT MANAGEMENT ISSUES SUCH AS FLOOD RISK, LOSS OF FACILITIES AND AMENITY ISSUES.

This study will evolve over time, we will be expanding out the study to cover the Villages which are designated 'Service Villages' within the Core Strategy. We also acknowledge that at present, this study makes limited judgements on the 'value' (be it rarity, intactness, vulnerability) of the landscape, both from cultural and natural perspectives. This will be addressed over time. The content will also be expanded with information about archaeology and further information regarding biodiversity, as the Phase 1 Habitat Survey is limited in extent.

This project was initiated in April 2009. In establishing a methodology, Ryedale District Council consulted, and received support and information from Natural England, English Heritage, and the North York Moors National Park and North Yorkshire County Council. Natural England, English Heritage and the North York Moors National Park have considered and endorsed a draft of the document, subject to some minor amendments.

FINDINGS

Summary of generic issues

It is considered that there are four issues that relate to all or most of towns:

- Topography- Helmsley, Kirkbymoorside and Pickering all sit within the Fringe of the Moors, and have a strong relationship to it. Not considering fully the topography of an area could have a detrimental impact on the setting of the settlements.
- Coalescing of settlements- Malton, Pickering and Kirkbymoorside have outlier villages that could be coalesced into the towns; this could be to the detriment of those villages.
- 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.

- 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.

Summary of Town - Specific Issues

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.
- 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 is , and to the east *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.
- 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.
- 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 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 medieval strip fields: the land between Keldholme and east Kirkbymoorside, which are considered to be of significant legibility*, and land to the southwest of the town, which is much more fragmented. 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.
- 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.
- 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.

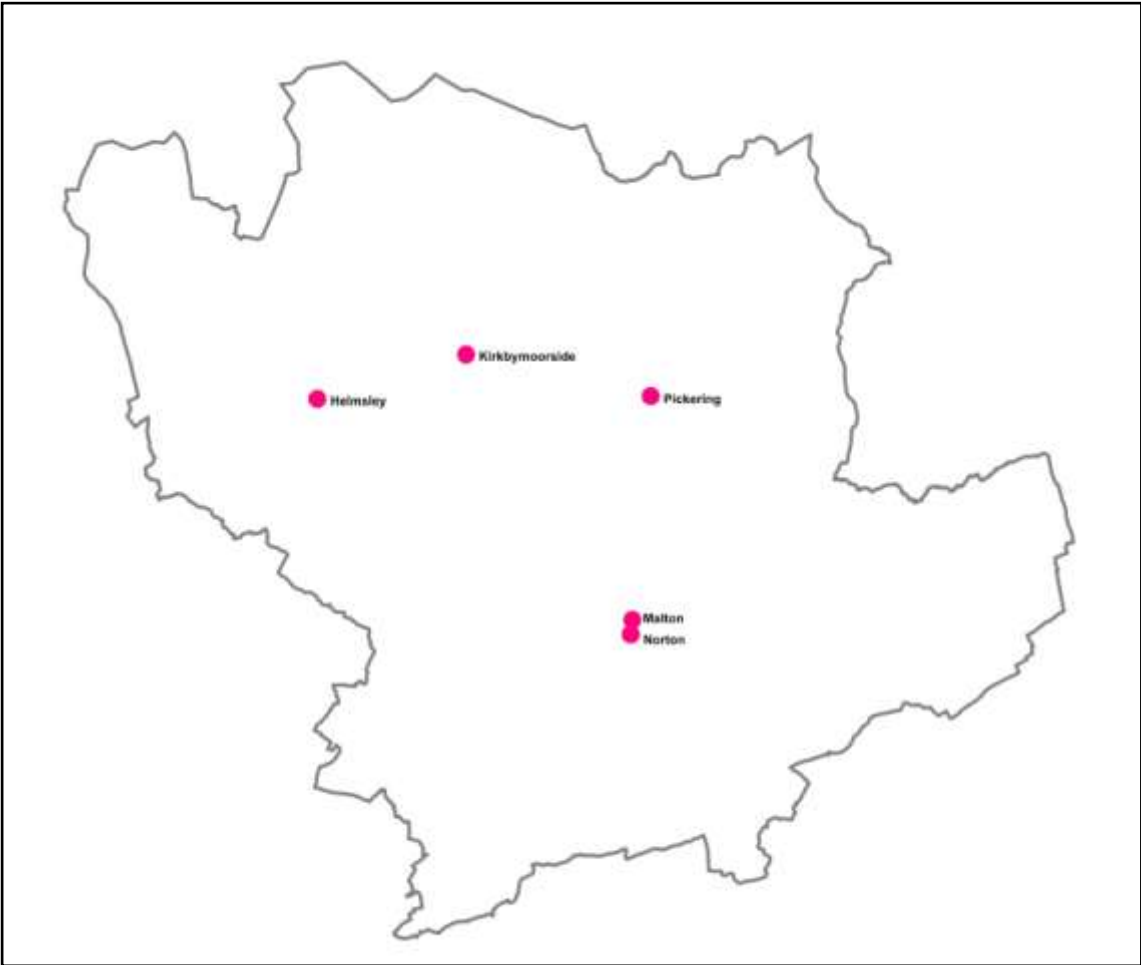
- Coalescence with Middleton, it is considered that it is important that the identity of Middleton should be retained by keeping some land free from development between the settlements, in effect a 'Green Wedge'. Keld Head was originally its own hamlet, but has been absorbed, albeit on the periphery, 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.

INTRODUCTION

Ryedale District's planning policy framework for the District is called the Ryedale Plan. The first part, the Local Plan Strategy, was adopted in 2013. Principally this contains policies for managing development, and consider the distribution of residential, employment and retail development throughout the District. Work on the Ryedale Plan will eventually lead to the allocation of land for these particular uses. This work is currently being undertaken. Local Planning Authorities are required to promote the sustainable development of their areas and this is reflected in national and regional planning policy. Ryedale is a sparsely populated district, with a dispersed settlement pattern. There are well over 100 small villages in the District. The Market Towns are considered the most sustainable locations for new development in Ryedale and as such, they will be the focus for new development and growth over the next fifteen years.

Helmsley is subject to the Helmsley Plan, which was adopted in 2015, and which sets out allocations for residential development and employment land.

This is an investigative study of the special qualities of the areas of land surrounding the market towns of Ryedale; Malton and Norton, Pickering, Kirkbymoorside and Helmsley. This selective update uses current terminology in respect of planning policy and has re-evaluated some of the sites discussed in this report, based on the site surveys undertaken as part of the work to produce the Local Plan Sites Document, which identified allocations of land for residential and employment development. It also reflects the planning policy position since 2010, and any factual updates, such as any developments since 2010.



The Market Towns within Ryedale District (including National Park area) (Ryedale District Council)

The areas surrounding the Market Towns will be therefore, the areas subject to the greatest development pressure in the district. Whilst, Ryedale has some brownfield land and sites within the Towns, these are limited in number and not sufficient to meet our housing and employment land supply requirements. In order to provide for development requirements the Towns will need to expand beyond their current built up areas.

This special qualities study considers the following:

- Landscape character
- Biodiversity
- The historic and archaeological landscape
- The existing settlement pattern, and its formation
- The current Green Infrastructure corridors and networks, and opportunities for enhancement of Green Infrastructure.

All the above aspects contribute to the overall setting and character of a settlement, and therefore should be considered together.

The aims of this study are as follows:

- To establish, broadly, what the capacity of the Market Towns is for development, by considering the key features and attributes of the towns.
- To assess locations around the Towns where we know there is likely to be pressure for development, and consider their impact on the settlement setting.
- To set out the general means to mitigate any impacts on the setting of the settlements. Bearing in mind the valued qualities of Ryedale's Market Towns, combined with a need to plan for the development of the future.
- This study represents an important opportunity to enhance land between the countryside and the built up areas by looking to expand the network of green infrastructure, to improve the linkages between the built and natural environment in and around Ryedale's Market Towns.
- A further aim of the study is to outline any areas that could potentially be improved.

This study is the bringing together of a number of established information sources and studies, with new information about the visual state of the landscape. It is part of the evidence base for the Local Plan Strategy, in terms of establishing the broad capacity of Ryedale's Market Towns to accommodate development through the consideration of Broad Locations. In time, this study has also provided information to assist in the consideration of all the sites submitted for development as part of the Local Plan Sites Document, which is concerned with the allocation of sites and specific policies around particular development management issues.

IT IS IMPORTANT TO NOTE THAT THIS STUDY DOES NOT CONSIDER ON A SITE-BY-SITE BASIS, AND DOES NOT SEEK TO DISCOUNT ANY BROAD LOCATION FROM DEVELOPMENT AT THIS EARLY STAGE OF THE PROCESS. IT ALSO DOES NOT CONSIDER DEVELOPMENT MANAGEMENT ISSUES SUCH AS FLOOD RISK, LOSS OF FACILITIES AND AMENITY ISSUES.

We cannot precisely say at this stage that certain land uses will take place in certain areas, as the Local Plan Sites Document will identify these. The Local Plan Strategy has set a particular proportion of development in the market towns for different uses, principally housing, employment, and retail land uses.

To inform these proportions, consultation work was undertaken in the summer of 2009 looking at, amongst other issues, the options available for growing the towns in terms of a 'pattern' of development. These have been expressed as 'broad locations'. These broad locations considered housing, employment and retail development, and have been prepared with the sites submitted by landowners to provide a more realistic picture of potential development patterns. These employment and residential broad locations (retail covers the same areas) have been used a basis to assess impact, with the introductory sections considering the entire surrounding area of the towns. The broad locations and indicative area of study are available as PDF maps.

It should be noted that this study is one of several technical documents that helps to provide a picture of the capacity of the Towns to accommodate new development.

This study will evolve over time, and we will be expanding out the study to cover the Villages which are designated 'Service Villages' within the Local Plan Strategy. We also acknowledge that at present, this study makes limited judgements on the 'value' (be it rarity, intactness, vulnerability) of the landscape, both from cultural and natural perspectives. This will be addressed over time. The content will also be expanded with information about archaeology and further information regarding biodiversity, as the Phase 1 Habitat Survey is limited in extent.

Whilst the ability to broaden this study out to the Service Villages has not yet been undertaken, the Site Selection Methodology has identified site-specific sensitivities.

This selective review does identify where, in the last six years, development is now taking place, or in some cases, is finished.

METHODOLOGY

This study is not a detailed Landscape Character Assessment, but has been prepared with reference to the 'Landscape Character Assessment, Guidance for England and Scotland' (2002) produced by Scottish Natural Heritage and The Countryside Agency.

The process

The study was undertaken in a three-stage process:

1) Description and classification of the features which make up the character and setting of the market towns (predominantly desk-based work).

2) Where possible, we considered the quality/quantity/condition and sensitivity of these features and their contribution to the character and setting of that particular town, considering, both distant views, and those of the locality.

3) Consider vulnerability, resilience, and capacity of the settlement's important character features, in relation to the broad locations for development, and to consider potential opportunities for enhancement of Green Infrastructure and improving some areas that have, for various reasons, a degraded character.

Defining parameters

The following parameters have been considered to be important factors in defining the extent of the study:

The study has not defined the boundaries by using an arbitrary measurement out from the centre of each town. The boundaries have been developed organically, with reference to natural physiographic features informing the extent of each study area. They represent key boundaries to provide context for the study, and were informed by the use of public rights of way. The extents of the surveyed areas have been mapped and accompany this report on a DVD due to their substantial size.

In greater detail, we also considered the broad locations that were subject to consultation in the summer of 2009. These broad locations are usually adjacent to the existing settlement, but not exclusively. They provide real indication of opportunities for development and areas that will be subject to pressure for change. These broad locations were often areas where, indirectly, landowners had put their land forward for consideration, but some areas were areas where no sites had come forward. Again, due to the substantial file size, these are available to view on an interactive PDF GIS system, which shows the extents of the broad locations, these are on the Natural, Cultural and Designations PDF GIS maps.

Some of the broad locations we consulted upon are within the existing built up area of the settlement or have been so small. For these reasons they have not been considered in this study, however, their impact on settlement form and character would be considered in the detailed site assessment process.

It was also considered important to consider the relationship of any adjacent settlement. Within this study there are three examples: Malton - Old Malton, Kirkbymoorside – Keldholme, and Pickering – Middleton. Old Malton, Keldholme and Middleton are small villages, which have the potential to coalesce into their neighbouring towns.

In this report we consider Malton and Norton together; this is because there is a strong physical relationship between the two settlements, being either side of the River Derwent.

Scale

The scale of the study is predominantly at 1:10,000, this is considered to be the most appropriate scale, as this work is looking at a reasonably localised area.

Data collection

A desk-based survey and collation the existing material available (both paper and electronic)². Where possible, the information has been collated onto GIS, and then reproduced in PDF documents that allow the reader to interactively view the information, but does not allow amendment of the data.

Existing Studies

- National Landscape Character Areas (Countryside Commission)
- Landscape Character Assessment of Northern Ryedale 1999
- North York Moors National Park Landscape Character Appraisal 2004
- Helmsley Conservation Area Appraisal. (North York Moors National Park and Ryedale District Council)
- Historic Landscape Character Assessment (North Yorkshire County Council)
- Howardian Hills AONB Landscape Character zones
- North Yorkshire Green Infrastructure Corridors (Mapping) (Natural England, County Council and District Authorities).
- Public Rights Of Way Network³ (North Yorkshire County Council)
- Open Access Land (Natural England)⁴

Natural

GIS layers:

- National Nature Reserves
 - TPOs and Hedgerow Retention Notices
 - SSSIs (Natural England), SINCs
 - Ponds
 - Woodland inventory (Forestry commission)
 - Contour information from Ordnance Survey Explorer Maps
 - Rivers and drainage from Ordnance Survey
 - Strategic Flood Risk Assessment from the Environment Agency
 - DEFRA- Agricultural Land Classification Maps- MAGIC website
-
- Phase 1 habitat survey (in paper format only)⁵

Historic/Cultural

GIS layers:

- Listed Buildings
- Conservation Areas
- Scheduled Ancient Monuments
- Historical Parks and Gardens

² The information is provided by Ryedale District Council, unless stated otherwise.

³ The information provided is only a working copy of the Definitive Map, and should be treated as such. Any queries about the precise location of the PROW network should be directed to the PROW team at North Yorkshire County Council. This information remains the property of North Yorkshire County Council, and shall not be used by any other party, unless the County Council have provided express permission.

⁴ Open Access Land: Under Countryside Rights of Way Act (2000), the public can walk freely on mapped areas of mountain, moor, heath, downland and registered common land without having to stick to paths. The mapped areas are available at: <http://www.naturalengland.org.uk/ourwork/enjoying/places/openaccess/default.aspx>

⁵ Given the age of these maps (1991) and their limited coverage of the towns, limited weight can only be given to this information. It will be updated in due course.

- Historical maps to show settlement development, converted into GIS layers of Historic Core and 20th Century development.
- Historical maps also to show evolution of patterns of field enclosure. (PDF scanned map only)

Field survey

- Land use and management- use photographs hyperlinks,
- Aerial photos (Google earth)
- Distant views GIS layers

In some of the photographs, because they are taken at distance, the eye sees the image clearer. This has meant that on some photos arrows have been used to point out particular features, which may not appear clearly on the photograph.

Wider /Public Consultation

We undertook a wider/public consultation in June-August 2009 to consider issues around development, and the content of policies in the Core Strategy. We asked the following questions as part of that consultation to inform this work:

- Where should development not take place in and around the towns?
- We asked what types of green infrastructure are important, and how they could be improved?

This was to help establish what the people of Ryedale value in their District, covering spaces and features and areas that are important. This can be used to help establish valued areas, in terms of landscape and green infrastructure.

We also consulted on the broad locations of development, and these broad locations and the consultation responses are displayed in the chapter entitled: What Ryedale Residents' Value about the Market Towns and their Setting.

Field survey

Fieldwork was undertaken along the public rights of way, and road network. The assessment took place over the months of August-October 2009. Photographs of the areas were taken (see hyperlinked Google Images), as a visual record, and noted the viewpoints, and provided general descriptive commentary on setting/views. We have not done individual field surveys. It was considered that given the wealth of information, supplemented by site visits and photos, the study would be able to provide the broad framework necessary to consider the general capacity of the settlements to accommodate development. More detailed work will be undertaken at a later date in connection with the site-specific allocation process. Site visits were conducted at various times between 2014 and 2016, and investigated site-specific proposals. This resulted in further information about particular sites which has been incorporated into this study.

THE LANDSCAPE CONTEXT OF RYEDALE

Ryedale, as a District, is already acknowledged as having important landscapes, with the Howardian Hills Area of Outstanding Natural Beauty, and the North York Moors National Park. However, the landscapes outside these designations are also valued, by residents and visitors alike, and contribute to the sum character of the District. There is an increasing planning policy steer which looks to develop criteria based policies to assess development by, rather than rigid landscape designations. The European Landscape Convention, signed by the UK Government in 2006 and in effect by March 2007, defines landscape as '*...an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors*'. This definition focuses on the importance of the perception of *all* landscapes, not just those that already have designation as a 'landscape of value'.

National Character Areas were produced by the Countryside Commission in 1995, and updated in 2005. Ryedale is covered, predominantly, by four designations: Vale of Pickering to the centre and east, North Yorkshire Moors and Cleveland Hills to the north, Howardian Hills to the west and the Yorkshire Wolds to the south and east. The boundaries between these national character areas, although clearly delineated on a map, in reality are often not clear, and there is often a graduation in the change of character. Indeed Helmsley, Kirkbymoorside and Pickering are on the border between the Vale of Pickering and North York Moors. In principle there is a substantial difference between the flat Vale, and the rising land of the moors fringe, and yet each settlement has its own character, as described generally in the 1999 Landscape Character Assessment. Parts of Malton and Norton are in the Yorkshire Wolds, Vale of Pickering and Howardian Hills Character Areas. Below is a general description of these character areas⁶.

Howardian Hills

- Clearly defined area of complex landform rising above the low-lying land of the Vales of York and Pickering.
- Mixture of ridges, plateaux, plateau fringes, hills and valleys creating a highly varied landscape with diverse and sometimes extensive views, especially at the margins.
- Extensive areas of deciduous and mixed woodland, especially on ridges and steep slopes, with many being of ancient origin.
- Significant areas of coniferous woodland plantations mainly on high ground.
- A significant proportion of the area occupied by designed historic parkland landscapes, notably Castle Howard, but also many others.
- Varied pattern of agriculture, with arable cropping predominant, but with intimately mixed pockets of pastoral land.
- Fields of varying sizes and shapes, mainly enclosed by hedges, but with some dry stone walls on the elevated plateau.
- Scattered settlements and small villages often built in local Jurassic limestone or sandstone, with red pantiles as roofing material, linked by a dense network of minor roads.

Yorkshire Wolds

- Prominent escarpment and foothills rising from the Vales of York and Pickering and falling to the plain of Holderness.
- Defined by the presence of the Chalk but with small areas of Jurassic rocks along the western fringe.
- Remnants of unimproved or semi-improved chalk grassland in steep sided dry valleys, often defined by a hedge at the break of slope and sometimes showing signs of scrub encroachment.

⁶ <http://www.naturalengland.org.uk/ourwork/landscape/englands/character/areas/yorkshumber.aspx>

- Important archaeological remains with a particular concentration of prehistoric earthworks including burial mounds.
- A large-scale landscape of rounded, rolling hills, with big skies and long views from the escarpment and plateaux, contrasting with the more enclosed, sheltered valleys.
- Fertile, chalky soils supporting mainly arable farming.
- Pattern of large, regular fields crossed by drove ways and enclosure roads with wide verges, resulting mainly from late Parliamentary enclosure.
- A generally lightly settled landscape with predominantly brick - but sometimes chalk and pantile - buildings, large scattered farmsteads on high ground, small villages in valleys, and small market towns at the fringes.
- High chalk cliffs where the outcrop reaches the coast at Flamborough Head.
- Limited extent of woodland, mainly confined to steep slopes, escarpments and the hills formed from Jurassic rocks.
- Parkland and estate landscapes with large country houses, estate villages and estate woodlands.

North Yorkshire Moors and Cleveland Hills

- Upland plateau landscape underlain mainly by sandstone and mudstone of Middle Jurassic age, and in the south, calcareous sandstone and limestone of Upper Jurassic age, with areas of undulating land arising from deposits of glacial till, sand and gravel.
- Plateaux dissected by a series of dales, often broad and sweeping, but with steep-sided river valleys in places, and floored by Lower Jurassic shales.
- Extensive areas of heather moorland on plateaux and hills, creating a sense of space, expansiveness and openness.
- Arable landscape to south and east, but part still on elevated, sweeping plateaux and hills.
- Sparsely settled, with population concentrated in the dales and around the fringes.
- Valley landscapes characterised by predominantly pastoral farming with clear demarcation between the enclosed fields, farms, settlements and the moorland ridges above. The transition is often marked by bracken fringes.
- Panoramic views over moorland ridges, dales, surrounding lowland vales and the sea.
- Extensive areas of coniferous plantations, especially on the Tabular Hills in the south-east and Hackness north of Pickering; with remnant areas of predominantly ancient semi-natural woodland occurring mainly on valley side slopes, on escarpments and fringing hills.
- Traditional stone walls and hedgerows enclosing fields in the dales and lower fringing farmland - now often replaced by fences.
- Farms and villages built of predominantly rubble limestone or dressed sandstone, with red pantile or slate roofs.
- Distinctive and dramatic coastal landscapes with high cliffs, small coves and bays, coastal towns and fishing villages.
Rich archaeological heritage from many different periods, especially on the high moorland plateaux.

Vale of Pickering

- Low lying flat or gently undulating vale with land rising gently in the north to the foothills of the North York Moors and Cleveland Hills, and the steep scarp of the Yorkshire Wolds and the Howardian Hills to the south.
- Enclosed high ground on all sides except the east where the Vale opens to the coast between Scarborough and Filey.
- Pastoral floodplains of the rivers Rye and Derwent and their predominantly northern tributaries.
- Landscape contrast between east and western parts of the Vale. Predominantly flat, arable farmland in medium to large size rectangular fields enclosed by low hedges,

and drainage ditches and dykes on the peat soils in the east, colonised by reeds and willows. The clay areas in the west characterised by more grassland and tree cover.

- Relatively sparse tree cover and few woodlands overall, with those which do occur being mainly mixed or coniferous in character and located more to the north and west of the Vale.
- Settlement concentrated along main transport routes on higher ground around the fringes, with small, nucleated settlements on lower ground in the Vale, especially in the western clay area.
- Varied building materials, including hard sandstone, brought in from surrounding uplands, and brick.
- Some parkland and historic landscapes concentrated around perimeter.
- The Landscape Character Area makes limited reference to the archaeological landscape of the Vale of Pickering. The area of the Vale of Pickering, which includes the rising land on the fringes and onto the upland plateaus, is of European significance. This is because of the completeness of the settlement record, from the Mesolithic period to present day, with a wealth of archaeological material, which has a strong integrity. In response to this Historic England have now produced a 'Statement of Significance' (2011) for the Vale of Pickering, to recognise its importance as a cultural landscape of particular duration, intactness and sensitivity.

DESCRIBING THE SPECIAL QUALITIES

HELMSLEY

The majority of Helmsley, except for southeast and beyond, is within the North York Moors National Park. The boundary between the two planning authorities is the A170, which runs through the town, turning south at the Market Square.

Surrounding Landscape Character

Helmsley straddles the Vale of Pickering National Landscape Character Area (south east) and the North York Moors and Cleveland Hills to the North and West.

The Landscape Character Assessment of Northern Ryedale, prepared by Gillespies in 1999, only considered the part of Helmsley that was in the Ryedale area, to the south and east of the A170. This area was characterised as Area A: 'Undulating Farmland' (p.23). The key characteristic features of this were:

- Gently rolling, sometimes sloping relief;
- Varied patchwork of farmland and small woodlands interlaced by hedgerows;
- Predominantly arable land with some pasture set in medium sized regular fields;
- Lanes are straight, often with sharp bends and have wide grass verges and dense hedgerows;
- Villages tend to be nucleated and located on low-lying land on the Vale of Pickering.

The Landscape Character Appraisal of the North York Moors, prepared by White Young Green Environmental in 2003, considers the area surrounding Helmsley to be Tabular Hills:

- The Tabular Hills rise at a shallow angle from a low point of about 30m AOD in the Vale of Pickering to a prominent and impressive north-facing escarpment (at a maximum of 300m AOD) with a conspicuous flat top a series of distinctive nabs or promontories overlooking the central moorland.
- The escarpment is dissected and divided by a series of deep densely wooded dales that fall from north to south through the hills, including Riccal Dale and Kirkdale; and further to the east: Douthwaite Dale, Lower Rosedale, Newtondale, Lower Derwent and Forge Valley, a number of which are thought to have their origins as glacial overflow channels.
- The dip slope is drained by a number of distinctive, narrow and slightly winding densely wooded valleys, some of which have surface watercourses and some of which are dry. Surface drainage is virtually absent from the plateau top.
- Key features of the area include sizable areas of medium sized fields in a strip pattern and smaller strip fields close to settlements. The historic field patterns are intermixed with areas of medium to large sized regularly shaped fields. Fields are bounded by wire fences or closely trimmed or overgrown hedges with very occasional hedgerow trees or are unbounded. Occasionally, walls are present.

General Description of Helmsley's Form and Character

Helmsley nestles in a hollow amongst undulating open countryside flanked by heather moor to the north, rising wooded land to the west and rolling farmland to the South. The flat lowland of the Vale of Pickering stretches eastwards. Wooded dales run into the area on a north south axis however Ashdale directly to the north of the town, stops short of the town and levels out into flatter land, which gently falls towards the built up area.

The town sits at the junction of the A170, which runs on a predominantly east-west axis, and the B1257 road, which runs south over the moors from Stokesley. Entry into the town from the south is over the late 18th century Scheduled bridge which crosses the meandering river Rye which forms a natural barrier to the south of the town.

Helmsley's traditional built form is compact and cohesive within the historic core, with the Castle and Market Place being central focus points. The Castle is a Scheduled Ancient Monument. The town retains its mediaeval layout, including some of boundaries of the Burgage plots created in 1191 with the Borough Charter (Helmsley Design Statement draft). These are long narrow plots seen in the property boundaries on the west side of Castlegate. The Conservation Area of Helmsley covers the historic core and the Castle area and contains many Listed Buildings.

The town of Helmsley is closely associated with Duncombe Park, the stately home and parkland and the countryseat of the Duncombe Family since 1689. It is to the immediate west of the town and contains Helmsley Castle. The presence of the park in the town is manifested by the prominent, elevated Castle ruins, which lie on the periphery of the Park behind Castlegate; by the memorial statue to the Second Baron Feversham in the centre of the Market Place and by the extensive influence of the Feversham Estate on buildings within Helmsley dating from the nineteenth century, particularly in stone and slate estate workers' cottages.

Modern housing development is focused on the north and east of the town, and has radiated out from the historic core. This is not as dense in form.

The industrial estate is located to the south east of the town and lies on low-lying land and is screened by housing development, and trees. This area also had the former railway station. The railway line entered into the south east of the town, and was strongly curved to follow the course of the River Rye southeastwards.

The Historic Cultural Landscape of the Surrounding Area of Helmsley

The County Council's Historic Landscape Characterisation (HLC) shows that there is a mosaic of different field patterns surrounding the town, and they are of differing age. In broad terms there is a predominant mix of both unknown and parliamentary enclosure, the latter produces a more linear, regular form of field system. There is one particular area of strip fields.

To the north of Helmsley there are 'modern improved fields'; this includes broad location HH1. To the immediate east, covering broad location HH2 is 'parliamentary large scale enclosure' with medium sized fields of a regular pattern, with partial legibility, with a 60% loss of boundary treatment since 1850.

To the north east of the built up area of Helmsley, and covering all of broad location HH3, is the town's only remaining example of 'strip field system'. The HLC describes the area as: 'an area of strip fields consisting of medium sized fields in a semi-irregular pattern. It has regular external hedgerows and internal fenced boundaries. It has partial legibility with up to 50% boundary loss since 1850'. When viewing historic maps it is apparent that Helmsley had more strip field systems to the north and east of the town, but these have been lost in the latter half of the twentieth century.

To the east and round to the south of Helmsley, the land including broad locations HH4/HE1 is described as 'planned large scale parliamentary enclosure', which surrounds an 'island' of 'modern improved fields'. They are described as being medium sized fields. However, the fields to the southeast have regular external hedges and straight internal overgrown

hedgerows and has partial legibility with up to 60% boundary loss since 1850, the land to the south has experienced a high degree of boundary loss. Three prehistoric burial mounds or 'round barrows' are visible as green mounds within these otherwise arable fields. They are a Scheduled Ancient Monument. These testify to man's early occupation of this land.

To the southwest is the Duncombe Estate, which includes the planned landscape garden of Duncombe Park. The HLC study notes that this area has changed little since 1850, and has 'significant legibility'.

To the west of Helmsley is a mixture of 'modern improved fields' and 'unknown planned enclosure'. The planned enclosure has medium sized fields, and regular boundaries. There is significant legibility with 30% of boundary lost since 1850.

Green Infrastructure Networks and Amenity and Recreation

There are number of woodlands which surround the north, west and south of the town. They are often located on sloping land, some of the woods are coniferous, but the one to the north of Helmsley is broadleaved (Ash Dale). The woods to the southwest, part of Duncombe Park are ancient and semi-natural woodland (broadleaved) with some coniferous wood. The presence of the River Rye is important, as are the streams of Borough Beck, running from the north east into the Rye, and Spittal Beck which runs across broad location HH3, around the edge of HH4, HE1 and into the Rye. The River Rye is designated as a Sub Regional Green Infrastructure Corridor in the Regional Green Infrastructure Mapping project (Natural England *et al*).

To the south east of Helmsley there are a number of Public Rights of Way (PROW), which start in Helmsley and converge and run along the River Rye. PROWs are also within broad location HH3, and from the North, from Ash Dale Plantation into broad location HH2 (Tabular Hills Walk). A further PROW extends out from the town east (near Duncombe Park) along the Cleveland Way (which is designated a District Green Infrastructure Corridor in the Regional Green Infrastructure Mapping project). A second PROW extends northeast along the Borough Beck, up into the moors.

Formal recreation sites in Helmsley are concentrated, on the whole, in the Northern part of the town, with the primary school playing fields, and sports centre and pitches. Broad Locations HH1 and HH2 are proximal to these areas.

The Environment and Biodiversity

Helmsley has two Sites of Importance for Nature Conservation (SINCs); these are East Plock Woods, to the south of the town, and the River Rye, running from Helmsley Bridge to West Ness. The majority of Duncombe park is also designated a National nature Reserve and Site of Special Scientific Interest (SSSI). All the broad locations are physically separate from these sites, but broad location HH4/HE1 will be in close proximity to the River Rye.

When looking at the Phase 1 Habitat map, there is a broadly east-west split in the vegetation type. To the west the land is, except for woodlands and the parkland of the Duncombe Park Estate, classified as 'arable'. With more land north and east being 'improved grassland.' To the north of the town there is the 'amenity grassland' of the sports pitches. Pockets of 'semi-improved grassland' are on the River Rye flood plain area to the south of the town. In HH3 there are boundaries described as 'intact hedge' but 'species poor'. The DEFRA Agricultural Land Classification Maps show that there is Grade 3 agricultural land surrounding the entire town. This is consistent with the habitat/ vegetation type identified in the Phase 1 Habitat map.

Update

As a result of the adoption of the Helmsley Plan broad site extents have been allocated: Land to the south east HH4 and HE1. HH2, to the north of Elmslac Close, and pockets of land on the western extent of HH3. These sites were identified in the SQS as being less sensitive, with the exception of HH3, which is identified as an areas of strip field systems. However, only discrete parts of this broad location have been taken forward for allocation. This has allowed the overall experience of the strip fields to be retained.

KIRKBYMOORSIDE

Surrounding Landscape Character

Kirkbymoorside lies predominantly in the North York Moors National Character Area, with two prongs of the Vale of Pickering National Character Area extending up to the southern boundary of the town. Kirkbymoorside is situated on the southern boundary of the North York Moors National Park. It is built on land rising out of the Vale of Pickering, onto the fringe of the North York Moors.

The Landscape Character Assessment of Northern Ryedale, prepared by Gillespies in 1999, defines the landscape around Kirkbymoorside as being of four types: to the North of Kirkbymoorside, 'sloping open farmland'; to the west and east, 'wooded dales'; to the south, 'western vale farmland' and within the land immediately surrounding the town, 'undulating farmland'.

Undulating farmland is described as:

- Gently rolling, sometimes sloping relief;
- Varied patchwork of farmland and small woodlands interlaced by hedgerows;
- Predominantly arable land with some pasture set in medium sized regular fields;
- Lanes are straight, often with sharp bends and have wide grass verges and dense hedgerows;
- Villages tend to be nucleated and located on low-lying land on the Vale of Pickering.

The wooded dales are described as cutting south through the tabular hills to the North:

- Narrow steep-sided valleys with a north south alignment
- Dense, sinuous linear woodlands
- Predominantly pastoral
- Meandering small rivers
- Transportation corridors and settlements located at lower elevations.
- These features are unusual as they represent over deepened valleys which were scoured out by glacial melt water.

Sloping open farmland is designated to the north of Kirkbymoorside and represents a much more open form of landscape.

- Elevated large scale sloping plateau dissected by dry valleys
- Open rural landscape with generally expansive views
- Scattered farms and settlements located on elevated land
- Few woodlands.

To the south of Kirkbymoorside is the Western Vale farmland

- Gently sloping land, rising to the south and west
- High cover of hedgerow trees, with little woodland
- General absence of settlements, other than around its fringe
- Accessible landscapes close to well frequented tourist destinations.
- This is an agricultural landscape, with mainly arable fields with some flood plain pastures along the streams and rivers, especially the River Rye.
- Pattern to medium large, geometric fields from enclosures in the seventeenth and eighteenth centuries.

The Landscape Character Appraisal of the North York Moors, prepared by White Young Green Environmental in 2003, considers the area surrounding the North of Kirkbymoorside to be Tabular Hills:

- The Tabular Hills rise at a shallow angle from a low point of about 30m AOD in the Vale of Pickering to a prominent and impressive north-facing escarpment (at a

maximum of 300m AOD) with a conspicuous flat top a series of distinctive nabs or promontories overlooking the central moorland.

- The escarpment is dissected and divided by a series of deep densely wooded dales that fall from north to south through the hills, including Riccal Dale, Kirkdale, Douthwaite Dale, Lower
- Rosedale, Newtondale, Lower Derwent and Forge Valley, a number of which are thought to have their origins as glacial overflow channels.
- The dip slope is drained by a number of distinctive, narrow and slightly winding densely wooded valleys, some of which have surface watercourses and some of which are dry. Surface drainage is virtually absent from the plateau top.
- Key features of the area include sizable areas of medium sized fields in a strip pattern and smaller strip fields close to settlements. The historic field patterns are intermixed with areas of medium to large sized regularly shaped fields. Fields are bounded by wire fences or closely trimmed or overgrown hedges with very occasional hedgerow trees or are unbounded. Occasionally, walls are present.

General Description of Kirkbymoorside's Form and Character

Kirkbymoorside is located in undulating countryside that rises to moor land to the north and flattens out to the Vale of Pickering to the south. Wooded dales run into the area from the higher moor land on a north south axis. There is no major river in the centre of Kirkbymoorside although the river Dove to the east separates the nearby villages of Keldholme, and Kirkby Mills from Kirkbymoorside.

The town runs in a northerly direction off the east –west A170, up the gently sloping and curving high street. Historically, the town developed to the north of the A170 as this road did not exist in its current form until the late 20th century when it was re-routed to the south of the town. Predominantly industrial development and the redundant railway station lie to the south of this road. The street pattern of the town centre itself has, however, changed little since medieval times. The town has the relict remains of two scheduled monuments, a manor house of the Nevilles, and Vivers Hill castle, both situated on the northern edge of the town. These remains, along with topography, have restricted development in these locations. The centre of the town is a conservation area and listed buildings include houses, shops and pubs. Historic development in Kirkbymoorside is linked to two streets, the Market Place Street which runs parallel to the sloping land, and then West End, a street that used to be part of the A170. Both these streets have retained some of their burgage plots. Buildings are predominantly constructed from local sandstone and limestone with slate or pantile roofs.

Modern housing development is focused to the west and east of the town. Whilst industrial development is concentrated around the former railway line to the south and on the peripheral Kirkby Mills Industrial Estate to the south east of the town on the southern side of the A170.

The Historic Cultural Landscape of the Surrounding Area

Land to the immediate north east of Kirkbymoorside (including broad locations KH5 and KH6) includes Vivers Hill, the site of the former Castle (now a scheduled ancient monument) is described in the North Yorkshire County Council's Historic Landscape Characterisation (HLC) as being 'piecemeal enclosure', with medium sized fields of irregular pattern. It also states that this area has 'significant legibility' with up to 35% boundary loss since 1850. Surrounding this land is 'modern improved fields', which includes broad location KH7, which is part of Kildare Plantation.

To the south of Swineherd lane, between Kirkbymoorside and Keldholme are broad locations KH10 and KH8 (northern section), this land is described as 'strip fields' of small fields in a

semi-irregular pattern with 'significant legibility' with up to 35% boundary loss since 1850. The southern section of board location KH8 between Kirkby Mills and Keldholme is defined as piecemeal enclosure with medium sized fields in a semi-irregular pattern, with regular external and internal hedgerow boundaries and has significant legibility with approximately 35% of boundary loss since 1850.

To the south of Kirkbymoorside, most of the land including broad locations KH15 and part of KH13 the field pattern is described as parliamentary enclosure, with medium sized fields of irregular pattern. There is significant legibility with approximately 45% loss since 1850. However, in KH13, there is a relatively small area of mediaeval strip fields, of significant legibility with 10% boundary loss.

To the south west of Kirkbymoorside, including broad location KH1, the HLC defines the area as showing mediaeval strip fields with fragmentary legibility with up to 60% boundary loss since 1850. It is defined by regular external and internal hedgerows boundaries and medium sized fields with an irregular pattern. This area also extends to the other side of the A170.

To the west of Kirkbymoorside, covering broad locations KH2 and KE1, there is a series of linear shaped fields which are described as 'possible planned large scale parliamentary enclosure, with significant legibility with less than a 10% boundary increase since 1850'. To the north of this area is a piecemeal enclosure consisting of medium sized fields in a semi-irregular pattern, with partial legibility with up to 40 % boundary loss since 1850. To the North of this area, is described as post medieval 'piecemeal enclosure' with partial legibility and partial boundary loss between 31-60%.

To the north west of Kirkbymoorside, predominantly covering broad location KH3 it is defined as 'planned large scale parliamentary enclosure' with medium field sizes, regular pattern of straight hedgerows, with significant legibility with around 40% boundary loss since 1850. To the immediate east of this is a small area post-medieval piecemeal enclosure, with significant legibility and 10% boundary loss. To the north is woodland, providing screening from the town. It observes that the external boundary is that which existed pre-1850. Beyond this is the Kirkbymoorside Golf Course.

Green Infrastructure Networks and Amenity and recreation

To the east of Kirkbymoorside, and north of Keldholme, is the Dove District Green Infrastructure Corridor (Green Infrastructure Study, Natural England *et al*), which includes Ravenswyke Wood, and the River Dove, as part of the Dove Dale. This particular corridor links into the River Rye Sub Regional Green Infrastructure Corridor, identified in the above study. Parts of this area are also designated as Open Access Land.

There are further wooded areas to the west, including Spring Wood Low Knott of Manor Vale to the North of Kirkbymoorside, and Kildare Plantation, which is to the north of Swineherd Land, in-between Kirkbymoorside and Keldholme.

There is one pond in Kirkbymoorside, which is south of the A170, between the housing development of Parkers Mount, and the Industrial Estate. It is situated on the former Kirkbymoorside to Helmsley railway line.

Kirkbymoorside has a number of Public Rights of Way (PROWs) many of which have links close to the town. There are three PROWs, which link Keldholme (2) and Kirkby Mills, respectively, to Kirkbymoorside (broad locations KH8 and KH10). There are PROWs in Dove Dale to the east, and Manor Vale to the North. Another PROW extends out from the town, heading westwards in the open fields (broad location KH2) to the wood "Robin Hood's Howl".

A number of PROWs exist to the north east of the town around Vivers Hill and to the North, into the Moors.

In terms of open space, Kirkbymoorside has two relatively small areas in the centre, with the sports ground, bowling green and tennis court on land between Kirkbymoorside and Kirkby Mills, adjacent to broad location KH10. There is a Skate Park to the north east of the town. The allotments are to the North of the town, close to Manor Vale.

The Environment and Biodiversity

The flood zone maps provided by the Environment Agency show that Kirkbymoorside has discrete areas of flood risk, in linear form, with Flood Zones 2 and 3 being similar in their extent. The first runs longitudinally through the centre of the town, to the west of the historic core, and out to open fields to the south west of the town. This joins with a lateral band along the A170, until Kirkby Mills, where the flood zones relating to the River Dove meet from the north east. The presence of the wooded dales and streams have contributed to flooding capabilities.

Broad Location KH1 has an orchard within it. There are concerns about the sustained loss of orchards. We are uncertain as to the condition of the orchard, but the condition of the Orchard should be ascertained.

Kirkbymoorside has one Site of Importance for Nature Conservation (SINC) this includes Manor Vale and the associated woodlands of Spring Wood and Low Knoll. Spring Wood is ancient replanted woodland. Low Knoll is ancient and semi-natural woodland. There are no Sites of Special Scientific Interest in the area of study.

Surrounding Kirkbymoorside there are pockets of ancient replanted woodland to the west, and to the East, within Dove Dale, and these provide obscuration from long distance views from the west and east.

Looking at the Phase 1 Habitat Maps, for which coverage is only available for the central and western area of the town. The land surrounding the town is a mixture of 'arable' and 'improved grassland', with some pockets of 'semi-improved grassland' to the south of the town, and of the edge of town, close to Vivers Hill. To the north, is the 'amenity grassland' of the golf course, and the Spring and Low Knoll Woods are described as 'broad-leaved plantation'. DEFRA Agricultural Land Classification assigns grade 5 to the Wooded Dale to the east of Kirkbymoorside, with the rest of the land being grade 3, reflecting the Phase 1 Habitat Map.

Update

Since the completion of the Special Qualities Study there has been a single, significant planning application granted for 225 homes on the western extent of Kirkbymoorside. This was identified as broad location KE1 and KH2. There are a small number of sites which have been granted permission, and are either constructed, or are partly built out.

MALTON AND NORTON

Surrounding Landscape Character

The majority of Malton is in the Howardian Hills landscape character area (note not within the Area of Outstanding Natural Beauty) from a western direction, with Old Malton to the east, being part of the Vale of Pickering designation. The entirety of Norton is within Vale of Pickering, but soon after leaving the built up area, the land rises, and the Yorkshire Wolds designation begins.

The Landscape Character Assessment of Northern Ryedale, prepared by Gillespies in 1999, defines much of Malton and Norton as being part of the 'Wooded Open Vale'. It states that it lies within the junction of the Vale of Pickering, the Calcareous Howardian Hills and the Chalk escarpment of the Yorkshire Wolds. It states that although Malton has landscape characteristics more typical of the Howardian Hills, it is for purposes of the Gillespies' report it was included within the Vale. The land to the west of Malton, the land has an undulating quality, which continues into the AONB. Castle Howard Road, which enters Malton from the west, is heavily wooded. The northwestern entrance to the town is from the B1257, which sits on elevated terrace, with a number of small villages along it, Broughton is the closest of these villages to Malton. Upon entering Malton on this road, the land begins to fall away.

Malton is situated to north of the River Derwent on gently sloping ground formed by the underlying limestones of the Howardian Hills. This extends as a finger of more elevated terrain extending to Orchard Fields and Peasey Hill to the north east of Malton. Malton is therefore elevated to a degree from the land to the south, east and north. Whilst development has occurred on the southern slope, there has been less development on the north-facing slope, which is bounded by the A64.

Norton is located on generally flat land to the south of the River Derwent, and is within the 'Wooded Open Vale' landscape typology:

- Flat, low lying terrain
- Open Countryside
- Long views punctuated by geometric woodland blocks
- It is an agricultural landscape, being composed of medium to large fields, bounded by hedgerows with shelterbelts and plantations.

Less than a mile to the south of Norton the land starts to rise, quite steeply, forming part of the Yorkshire Wolds escarpment.

General Description of Malton and Norton's Form and Character

Malton and Norton lie at either side of the river Derwent, but essentially function as one town. They are situated in a varied and complicated landscape, which flattens out to the Vale of Pickering in the north, the steep and dramatic Wolds to the southeast, the undulating Howardian Hills to the west and the junction of the Howardian Hills and Wolds to the south cut through by Kirkham Gorge. Two road bridges connect the towns.

The A64 trunk road to the east coast by-passes Malton the town, to the north. It and previously ran through the centres of Malton and Norton visible today as the historic Yorkersgate, Castlegate and once in Norton, Scarborough Road. Minor roads radiate out south from Norton and climb dramatically over the steep chalk Wolds. The northern approach to Malton runs through flat low lying fields from Pickering c. 8 miles north, over the Vale of Pickering.

Roman and medieval activity is well expressed in Malton with the Roman fort of Derwentio and neighbouring medieval castle site being Scheduled Monuments. The centre of Malton retains its historic street pattern and still in part, reflects the former line of the medieval town walls. There are many listed buildings in Malton and the historic Market Place is lined with predominantly 18th and 19th century buildings of stone, brick, pantile and slate. In the centre of the Market Place sits the 12th century Church of St. Michael and the former butter market hall. Development from the twentieth century radiates out from the historic core in three directions, directly westwards, and northeastwards with predominantly residential development, and to the south associated with commercial development, probably associated with the Railway. Malton has remained the focus for commercial development, with the majority of shops and services being provided here.

The River Derwent has influenced the form of the town. The river is separated from the original historic core of Malton. There are a number of reasons for this, the land's propensity to flood, and the use of the river for industry/goods movement.

Malton has two industrial estates. The first is adjacent to the River Derwent, on York Road. It is physically separate from the town, on low-lying land, and is visually prominent. The second is to the north of the town, attached to a twentieth century housing development it extends to the A64, but is separated from the town by the cemetery. To the west of the A64/A169 junction is Eden Camp, a museum devoted to the Second World War. It is isolated from other development, although due to its position, it is not a prominent feature.

Norton became established as the town we know today in the 19th century, when it expanded after the railway was built in 1845. Norton therefore possesses a very different townscape to Malton, having on the whole a much later building stock. As illustrated in the 1854 map, development was confined principally to two streets: Commercial Street and Wood Street. Norton has expanded substantially in the latter half of the twentieth century with suburban development and an industrial estate to the east and south. Limited development has occurred to the west, with the golf course, and the former industrial uses close to the River Derwent. The town centre however is a Conservation Area and features a number of listed buildings and attractive building groups. Norton may, however, prove to be the oldest settlement in the district, with extensive Roman finds in the Langton Road area. There is a long tradition of horse racing, and this is also an important feature of landscape around Norton. The racing stables, and their gallops and shelter belts, provide a buffer between the somewhat harsh edge of the suburban development of Norton. One of these racing stables (Whitewall) is listed. The Norton golf course, to the south west of the town, is well wooded and has an enclosed feel. It is formerly Welham Estate Park.

To the north east of Malton, adjacent to the A64, is Old Malton. It is a small, attractive village, which predates the main town, and contains a medieval priory church (Grade I listed), with the ruined Gilbertine Priory being a Scheduled Monument. Old Malton currently remains physically separate from Malton, but over the last century the gap between the settlements has narrowed to the North of the B1257 with twentieth century development.

South of the B1257 (Old Maltongate) there is a relatively undeveloped area of Malton, which although being close to the town centre as remained open in character due it being the site of Malton's former castle, and the site of Derwentio Roman Fort (known as Orchard Fields). To the north of these is the grade II* listed 'The Lodge', now a hotel with landscape gardens. To the North east of this area, there is agricultural land and beyond sports pitches. It therefore has remained open in character, and provides an important amenity space within Malton and strongly contributes to the setting of Malton and Old Malton.

The Historic Cultural Landscape (HCL) of the Surrounding Area

Working clockwise around the towns from the east, starting at the River Derwent: The land straddling both the A64 and Scarborough Road, broad location MNE7 covers a number of HCL designations. To the south and east of the area, there is planned large-scale parliamentary enclosure, with fragmentary legibility and up to 60% boundary loss since 1850, with medium sized fields and an irregular pattern, the field boundaries to the south have 50% loss. In the southwest portion of this area, and further beyond into broad location MNE5 there is 'unknown planned enclosure'.

Broad location MNH7 is defined as settlement and unknown planned enclosure, of partial legibility and 11-30% boundary loss. To the east of this area, containing the northern section of broad location MNH6/MNE6 is unknown planned enclosure of post mediaeval origin, and partially legible. The southern portion of MNH6/MNE6 is characterised a modern improved fields, of large size and regular pattern, with boundary loss of up to 90% since 1850. This characterisation extends around to south of (but not including broad location MNH8) covering the majority of the land between Beverley and Langton Roads. South of this are the training gallops.

The area of MNH8, and west to Langton Road is a small strip of post medieval unknown planned enclosure, with significant legibility and partial boundary loss 11-30%.

Broad location MNH9, between Langton and Welham Roads close to the existing built up area, is unknown planned enclosure. Further south, land west of Langton road, is unknown planned enclosure, enclosed between 1850 and 1900. Large regular fields with straight edges. To the west of this land, straddling Welham Road, and south of Whitewall Stables, the land is planned parliamentary enclosure, dated between 1750-1850, with medium sized regular fields defined by straight edges. This area has significant legibility due to small-scale boundary loss. This is a substantial area. Part of broad location MNH10 contains the area described as 'Whitewall Stables' dating from sometime between 1700-1900. To the west of this area, and south of broad location MNH12/MNE1, the land is described as a modern golf course. Looking at historic maps, it was a wooded area in the past.

Broad location MNH11 is described as unknown planned enclosure, with enclosed land to the south of the broad location forming a large, regular formed field. There is also reference to equestrian activity.

Broad location MNH12 and MNE1 is to the north of the Golf Course, and abuts the River Derwent. It contains modern improved fields and racing gallops, to the north east of the site, closer to the town there is some unknown planned enclosure, and unidentified business uses.

Broad location MNE1, an extension to the York Road Industrial Estate, is defined (western portion) as planned large-scale parliamentary enclosure, with medium sized fields, with straight edges, with significant legibility and a small amount of boundary loss since the first edition (1850 OS map), and dates from after 1805. With existing industrial area to the east, and to the south, extending to the River, an area of piece meal enclosure, post medieval.

The land to the north of this area, covering a relatively substantial area and straddling the A64 is described as 'modern improved fields'. To the south east of this area is broad location MNH13 which is described as 'post medieval planned large scale parliamentary enclosure', with partial legibility. This land runs northwards to the Castle Howard Road.

North of Castle Howard Road is the broad location MNH1, which extends westwards to the A64. The southern half of the area is described as 'modern improved fields', with fragmentary

legibility. To the north of this, an area of 'planned large-scale parliamentary enclosure', which is continued on the other side of the A64.

To the north and west of this area is a large area of modern improved fields consisting of large, improved semi-irregular fields, on the southern side of the A64, to the east of Broughton Road is broad location MNH2/MNE3, which extends from the northwestern section of built up Malton, and extends to the A64. The western side of the site is 'planned large-scale parliamentary enclosure', with the eastern side 'unknown planned enclosure'.

The land to the north west of Malton, north of the A64 is a mixture of 'modern improved fields', with some 'planned large scale parliamentary enclosure'. To the North of the A64, and the existing industrial estate, there is a parcel of land, which is described as 'medieval strip fields' with significant legibility and limited boundary loss. To the east of this is 'planned large scale parliamentary enclosure'.

Broad location MNH3 is on a parcel of land which extends from the Highfield Road industrial estate to the western edge of Old Malton, and the area is defined as 'strip fields' of medieval origin, but of partial legibility, with a level of boundary loss between 60-90%.

Land to the North of Malton and the A64, including the northernmost part of broad location MNE4 (north of the A169/A64 junction) is characterised as 'planned large scale parliamentary enclosure'.

Land close to the west of Old Malton, and covering broad location MNH4, is split between two designations: 'unknown planned enclosure to the south', and 'planned large scale parliamentary enclosure' to the north. Both are of partial legibility and have experienced boundary loss.

To the north of Old Malton and the A64 is a large area of land which extends right round to the fields north of the River Derwent. It is described as 'planned large scale parliamentary enclosure' it has significant legibility and up to 30% boundary loss since 1850, with medium sized fields, in regular pattern and has regular external and straight internal hedgerow boundaries.

Green Infrastructure Networks and Amenity and Recreation

The River Derwent is classified as a Green Infrastructure Corridor of regional importance within the Yorkshire and Humber Green Infrastructure Mapping project. This is because of its length-running through three authorities, its importance for biodiversity, flood mitigation and recreation opportunities.

Malton is also close to the Howardian Hills AONB Green Infrastructure Corridor of sub-regional importance (Natural England *et al*). The Howardian Hills also provide recreation opportunities and a biodiversity resource, but also educational opportunities with the 'Lime and Ice project', amongst other events.

There are important local Green Infrastructure Corridors, provided within the land known as Orchard Fields (open fields, with hedgerows, and a number of individual trees). Adjacent to this is Castle Gardens and Lady Spring Woods, which are attractive, wooded areas with opportunities for quiet recreation.

There are four allotment areas in Malton, most being spread around the periphery of the north of the town. There are six allotment areas in Norton, but they are not as well distributed as in Malton; the two largest are adjacent to each other, in the north east of the town, adjacent Norton Grove Industrial Estate. The third is smaller and also in the same area.

There are also three small pockets of allotment gardens, in northeastern Norton, in the Welham Road area. No provision is within the south of Norton. The Council's Open Space Study has defined an accessibility threshold for the urban area as 720 metres (a 15 minute walk). On this basis all but a small area of southern Norton is within the catchment for an allotment. Given the disparity in size and distribution, some sites may be in greater demand than others. Research will be undertaken to establish what demand for allotments is present in Norton and Malton, in accordance with the Council's Open Space Study.

The Public Rights of Way (PROW) network is better developed in Malton than Norton. There are firstly, more PROWs and secondly, there are better linkages between them. A number of the broad locations do have PROWs running through them. Little of the dismantled railway from Malton to Pickering is left, although a section runs past Orchard Fields to the River Derwent, although the bridge has been lost. What remains is used as a PROW.

There are a number of school playing fields within the towns; a number of these are either on the periphery of the town, or close to it. There is also the show field, used for various events, in the undeveloped area north of Malton and is within MNH2/MNE3.

The Environment and Biodiversity

There are a number of ponds, which are concentrated in Norton. Of these, nearly all are concentrated around MNH10, which includes a fish farm. Ponds are also to be found at Norton Gold Course, and these are potentially to be designated as a Site of Importance for Nature Conservation (SINC).

The only Site of Special Scientific Interest is the River Derwent, which is also a Special Area of Conservation (SAC), which designates it as an internationally important site for nature conservation. This is, in part due to the presence of internationally important species: Otter and River Lamprey, and further downstream, in the Lower Derwent Valley, an important area for wading birds (Special Protection Area/ RAMSAR Site). A small section of the Derwent, in the centre of the towns, is not designated as above. However, it is designated as a SINC site.

There are a small number of Sites of Importance for Nature Conservation (SINC) within the area of this study; to the north there is Broughton Lane, where the verge is a SINC. The cutting around Malton By-pass (southern) side to the north west of Malton is also a SINC site. Lady Spring Wood is also a SINC, and is to the North of the Derwent, adjacent to Orchard Fields.

The Phase 1 Habitat Assessment maps only cover the western side of Malton and Norton. Of the information we have available, the majority of the 'semi-improved grassland' is to the south west of the town, in the area surrounding the River Derwent. There is limited 'improved grassland', with the majority of the land being described as 'arable', punctuated through the town and on the outskirts with 'amenity grassland'. The DEFRA Agricultural Land Classification Maps classify the land around Malton and Norton as follows: Land to the south east of Malton is grade 2, covering broad locations MNE7, MNH7, MNE5, MNE6/MNH6 and MNE8. All broad locations in the rest of Norton and Malton are grade 3, with land to the south of broad locations MNH12 and 11 and MNE2 being grade 2, and MNH3 being grade 2. As the soil productivity increases, the more the land is under cultivation; hence why the Phase 1 Habitat Map shows limited biodiversity in those areas where agricultural activity is most intense.

Woodland is limited in Malton, with Castle Gardens, Lady Spring Woods and land south of Pasture Lane being the only principal areas. There are however, a number of trees and groups of trees throughout the town, especially to the western area of the town, and on land

to the east, between Malton and Old Malton. There are however, few trees within the historic centre. There is little woodland within Norton, and no ancient woodlands. There is some broadleaved woodland in broad locations MNH6/7 and MNE6, and mixed woodland between Welham and Langton Roads, near broad locations MNH9/10. Further out from the town there are small pockets of woodland providing shelterbelts. Like Malton, Norton has a number of individual trees and small groups of trees. Some of these are subject to Tree Preservation Orders.

Update

Malton and Norton, as Principle Town in the Local Plan Strategy, are the focus for development in the Plan Period of 2012-2027. In the intervening period since the production of the SQS a number of areas identified as broad locations are now subject to planning permission and are being built out:

- Land including and to the south of MNH9 (land to west of Langton Road) (subject to Reserved Matters);
- Land at Broughton Road and Pasture Lane MNH3 and MNE3 (under construction);
- Land at Westfields Nurseries, Norton MNH7 (completed) ;
- Some development at MNE1 (west of York Road Industrial Estate) (under construction);
- Land which is the western extent of MNH3, land off Rainbow Lane, Malton (to start);
- Land at MNE4, land north of Eden Camp, which is the site of the proposed relocated Livestock Market and an agribusiness park (under construction);

There is still a residual requirement to fulfil, and so the Council is investigating where the residual requirement can be delivered.

PICKERING

Surrounding Landscape Character

Pickering laterally straddles the boundary between the National Character Areas of the Vale of Pickering, to the south, and the North York Moors and Cleveland Hills to the North.

The Landscape Character Assessment of Northern Ryedale, prepared by Gillespies in 1999, assigns the landscape into four differing character types. To the immediate south of the built up area, 'Enclosed Linear Farmland' within the Vale of Pickering, covering the land surrounding Pickering town as 'Linear Scarp Farmland', and to the north of this, 'Sloping Open Farmland'. To the north of Pickering, running down into the centre of the town is the 'Wooded Dale (Newton Dale)'. They are described as follows:

Linear Vale Farmland:

- Historic linear field pattern.
- Gently sloping land that rises to the north.
- Distinctive linear field systems.
- Locally enclosed landscape.

Sloping open farmland, to the North of Pickering (Middleton Heights and Scalla Moor):

- Elevated large-scale sloping plateau dissected by dry valleys.
- Open rural landscape with generally expansive views.
- Scattered farms and settlements located on elevated land.
- Few woodlands.

The sloping open farmland is underlain by limestone and calcareous grits of the Tabular Hills dip slope that extends southwards from the North York Moors to the Vale of Pickering. The underlying geology has influenced the soil quality, which is grade 3-4 agricultural land. On the higher elevations, the land slopes less pronouncedly, and it is here where the sloping open farmland is found. On the lower, steeper slopes is the Linear Scarp Farmland.

The Linear Scarp Farmland of the Pickering High Fields is described as:

- Panoramic views from the escarpment ridge out across the Vale of Pickering to the south.
- Attractive rural qualities with a medium to large-scale field mosaic containing prominent hedgerows and woodland blocks.
- Settlement concentrated along the foot of the slope.
- Dynamic, rhythmic quality to the undulating relief.
- North south orientated dry valleys and roads.
- Strong mediaeval field pattern around Pickering.

It is part of the dip slope of the Tabular Hills, which extends southwards into the Vale of Pickering.

The wooded dales are described as cutting south through the tabular hills to the North:

- Narrow steep-sided valleys with a north south alignment
- Dense, sinuous linear woodlands
- Predominantly pastoral
- Meandering small rivers
- Transportation corridors and settlements located at lower elevations.

These features are unusual as they represent over deepened valleys, which were scoured out by glacial melt water.

The Landscape Character Appraisal of the North York Moors, prepared by White Young Green Environmental (2003), considers the area surrounding Pickering to be Tabular Hills:

- The Tabular Hills rise at a shallow angle from a low point of about 30m AOD in the Vale of Pickering to a prominent and impressive north-facing escarpment (at a maximum of 300m AOD) with a conspicuous flat top a series of distinctive nabs or promontories overlooking the central moorland.
- The escarpment is dissected and divided by a series of deep densely wooded dales that fall from north to south through the hills, including Riccal Dale, Kirkdale, Douthwaite Dale, Lower Rosedale, Newtondale, Lower Derwent and Forge Valley, a number of which are thought to have their origins as glacial overflow channels.
- The dip slope is drained by a number of distinctive, narrow and slightly winding densely wooded valleys, some of which have surface watercourses and some of which are dry. Surface drainage is virtually absent from the plateau top.
- Key features of the area include sizable areas of medium sized fields in a strip pattern and smaller strip fields close to settlements. The historic field patterns are intermixed with areas of medium to large sized regularly shaped fields. Fields are bounded by wire fences or closely trimmed or overgrown hedges with very occasional hedgerow trees or are unbounded. Occasionally, walls are present.

General Description of Pickering's Form and Character

Pickering is situated on the southern boundary of the North York Moors National Park. It is located in undulating countryside that rises to moor land to the north and flattens out to the Vale of Pickering to the south. Wooded dales run into the area from the higher moor land on a north south axis. Pickering Beck, runs south through the town from the higher Moors, into the flat Vale of Pickering beyond. Medieval Strip fields systems are heavily concentrated around Pickering with larger arable fields further into the southern Vale.

The town lies at the cross roads of the east-west A170 and the north-south A169. The smaller settlements of Aislaby and Middleton are strung along the length of the A170 and close to Pickering. The small historic settlement of 'Keld Head', now coalesced with Pickering on its western edge, provides an attractive entrance point into the town.

Pickering hugs either side of the A170, the historic main route through the town, which is lined with listed buildings, and laterally follows the contours of the land. Pickering Castle, an English Heritage Visitor attraction lies to the north of the town with Beacon Hill siege castle, both Scheduled Monuments, lying to the west of that. The North York Moors Heritage Steam Railway has its headquarters at Pickering where the steam trains travel north through the National Park to Whitby. The central area is a Conservation Area with modern housing development surrounding the town to the west, east, north and south. Industrial development is well screened to the south east and to the south west of the town in the purpose built Industrial Estates. The traditional construction materials are the same as for Helmsley and Kirkbymoorside limestone/sandstone with clay pantiles. However some Victorian and most twentieth century properties are brick built with slate roofs.

The Historic Cultural Landscape of the Surrounding Area

A predominant feature of the landscape around Pickering is the presence of strip fields, which almost entirely encircle the town. These are the remnants of a mediaeval open field system. Given their relatively comprehensive coverage, they are an exceptional example within the Region, and beyond. There is a clear delineation close to the southern boundary of the town between field strips orientated in a lateral east-west direction on the flatter land, and those to the north are predominantly vertical, taking into account the topography and drainage capacity of the fields. Looking at the available historic maps, which extend from

1850 to 1938, is apparent that there has been little change in the field pattern within this time period.

The County Council's Historic Landscape Characterisation (HLC) has described Pickering's surrounding area as follows:

To the entire immediate south of Pickering, and covering the following broad locations PH1, PH11, PH10, PH9, PH8, PE1 and extension to PE1, it is described as mediaeval strip field system, consisting of medium sized fields in a semi-irregular pattern. Regular external hedges and internal overgrown hedgerow boundaries define it. It has significant legibility with approximately 40% boundary loss since 1850. To the south of this area is a mixture of modern improved fields, unknown planned enclosure and small pockets of mediaeval strip fields.

To the southwest, along the southern side of Westgate Carr Road is an area of parliamentary enclosure, consisting of medium sized fields in a regular pattern. It is defined by regular external and straight internal hedgerow boundaries and has significant legibility with approximately 40% boundary loss since 1850.

Between Westgate Carr Road and Street Lane, which includes broad location PH2 to the north of the area is described as piecemeal enclosure consisting of medium sized fields in an irregular pattern. It is defined by regular external and internal hedgerow boundaries and has significant legibility with up to 40% boundary loss since 1850.

In the area of land between Pickering and Middleton, the land to the north of Street Lane, and south of the A170, is described as mediaeval strip fields, consisting of medium sized fields in a semi-irregular pattern. It is defined by regular field boundaries and has partial legibility with up to 35% loss since 1850.

Keld Head is described as a Hamlet.

The land to the north of the A170, between Pickering and Middleton is a mixture of field patterns, the most westerly part is described as possible planned large scale parliamentary enclosure, although the pattern of the fields remains strongly linear in form. The most easterly field system, adjacent to Pickering and extending part way up the scarp slope is described as 'probable planned large-scale parliamentary enclosure'; this is where broad location PH3 is located. Between the above two field systems, and rising further up the slope, and surround the 'probable planned large-scale parliamentary enclosure' is an area of mediaeval strip fields, in a semi-irregular pattern and has significant legibility with approximately 40% boundary loss since 1850.

There is a pocket of open land between Swainsea Lane and Pickering Castle, this area includes piecemeal enclosure, which is significantly legible and with a boundary loss of between 11-30%.

There is then the wooded dale, and Pickering Castle. To the immediate east of this area is large area of land that extends out east as far as the existing built up area. With the exception of a pocket, this is characterised by mediaeval strip fields with significant legibility, and 30% boundary loss since 1850. The fields are of medium size of regular pattern. Broad location PH4 is within this area, although the field patterns are not as strong here, and PH6 is within the edge area.

The pocket referred to above is an area of land adjacent to Pickering, and is much of broad location PH5. This is described as unknown planned enclosure small fields of regular pattern, with fragmented legibility with boundaries reorganised since 1850.

To the immediate east of the mediaeval strip fields in a single large field of 'modern improved field' this is broad location PH7. To the east and south of this area, between Ruffa Lane and Thornton Road is piecemeal enclosure, with medium sized fields, in a semi-irregular pattern with partial legibility, with 70% loss of boundary since 1850.

Green Infrastructure Networks and Amenity and Recreation

Pickering has a strong relationship to both the Moors and the Vale of Pickering. One of the wooded dales (Newtondale) runs into Pickering. This is described as 'Pickering District Green Infrastructure Corridor' in the Green Infrastructure Mapping project (Natural England *et al*). It is also the location of the North York Moors Railway.

The Public Rights of Way (PROW) network in Pickering is focused around the wooded dale, Newtondale, to the North, surrounding the Castle and following Pickering Beck south, and continuing through the town, and out on the Vale of Pickering. Here there are a number of PROWs that allow one to walk round the southwestern corner of Pickering, close to broad location PH7, to get to Keld Head. Other routes extend further south, out into the Vale of Pickering. There are no PROWs to the northwest, and south east of Pickering. A PROW appears to extend eastwards from Ruffa Lane, and continue into Thornton le Dale. The high concentration of field boundaries is a green infrastructure network, but one that is more focused for biodiversity.

There is a small area of Open Access Land which is to the North of the Castle, within Newtondale to the east of Pickering Beck.

Two key areas of recreational space at the grounds of Lady Lumleys School and the recreation ground to the south. Elsewhere there are small isolated pockets of green open space, but these are small in size, and contribute to the general amenity of the area.

Two allotment sites are in Pickering, one to the north of broad location PH8, and the other within the built up area of Pickering, of the north of the Church and Old Rectory.

In the existing Local Plan (2002), the existing open area along Pickering Beck and south of Vivis Bridge, was protected from development, with a mind to creating public open space in the future. This has not happened yet, but given its central position and proximity to the Beck, using this area for recreation and open space would remain a favoured use.

The Environment and Biodiversity

There are a number of ponds in the area of study. The majority of these ponds are concentrated on the eastern side of Pickering. There are six recorded ponds in a cluster close to broad location PH7. These contain a substantial population of Great Crested Newts, a UK and Local Biodiversity Action Plan Priority Species. There are also six ponds to the south of the A170, with three of these close to the industrial estate, and a further two in broad location PH8/PE1, and one in broad location PH9. To the west there is one pond, close to Keld Head, but there is also the watercress beds to the south. A further pond is within Newbridge Quarry. In the Ryedale Biodiversity Action Plan (2007) it refers to the importance of pond clusters as they "*facilitate dispersal of the species (including recolonisation after temporary adverse conditions) and maintain gene flow*".(p.53)

The land surrounding Pickering has a number of Sites of Importance for Nature Conservation (SINC) sites, to the east of Outgang Road, close the Industrial Estate, and within broad location PE1/PH8 is where Great Crested Newts inhabit the area. To the west of Pickering, Keld Head Springs is a SINC, and broad location PH2 is within this area. To the North of

Pickering, in Newtondale there are two further SINCs (ancient woodland). To the east of Pickering, is Howl Dale Wood which is SINC site and contains some ancient and semi-natural woodland, to the immediate south east of this is Hag Wood, which although not a SINC contains ancient and semi-natural woodland in its centre, with ancient replanted wood to the north and south.

There are two principal Sites of Special Scientific Interest; the first is Newbridge Quarry to the North of Pickering, which contains a pond, and east of Swainsea Lane. North of Pickering is Newtondale, which has a series of its woodlands having SSSI designation. With mixed and broadleaved woodland, with some ancient woodlands.

Pickering has a notable concentration of trees protected by a Tree Preservation Order (TPO). This does not mean that any tree not covered by a TPO is not of value, it means that those trees were considered to be threatened by proposed works in the past, and were considered important to be retained for their amenity/aesthetic value and as a contributor to biodiversity. The principal concentrations are: at Keld Head Hall, (west) (broad location PH3); The Lodge, Westgate Pickering (south west); Pickering Castle area (north) Land to the North of Ruffa Lane, east of Green Howards Road (east) (broad location PH6); Land to south of Crossgate Lane (south east); Land to the West of Haygate Lane and land to the west of Millgate Lane (south) (broad locations PH10 and PH9). Also areas along Pickering Beck have a number of trees with TPOs.

There is only partial coverage of Pickering with the Phase 1 Habitat Assessment. Of the information we have, is clear that in the southwestern corner of Pickering, there was a greater proportion of land that was 'semi-improved grassland', with a concentration around the Keld Head area. There is to the south and west of Pickering a much greater concentration of 'arable' land than 'improved grassland'. According to the DEFRA Agricultural Land Classification maps the land surrounding Pickering is predominantly grade 3. However, there is an area to the southeast that is grade 2, and broad location PH11 is within that area. This broadly correlates with the findings of the Phase 1 Habitat Assessment. There are also three 'strips' of land that are grade 4, and broadly relate the presence of flooding or watercourses. Broad locations PH10, 9, 8 and PE1 are in land with a split characterisation of grade 3 to the north and grade 4 to the south.

Update

Since the completion of the Special Qualities Study in 2010, planning permission has been sought and granted on a number of sites, including PH4, which is built out and also includes a community park. The north western quarter of PH9 has been developed for a specialist retirement village, and planning permission has been granted on PE2 for retail development. Planning permission has also been sought and granted on land to south of Thornton Road Industrial Estate, which was not identified as a broad location, but was close to PE1 and PH8.

DISTANT VIEWS OF THE MARKET TOWNS

This section is concerned with the findings of the fieldwork undertaken through the summer and early autumn of 2009. Below are photographs of the distant views from the approaches into the towns, principally from roads and public rights of way. This is to help inform the broad sensitivity of the settlement to accommodate change.

HELMSLEY

To the North of Helmsley the land rises relatively steeply, as part of the Tabular Hills. It is heavily wooded in the surrounding area, and this obscures the majority of the settlement from long distant views. Even when the trees lose their leaves, the density of the trees makes it difficult to view. Longer distance views are available at certain elevations

From the east (A170), views of both a natural and urban edge in the foreground are achievable, and beyond the town to rising hills and wooded dales. See figures 1 and 2 below:



Figure 1 A170 east of Helmsley, looking west towards the town SE 624(E) 839(N)



Figure 2 A170 east of Helmsley, looking west and approaching the town SE 621 (E) 839 (N)

From the south (via A170) (Figure 3), partial views of the town are achievable, especially the roofscape as one moves down from higher ground (see white arrow). The trees do screen the town in full spread, but even with the leaves lost, the views are partial, beyond the land rises up the hill slope:



Figure 3 A170 south of Helmsley, looking North SE 615(E) 825(N)

From the north west (B1267), the views are more clear of the town, and beyond to the flatter land of the east. Helmsley Castle is visible, see arrow:



Figure 4 B1257 north-west of Helmsley, looking east, SE 603(E) 840(N)

From the North, the views extend over the town, and to the wooded slopes of the south, it is visible through a landscape dotted with trees. See figures 5 and 6 below.



Figure 5 Unclassified road from north west of Helmsley, looking south east SE 607(E)846 (N)



Figure 6 Carlton Lane, looking south, SE 616(E) 846(N)

KIRKBYMOORSIDE

Kirkbymoorside is viewed through a wooded landscape; views from the Moors are not possible due to the topography and presence of the wooded dales and a plantation. From the flatter land of the south, in the Vale of Pickering, longer distance views are achievable. Views are achievable from both western and eastern directions along the A170 when looking northwards.

From the west, on the A170, looking eastwards there are distant views through undulating and well-wooded landscape to the Town and hills beyond, the arrow highlights the town:



Figure 7 A170 west, looking northeast SE 678(E) 850(N)



Figure 8 A170 west, looking northeast SE 686(E) 858(N)

Taken from the east of the town, looking north through undulating well-wooded landscape to the town and the hills beyond:



Figure 9 A170 east, Near Ox Close, looking west SE 714(E) 859(N)

From the south east, Marton Road, distant views to the west of the town, through an undulating, well-wooded landscape of the town and the hills to the north and open fields to the west of the town:



Figure 10 Marton Road, (Little Edstone) south east of Kirkbymoorside, looking to the northwest SE 716 (E) 850 (N)

From the north east (Swineherd Lane) there are no views, and from Gillamoor Road, no distant views:



Figure 11 Swineherd Lane, south of Kildare Plantation, looking south west SE 703(E) 866(N)



Figure 12 Gillamoor Road to the northwest of Kirkbymoorside, looking southeast SE 689(E) 872(N)

MALTON AND NORTON

From the north and east, views of both towns are limited. From the south, as one moves down from the higher elevations of the Wolds, a panoramic view is achieved, with Malton and Norton in the foreground, fringe of the moors beyond. From the west, distant, elevated views of Malton and Norton are achievable from the A64.

From Welham Road (south) looking northwards. Steeply falling land, views over Norton in the foreground, and Malton beyond to a wooded horizon:



Figure 13 Welham Road, south of Norton, north of Welham Hill, looking north SE 789(E) 691(N)



Figure 14 Welham Road, south of Norton, adjacent to the Quarry, looking north SE 789(E) 694(N)



Figure 15 Welham Road, south of Norton, on Whitewall Corner Hill, looking north SE 790(E) 697(N)

From Langton Road, (south-southeast) looking northwards, there is steeply falling land with views over Norton and Malton (denoted by the white arrow) and beyond through a wooded landscape, to a wooded horizon Glimpsed/filtered views of the industrial estate (Bacon Factory) denoted by the red arrow:

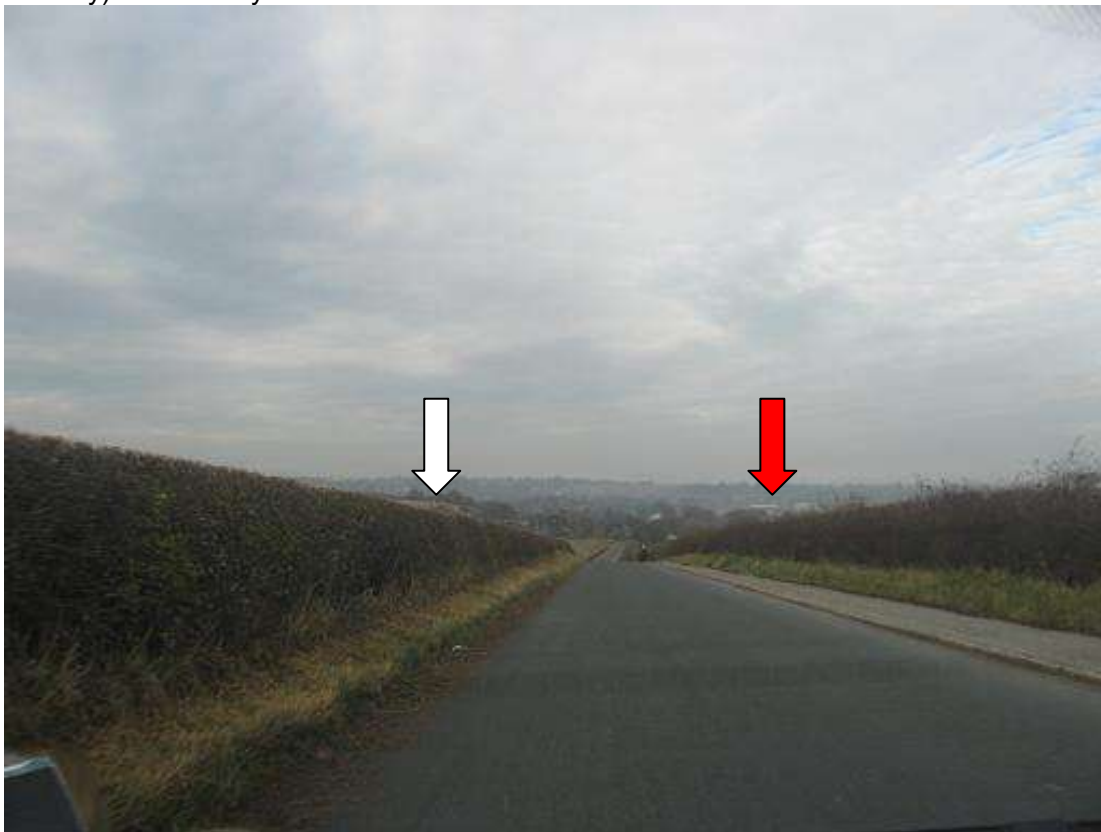


Figure 16 Langton Road, south of Norton, looking north westwards SE 802(E) 694(N)



Figure 17 Langton Road, south of Norton, approaching Wold House Stables, looking north westwards SE 800(E) 697(N)

From Beverly Road, (south east) looking north westwards, gradually falling land. Distant views of the towns and wooded horizon with the bacon factory to the right:



Figure 18 Beverley Road, south east of Norton, from Cheesecake Hill, looking north westwards. SE 812(E) 698(N)



Figure 19 Beverley Road, on the outskirts of Norton, looking northwards SE 804(E) 705(N)

From Scarborough Road there is a flat, arable landscape (large fields), which is punctuated by trees through to wooded edge of town. Close to town no views are achievable:



Figure 20 Scarborough Road just off the Brambling Fields Junction of the A64, east of Norton, looking west on to Norton Grove Stud and the Industrial Estate SE 814(E) 724(N)



Figure 21 Scarborough Road just off the Brambling Fields Junction of the A64, east of Norton, looking southwest SE 814(E) 724(N)



Figure 22 Scarborough Road, approach to Norton from the east, looking west SE 807(E) 724(N)

On the approach to Malton from the east along the A64, after the Brambling Fields junction and as the land rises, there is distant and intermittent views of Old Malton and the Priory Church:

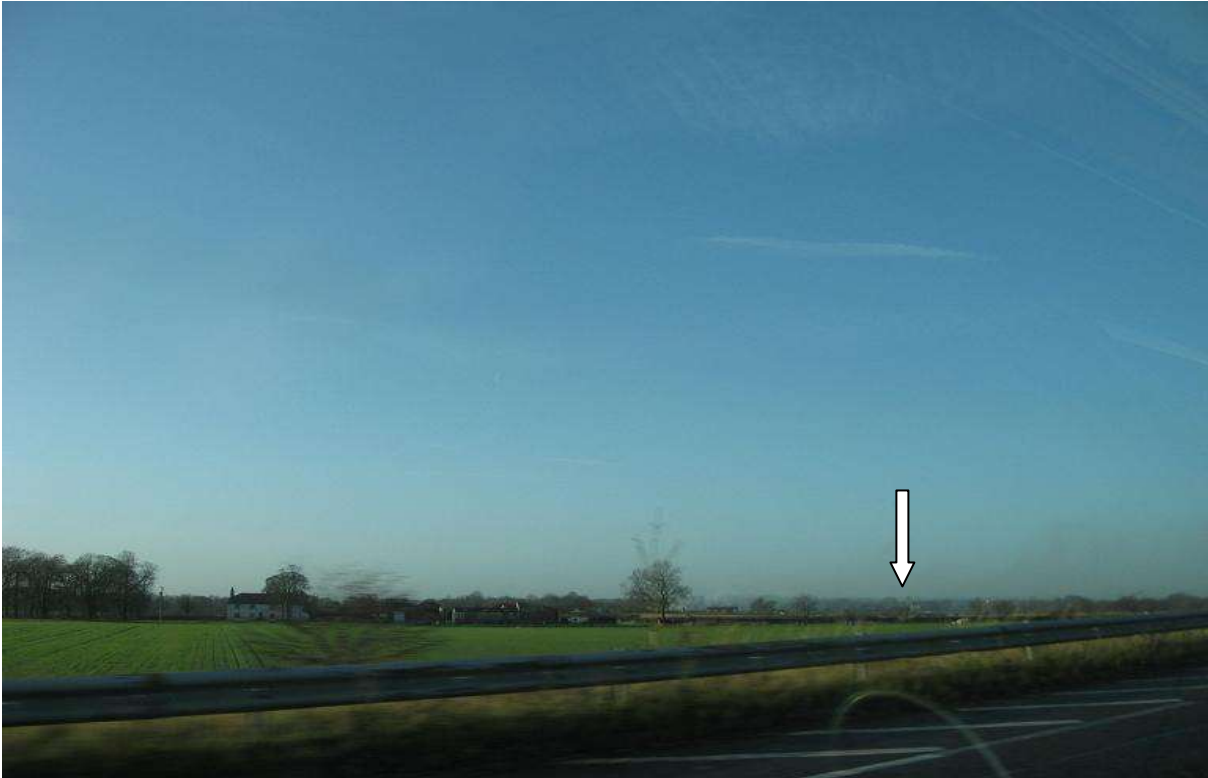


Figure 23 A64 (after the Brambling Fields junction) looking south west. The Parish Church of Old Malton is just visible in the tree line on the right hand side of the picture, the arrow is pointing to it.

Approaching Malton from the north (A169), the land is flat, through hedged arable fields and hedgerow trees, no views are achievable of the town, due to the wooded banking of the A64, and Howardian Hills foot slope:



Figure 24 A169 north approaching Old Malton and A64 Junction looking south SE 803(E) 743(N)

From Broughton Road, views of the majority of the town are not achievable as the land falls away and trees and hedges act as a screen. Broughton Road crosses the A64, and the Planting on the cutting obscures most views of Malton:



Figure 25 Broughton Road before A64 cutting, north west of Malton, looking south eastwards SE 777(E) 724(N)



Figure 26 Broughton Road after A64 cutting, approaching the edge of Malton, looking south eastwards, SE 779 (E) 723 (N)

There are no distant views from the Castle Howard Road, which takes the western approach into Malton. The road is undulating and lined with trees on both sides. Distant glimpses of the extreme south of Norton may be possible:



Figure 27 Castle Howard Road, west of Malton, at Braygate Street, looking east SE 766(E) 712(N)



Figure 28 Castle Howard Road, at the A64 cutting, looking east SE 770(E) 713(N)



Figure 29 Castle Howard Road looking east SE 778811(E) 715879(N)



Figure 30 Castle Howard Road, approach into Malton, looking east SE 776(E) 176(N)

From the higher ground on the A64 to the west of Malton and Norton, views are achievable over the flatter land to the southeast. Views are achieved through trees of York Road Industrial Estate, with church spire of St. Leonard's within view (see arrow), with a wooded horizon:



Figure 31 A64, west of Norton and Malton, near Bar Farm, looking north eastwards, SE 761(E) 697(N)



Figure 32 York Road, looking east, industrial estate to right of view SE 770(E) 707(N)

PICKERING

Pickering is at a point where the land begins rise significantly. There are no clear views of Pickering from the north, due to tree cover and limited views from northeast due to topography. Views of Pickering from the south pick out the taller buildings, as the land is flatter to the south of the A170. Views of the suburban development in Pickering are achieved from the A170 from both east and west directions.

There are no clear views from the north, because of the wooded dale:



Figure 33 Yatts Road, near Yatts Brow, north of Pickering, looking southwards SE 802(E) 858(N)



Figure 34 Yatts Road, near New Bridge, north of Pickering, looking south, SE 802(E) 852(N)

From the A169 Whitby Road there are no clear views, owing to falling land, with hedges and trees screening:



Figure 35 Whitby Road, north east of Pickering, near Shepherds Hill, looking south SE 811(E) 848(N)



Figure 36 Whitby Road, east of former nurseries, looking south SE 806(E) 846(N)



Figure 37 Whitby Road, entrance into northern Pickering looking south SE 803(E) 845(N)

From the A170 east of Pickering, the land is reasonably flat, with some undulations, leading to no long views of the town. , The land rises to the north, and can be seen in figure 92:



Figure 38 A170 east of Pickering, looking west SE 816(E) 830(N)



Figure 39 A170 eastern edge of Pickering, looking west, SE 807(E) 833(N)

From the A169, views of the south eastern part of Pickering are achieved. These show flat fields leading to views of the urban/natural edge but with no views over the town. The road has a meandering approach, which reduces long distance views over flat land through trees and hedges with glimpses of rising land to the North:



Figure 40 A169 south of Pickering, looking north SE 798(E) 830(N)



Figure 41 A169 south of Pickering, looking north SE 798 (E) 832(N)

Viewing Pickering from the A170, in an eastwards direction, the suburban development on the edge of Pickering is in clear view:



Figure 42 A170 west of Pickering, looking east SE 786(E) 849 (N)

Views from Swainsea Lane to the north west of Pickering are limited by falling land, trees and hedges. There are distant views of the Wolds, punctuated by some limited views of urban elements of the town:



Figure 43 Swainsea Lane, northeast of Pickering, looking south SE 795(E) 853(N)



Figure 44 Swainsea Lane, northeast of Pickering, looking south, SE 794(E) 850(N)

THE IMPACT OF BROAD LOCATIONS ON VIEWS AND SETTLEMENT FORM

This section considers the potential impact of the broad locations for development on the character and setting of the towns. The study has not looked at the broad locations that are part of the built-up area of the towns. In Helmsley, with the exception to the broad location in the southeast, the rest fall within the National Park.

HELMSLEY

HH1

This broad location is a triangular shaped area, tapering to the south, and being situated on the north-western edge of Helmsley. To the east of the area is the unclassified no through road. It features rising undulating land, and depending on how far up the slope development occurs, development would be visible from the unclassified road, to the northwest of the town. It would be in open land, therefore no loss of existing field boundaries. No views from the southern approach A170 are possible due to landfall and screening. Similarly, there are no views from the western approach as B1257 as it would be obscured by Beck Dale. No views are possible from the north, Carlton Lane, as landform, hedges and trees screen it. The broad location does not extend beyond the natural boundary of the River, or encroaching into estate parkland. However, the topography of this broad location would make development prominent and visible from vantage points, and footpaths to the north of the town. Depending on the size of the broad location it may encroach upon the natural edge of the town. Development has not yet started to creep up the high slopes to the extent of this broad location; development would therefore be a challenge to that existing pattern.

HH2

The land concerning this broad location is to the north of Helmsley, and despite being to the north, the land is flat within this area, before it begins to rise again. No views are possible from the A170 (south approach), B1752 (west), A170 (east) or upper Carlton Lane. There would be partial views from the unclassified road (no through road from the northwest approach). It would be adjacent to twentieth century development of the Elmslac Estate, see figure 45 below:



Figure 45 North of Helmsley, looking south onto HH2 area with Elmslac Estate beyond SE 612 (E) 842(N)

HH3

This broad location is situated to the north east of Helmsley. It is the largest of the broad locations in Helmsley. This broad location is on predominantly flat land, which gently rises in the north of the broad location. When viewed from the southern A170 approach, there could be views of the area, depending on the extent of development to the northern boundary. See figure 46 below:



Figure 46 A170 looking north. Note roofscape and the northern field boundary of the strip field system to the north east of the town, highlighted by an arrow. SE 615 (E) 827(N)

There would be clear views of the area from the eastern A170, and from Carlton Lane when elevated see figure 47 and below:



Figure 47 From Carlton Lane, looking southwards SE 616 (E) 846 (N)

Given its position to the north east of the town, the area generally conforms to the development pattern in the town. However, depending on the extent of development, it has the potential to conflict with the compactness of the existing town. It is also the last remaining area around Helmsley that features a strip field system, punctuated by mature trees. The strip fields are fragmented, but are a little clearer when viewed from aerial photographs.

HH4

This broad location is on the flatter, southeastern side of the town. Spittle Beck borders it to the east, and the River Rye to the South. From the southern and eastern A170 approaches, there would be no views of the area. There could be potential views from the B1257 northwestern approach, the unclassified northwestern approach and from Carlton Lane when viewing from an elevated position, making the appearance of the roofscape important. This area abuts existing twentieth century development. When viewed from east of the town, looking west close to the Round Barrow Sites, the land form falls away to Spittle Beck, and is well screened by trees; it is considered that development in this area would be unlikely to adversely affect the setting of the tumuli. See figures 48 and 49 below:



Figure 48 Looking southwest from the Harome Road (western) SE 622 (E) 836 (N)



Figure 49 Looking west from Harome Road (western) SE 622 (E) 837(N)

KIRKBYMOORSIDE

KE1/KH2

This broad location is to the immediate north of the A170, on the western side of Kirkbymoorside. Twentieth century residential development is to the east of area only. Open views of this broad location are achieved from the A170, and there is potential for long distance views from the Marton Road. As the area is to the north of the A170, residential development would be in keeping with the development of the settlement, and be relatively low profile. However, if this area were developed for employment land, this would be to the north of the A170, which is of concern to some of the consultation respondents. Employment development also has the potential, due to scale and massing of buildings, to have a greater visual impact than residential development. The current view of the edge of the settlement is a very linear, harsh suburban edge, and there is potential to improve this through appropriate landscaping (figures 12 and 13). The area is also viewable from the Vale of Pickering, as shown by figure 50 below. Please note that this picture was taken with a zoom feature.



Figure 50 Western Kirkbymoorside viewed from the south (Great Edstone) SE 705 (E) 841(N) (Zoomed)

KH1

This broad location is to the south of the A170, adjacent to south-western Kirkbymoorside. Trees and some residential development bound the area. From the A170 this broad location would be prominent and the screening provided by existing trees would be lost. It would not be highly visible from any of the other key distance viewpoints from the roads and public rights of way. When viewed from the south, however, especially from an elevated position, this area would be partially visible at a distance (see above). This area is to the south of the town, where residential development has been very limited. Further residential development in this location would challenge the historic development pattern. There is an orchard in the within this broad location, although we are not aware of the condition of it. There is a countrywide concern about the loss of orchards, and resultant loss of species. If the orchard

remains viable, it is suggested that it should be retained as an amenity space for the new and existing residential development.

KH3

This broad location is an open field to the north of KH2, and adjacent to north Kirkbymoorside, but is constrained to the north by Gillamoor Road. From the A170 (west) there would be distant but open views on rising land through wooded landscape. This area is adjacent to Gillamoor Road, and although currently screened by a high hedge, there potentially would be open views of the new development, depending on the screening. The area would be bound on the south-eastern flank by existing twentieth century residential development. Development would require careful consideration, as it could lead to undesirable skyline development if the topography of the area is not adequately considered. When viewed from the south at distance (see figure 50 above), this broad location would be visually prominent due to the elevated, sloping land.

KH7

This broad location is to the north of Swineherd Lane, and surrounded on three sides by Kildare Plantation. To the west of the area there is a small number of isolated properties. There are no long distance views of this broad location from the roads. However, due to its elevation, and the topography it has the potential to be prominent from Keldholme and Kirkby Mills. It is an area that is separated off from the rest of the built up settlement. Its development would contribute to the merging of Kirkbymoorside with Keldholme. It would also be visible from the south of Kirkbymoorside. See figure 51 below, which shows the area (highlighted by the arrow). Please note that this picture uses a zoom feature.



Figure 51 South of Kirkbymoorside (Great Edstone) looking northeast to Kildare Plantation SE 705 (E) 841(N) (zoomed)

KH8

This broad location straddles open fields to the east of Kirkbymoorside, between Swineherd lane to the North, and the road linking Kirkby Mills and Keldholme to the South. There would be limited long distance views of this broad location, except for potential views from Swineherd Lane, to the north, and from Keldholme. The area is detached from the town's existing built extent. It also would contribute strongly to the merging of Keldholme with Kirkby Mills, and would also contribute to the coalescence of these settlements with Kirkbymoorside by further eroding the open land between the settlements. Within the broad location there are two slopes. This has the potential to create skyline development. There is an important pathway that runs through the area (it can be seen on the Google Mapping Image).



Figure 52 Road between Keldholme and Kirkby Mills looking north, with Kildare Plantation to the north SE 706 (E) 861(N)

KH9

This broad location is centrally positioned on the eastern side of Keldholme. Although a relatively small area it has the potential to be visible from the A170 east of Keldholme, due its elevation. The existing development pattern adjacent is linear in form, and development of this broad location would involve projection out from the existing properties, this is known as 'back land development' and could be a challenge to incorporate successfully.

KH10

Although adjacent to built area of Kirkbymoorside and the playing field, this broad location straddles open fields between Swineherd Lane and Kirkby Mills. Development bounds the area to the north, south and west. There would be no distant views of this broad location from most roads, due to trees. It would, however, be prominent when looking north from the A170 (east) at a closer approach to the town. It is physically linked to the existing built up area of Kirkbymoorside. The County Council's Historic Landscape Characterisation study has identified this area as being part of a strip field system. Any development would be expected to incorporate any boundaries into the proposed development. However, its southern section would contribute strongly to the coalescence of Kirkbymoorside and Kirkby Mills. It is also adjacent to the sports ground, and within the summer consultation part of the area was suggested as a 'natural extension to the existing sports ground'. Figure 53 below shows the sports ground in the foreground and beyond the hedge, to the north and east is broad location KH10:



Figure 53 Looking north into the Sports field with Kildare Plantation to the north SE 702 (E) 860 (N)

KH11

This broad location involves a relatively small parcel of land between Kirkbymoorside and Kirkby Mills adjacent to either side of the A170, extending up to the Kirkby Mills Road, to the north. Although there are no long distance views of this broad location, it considered that it would have a significant impact when viewed from the A170 adjacent to the area. Housing development on the south side of Kirkby Mills does not conform to the existing settlement pattern (despite being previously developed). The northern section of the area, to the north of the A170, would contribute significantly to the coalescence of Kirkbymoorside and Kirkby Mills, because it is the last remain green field/open space between the sports pitches and the houses of Kirkby Mills.

KH13

This broad location is situated to the south of the A170, and east of Ings Lane. It includes existing development around the former station, and is bound by development to the north and west of the area. It would merge properties on Ings Lane with the properties on the south side of the A170. The area is currently open fields, which are intermittently visible from the A170 (east), and Ings Lane. They have the appearance of strip fields, but this has not been verified. It is considered that the development of this area could challenge the predominant settlement form of Kirkbymoorside, by residential development south of the A170. Figure 54 below shows the fields in the centre of the picture, to the area south of the yellow-roofed building (highlighted by the arrow). It shows that the land rises, modestly, south of the A170. It would extend Kirkbymoorside southwards further into the Vale of Pickering:



Figure 54 South of Kirkbymoorside (Great Edstone), looking northwards to central Kirkbymoorside SE 705(E) 841(N) (Zoom used)

KH15

This broad location is to the west of Ings Lane, including land currently used for commercial and industrial purposes, but also incorporates a field to the south. This broad location would not be viewable from any distant views. It would however be prominent in the locality due to the topography, as it is on rising land. It is to the south of the industrial estate. The broad location is viewable on figure 50.

MALTON AND NORTON

MNE1

This broad location is to the south of the principal western entrance to Malton, on land between York Road, to the north, and the River Derwent to the south. To the east is York Road Industrial Estate. This broad location would be prominent when viewed from the west, especially from the point where the land falls on the A64 (see figure 31). No views would be achievable of this location from other distance view points as the landform would not allow it, also there is screening from trees in southern Norton. The area would benefit from further trees and landscaping regarding impact of views from the A64. The broad location is a western extension to the existing industrial estate, and retains the physical separation between the industrial estate and the town. It is considered this is important to retain physical separation of the industrial estate from the properties along York Road, which are commonly substantial detached properties, with large curtilages.

MNE2/MNH12

This is one of the largest broad locations in Malton/Norton. It is bounded to the north by the railway line, and by Norton Golf Course to the south. Residential development is to the east of the broad location, and the broad location incorporates some brownfield land in the form of redundant brickworks to the north of the area, generally known as 'The Woolgrowers'. From the higher elevations of the western approach of the A64, there would be some distant views of this broad location. Elsewhere views would not be achievable due to falling land. The area would be prominent when viewed from York Road, looking southwards (see figure 55 below). This currently is a large green wedge between Malton and Norton. Development would have a reduced impact if it were tucked in close to Norton, to try and retain some open character. Remnants of the industry on this area remain, see figure 56 below, and detract from the character of the area.



Figure 55 York Road, east of the industrial estate, looking southeast into southwestern Norton SE 777(E) 710(N)



Figure 56 Former brickworks area 'The Woolgrowers' SE 785 (E) 710 (N)

MNE3/MNH2

This broad location is a wedge of land situated to the north of Malton. It is bound to the north by the A64, and by Broughton Road/ residential development to the southwest. To the east is the Highfield Road Industrial Estate. Distant views are limited of this broad location except on the A64 and Broughton Road, to which this area would be adjacent. The southern, lower part of the area is the show ground, which is currently an open field, contributes to the character of this part of Malton (see figure 57). The Northern part of the area is less prominent when viewed from the south as the land rises then very gradually falls away. Wedged between twentieth century developments, it is considered that it would be unlikely to have an impact on the historic form. It is considered that should this area be developed, an appropriate boundary treatment and screening will be required, as it would be visible from the A64 (see figure 59). There are also some allotments in this broad location, which would need replacement facilities, or incorporation into the scheme, as these represent an important sustainable recreational need. To the north of the A64 boundary, the landscape becomes relatively open, development in this area could be a challenge to be comfortably assimilated into the landscape of the Vale of Pickering, as the land rises in the area to the west, along the length of this area, whilst to the north of the area the land becomes flat (see figure 58).



Figure 57 From the south eastern corner of MNH2/E3 looking south west SE 786(E) 722(N)



Figure 58 Northern side of the A64, near Broughton Road, looking northeast SE 777 (E) 725(N)



Figure 59 Broughton Road, looking east between A64, boundary and the northern part of broad location MNH2/E3 SE 778(E) 724 (N)



Figure 60 southern corner of broad location MNH2/E3 looking northeast over area grid refs SE 784 (E) 721 (N)

MNE4

This broad location is to the north of Malton and the A64, and would be adjacent to Eden Camp Museum of the western side of the A169. The broad location consists of two open, flat fields, with a strong boundary to the north of the area. There would be no long distance views of this area due to the tree belt, hedges and the flat land. However, the area would be clearly seen when exiting the A64 roundabout and taking the A169 north (see figure 61). It would be a more prominent area than Eden Camp, but could be partially screened with landscaping. This broad location is beyond the A64 boundary, but the area is not as visually prominent as the northern extension to MNE3, when viewed within the Vale of Pickering, as the land is much flatter (see figure 62) but it is nevertheless introducing a new direction for development.



Figure 61 A169 just after A64 junction looking north-northwest SE 801 (E) 735 (N)



Figure 62 A169, looking south. MNE4 area to right of picture SE 803 (E) 739 (N)

MNE5

This broad location is to the south east of Old Malton, on the eastern side of the River Derwent. It is open flat agricultural land. This broad location would be viewable in the distance from the A64, west bound, as the land is flat with pockets of open character, and is bounded by the meandering river and medieval fishponds. It is considered unlikely that development could be assimilated in this area without harm to the setting of the Gilbertine priory, as a Scheduled Ancient Monument and the Grade I Listed Priory Church and the II* Old Abbey and buildings (Abbey House), and the Old Malton Conservation Area. It would also harm this attractive view of Old Malton from a distance (figure 23). The potential for impact is best illustrated in figure 64, although views from the priory area would be adversely affected, as shown in figure 63:



Figure 63 Immediately east of the Old Malton priory church looking east, the broad location includes the area of cut cereal. SE 799(E) 725(N)



Figure 64 North of the River Derwent, close to the Doodales Fish Ponds, looking south-westwards SE 802(E) 727(N)

MNE6/MNH6

This is the largest broad location being considered, and surrounds eastern Norton. It extends from Scarborough Road to the east, round the existing industrial estate and finishes at Beverley Road to the south. The land here is open and flat, with few landscape features, due to the arable agricultural activity. This broad location would be visible from the A64 westbound, although in places the view would be glimpsed due to the presence of trees. The area would also be glimpsed from the higher elevations as one travels down Beverley Road (figure 18). It would be very prominent along Scarborough Road (figures 20 and 21). However, it is a substantial area of land, requiring careful consideration to incorporate and integrate this area into Norton. It would follow the general direction of the development of the town, with appropriate screening, which could incorporate Green Infrastructure corridors, which would diversity the landscape features. Development would merge with existing farms and stables, which provide an attractive end-stop to Beverly Road and Scarborough Road.



Figure 65 Public track south of Norton, looking north with views of the edge of Norton Grove Industrial Estate SE 806(E) 706(N)



Figure 66 East of Norton Grove Industrial Estate, looking west SE 816(E) 710(N)



Figure 67 Beverley Road, looking northeast, towards the industrial estate (note the buildings in the foreground are farm buildings) SE 804(E) 705(N)

MNE7

This a substantial area of land that is covering a number of fields to the south of Scarborough Road, to the North of the A64 (extending up to the River Derwent), and the land in between these roads. The land is currently open farmland. This broad location would be visible from the A64 west and east bound, although in places the view would be glimpsed due to the presence of trees. The area would also be glimpsed from the higher elevations as one traveled down Beverley Road (figure 18). It would be very prominent along Scarborough Road, looking north south and westwards (figures 20 and 21). The land here is open and flat. It is considered that development of this area would present a challenge to ensure that it physically related well to the existing development of Norton, especially if development were to occur beyond the A64.

MNH1

This broad location is to the north of Castle Howard Road, and extends to the west as far as the A64. To the east is residential development. As the land rises to the north of Castle Howard Road, this broad location would be prominent through the hedgerow and intermittent trees. The north of the area, near the by-pass, could be potentially visible due to landfall. Currently an attractive rural approach into Malton, it would be visible from footpaths and roads, which cross the A64. The area is a large flat field, and for this reason development of the whole area would need to be carefully considered in terms of its expansion into the countryside. However, this is the direction in which the Town has expanded in the past, and there is the potential to link with adjacent development, which is modern/ suburban in character. It considered that some development could be accommodated on the area, but that it will require careful consideration and perhaps mitigation to ensure that it does not create adverse impact on the skyline, and the current attractive rural approach into the town.

The site provides an important transition between Malton and a nationally-designated landscape. The site is c.50 metres from the boundary of the Howardian Hills Area of Outstanding Natural Beauty (AONB), and is viewable from the AONB. It therefore has the potential to adversely impact on the setting of the AONB, matters of scale, design and massing of buildings become particularly important. The main natural landscape features and qualities which contribute to the quality and diversity of the landscape on this side of the town include:- The large proportion and variety of mature trees which line the private drive to 'Up lands' and the rear of other properties which form the eastern edge of the town; trees aligning Castle Howard Road; open fields and hedgerows, together with distance panoramic views of the Wolds, Vale of Pickering and the North York Moors. These natural landscape features together with the low density/scale of development which marks the end of the built up area mean that the existing settlement edge is of low visual prominence. This not only belies the scale and presence of Malton beyond but contributes significantly to the natural beauty and attractiveness of this edge to the town.

It is considered that the landscape features and qualities of this broad location are also typical of the landscape character of the wider area (Howardian Hills National Character Area). The key landscape characteristics of the area include: complex landform of ridges, plateaux, hills and valleys with prominent scarps on the outermost edges; arable fields/cropping; fields bounded by hedges and, of particular relevance to this site, strong visual links to other landscape character areas, including the Vale of Pickering and the Moors. The Wolds is viewable from the road to the south. The North Yorkshire and York Landscape Character Assessment includes the site within the same landscape character area as the nearby part of the AONB. It characterises the area as Limestone Ridge and includes panoramic views and woodland on steep escarpments as key landscape characteristics of the area. This character assessment recognises the high visual sensitivity of the area and inter-visibility with adjacent landscape character types.



Figure 67a Bridge over A64, Castle Howard Road, looking north east, into MNH1 SE 772 (E) 713 (N)



Figure 67b Castle Howard Road, looking north into MNH1 with glimpsed views of the Moors beyond SE 775 (E) 715 (N)



Figure 67c Castle Howard Road, looking north east, into MNH1 and across to the AONB SE 774 (E) 715 (N)



Figure 68 The northern side of the A64 footbridge looking south SE 774(E) 720(N)



Figure 69 Castle Howard Road Bridge looking north SE 771(E) 714(N)



Figure 70 Castle Howard Road, looking north towards the A64 SE 773(E) 714(N)

MNH3

This broad location is to the north of the existing twentieth century development of Peasey Hill in northern Malton. The area extends westwards to the A64, and extends close to the western extent of Old Malton. This area is clearly viewed from parts of the eastbound A64, as it is elevated from the road. The existing twentieth century development of Peasey Hill is already clearly viewable on the skyline, and to the west, follows the hill downslope. New residential development in this area would be visually prominent. By developing to the eastern portion of the area, there is also the potential to coalesce Malton with Old Malton.



Figure 71 Edge of Peasey Hill looking north towards the A64 (see arrow) SE 790 (E) 728(N)



Figure 72 Westgate Lane crossing of the A64, looking southwest SE 791(E) 731(N)



Figure 73 Northern side of the Westgate footbridge looking southwards towards Peasey Hill SE 792(E) 730(N)



Figure 74 Westgate Lane, at the edge of Old Malton, looking south west SE 796(E) 732 (N)

MNH4

This broad location is a strip which spans the length of western Old Malton, as such parts of the broad location will be either in the Conservation Area of Old Malton, or adjacent to it. The land is current open, and the area currently provides attractive open space and views of the

church. There is a Haulage Depot within the area, which provides an opportunity for enhancement. Development would need to be carefully considered in terms of its relationship to Old Malton. The fields to the north west of this broad location are a mosaic of hedgerows, and afford glimpsed views of Old Malton and St. Mary's Church.



Figure 75 Westgate Lane footpath crossing over the A64 looking southeast, with Old Malton in the distance SE 791(E) 731(N)

MNH5

This broad location is to the north of the A169 Old Malton Road, within Malton, and incorporates an area of recreation and some large, detached properties. In terms of the built form of the settlement development of these areas would not adversely affect it. The gaps of the properties do currently contribute to the character of the area, by providing a sense of space, which complements the open fields to the south, the Google Image illustrates this.

MNH7

This broad location is to the east of the existing built up area of Norton, and to the south is the industrial estate. There is no wider landscape impact due to the topography, and trees. It is part of the area of a former Nursery.

MNH8

This broad location is to the south of Norton, straddled between Beverley Road to the east and twentieth century residential development. This broad location would be prominent within the landscape from shorter distance views, although there are no wider views down Beverley Road (see figure 18). Trees and the hedge partially screen the area. This could be seen as a rounding off of this part of Norton but in combination with other broad locations (see MNH9) has the potential to create quite a hard, linear edge to the edge of the settlement. There is potential to move development westwards, away from the boundary with the Beverley Road, but the properties would still be visible.



Figure 76 Cheesecake Farm looking west to Ryedale Close SE 802(E) 706(N)

MNH9

This broad location is south of Norton, to the west of Langton Road, it has been extended as far south as Whitewall to the west. There would be no wider landscape impact from Langton Road due to tree cover. The original broad location, would, like in broad location MHN8, be a 'rounding off' of the existing built extent of Norton, but provide quite a hard, linear edge to the edge of the settlement, especially if MNH10 were to be developed as well. This would not be visible from Welham Road, but would be visible from Langton Road, from a northern approach, looking westwards (see figure 77). Development of this area has the potential to adversely affect the Listed property of Sutton Grange Barn. There is a beck (Mill Beck) which runs through the area and being well wooded, provides a strong screen (figure 78). If development were to take place, this green infrastructure network could be performing a number of functions (amenity, flood risk management, biodiversity), and should therefore be retained. Planning permission has now been sought on the easternmost extent of this area, to the north of Mill Beck. It was approved on appeal due to site's demonstrative provision of affordable housing. The site, and the land discussed in the next broad location forms an attractive area of low-lying land between the built edge of Norton and the rising land. Officers had recommended refusal of permission, due to the special qualities of the site in conjunction with the larger area of land between Langton and Welham Roads. As part of the assessment of sites for the Local Plan Sites Document, it was identified that this collection of fields represented an attractive, rural, edge to Norton, which is not achieved elsewhere on the edge of Norton. In combination with the various racing establishments, the site has a particular character, and despite the planning permission, the land to the south of Mill Beck, in conjunction with the land to the north of Whitewall (MNH10) still provides the most visually distinctive and mixed mosaic of field patterns, with mature hedgerows.

It is proposed that this important, distinctive, character should be protected, and the area is under pressure to be developed. Planning permission was granted on appeal for the land to the north of Mill Beck. Consultation undertaken in October 2016 has proposed that the whole area of land between Langton Road and Welham Road would be designated as a Visually Important Undeveloped Area. The site subject of the planning application would further enhance this designation. As such, despite the application, the Council is consulting on a two-stage VIUA designation, which will designate this upper area of land as VIUA, if the permission expires. It will not be treated as a commitment.



Figure 77 Langton Road, looking northwest, with Sutton Grange House in the mid ground and the tree belt behind SE 797(E) 703(N)



Figure 77a Langton Road, looking southwards. This site is subject to planning permission. SE798 (E) 704 (N)



Figure 78 east of Whitewall, looking northeast over to the belt of trees that surround the beck to the south of Sutton Grange SE 793(E) 700(N)



Figure 78a from boundary hedge (eastern) looking south. The fore field is subject to permission, the field beyond is not. The boundary hedge with trees beyond is Bazeley's Lane SE 798 (E) 704 (N)



Figure 78c Bazeley's Lane, eastern end looking north with Sutton Grange in view SE 798 (E) 701 (N)

MNH10

This broad location extends from the existing fishponds in Norton, southwards to Whitewall, and to the east of residential development along Welham Road. No long distance views from Welham Road are possible, but it would be highly visible in the locality (Whitewall). The broad location extends up into Norton, and some limited development may be possible to the north. Development behind the ribbon development that runs along Welham Road, in conjunction with MNH9 and the extension of this broad location would create a substantial projection out into the open flat fields. It would also absorb the current gallop area of the listed buildings and stables at Whitewall. Such development extending too far south has the potential to adversely affect the setting of those listed buildings.



Figure 79 Whitewall, looking north, over the Whitewall Gallop, note residential development to the north SE 792(E) 700(N)



Figure 79 a Fields to immediate north east of Whitewall, adjacent to the gallop. SE 793 (E) 700 (N)

MNH11

This broad location is to the west of properties along Welham Road, and extends out as far as The Avenue. No long distance views from Welham Road are possible. There are limited local views because of the presence of existing buildings screening the western side of the road. The Avenue has already been built out which extends westwards. The area would be viewable from York Road, at points (see figure 55) but would not adversely affect the appearance of this area.



Figure 79b Looking south- southeast, with Whitewall in left of centre.783 (E) 702 (N)

MNH13

This broad location is on the edge of southwestern Malton, and residential development exists to the east of the area. The foot of the area straddles York Road. There is a belt of Mature trees which would provide screening between the area and York Road (see figure 80). The area extends north up to Castle Howard Road, and therefore could be prominent, as the area rises above the trees. There are existing allotments, which on inspection during the fieldwork looked to be in poor condition. It is considered that the broad location extends too far west, and that to minimise its impact, development would be better located to the eastern side of the track, which runs through the middle of the broad location, see figure 81.



Figure 80 Western edge of Malton, looking south west towards York Road, note trees and sloping land SE 778(E) 713(N)



Figure 81 South of Castle Howard Road, on the track that splits the field, boundary to left side of the picture is the allotment boundary SE 775(E) 716(N)



Figure 81a Castle Howard Road, Looking south east, note the dwellings, note views of the Wolds in the distance 774(E) 715 (N)

PICKERING

PE1/PH8

This broad location is to the south east of Pickering, and is bordered by residential development to the north and industrial estate to the east. Because of this area occupying low-lying land, and being screened by vegetation, it is not visible from the distant viewpoints or even in close proximity along the A170 for both residential or employment development. This area has been characterised as strip-field, and in parts of the broad location (just south of the A170, between the industrial estate and residential development) they are intact. Development of part of this broad location would close the existing gap between residential and industrial development. Areas of the broad location may be acceptable for development, for example, live/work units. Land to the south of this broad location also contains intact strip fields. They run laterally and therefore perpendicular, to the strip fields of the broad location. If the broad location were to be developed, extending into this area could be challenging; the development could have a disjointed tacked-on appearance were they to be developed in their entirety. If truncated, the strip field pattern would be lost.

PH1

This broad location is open fields to the south west of Pickering. It is surrounded by twentieth century residential development to the north and east, and to the west is the industrial estate. There are no views of this area from distant viewpoints. It is on low-lying ground, and contains an eroded strip field system. This broad location is surrounded on two sides fully, and one side partially, by twentieth century development. If development is considered to be appropriate the field system network should be incorporated into its design, in order to retain these features and provide green infrastructure corridors:



Figure 82 Public footpath to the south west of Pickering, looking north eastwards SE 786 (E) 837(N)

PH3

This broad location is adjacent to the western boundary of Pickering. It would be bordered by residential development to the south and east. This area is visible along the western approach of the A170, and from Middleton. The existing 'suburban' edge is visible, and would be replicated by new development. Care would need to be taken as development of this area would bring Middleton and Pickering closer, but the frontage development of Keld Head would act as a screen to the south, and appropriate screening could mitigate the overall

impact, by improving the existing edge of the settlement. See figure 42 from the A170, looking eastwards.



Figure 83 Looking eastwards onto western edge of Pickering SE 787(E) 849 (N)

A new broad location has been submitted for consideration on land between Middleton and Pickering. It is to the south of the A170, between the A170 and Street Lane. This area would be clearly visible from the A170, as there are few trees to screen any development. This open area contributes to the character of the area, as it provides an open area between Keld Head and Middleton, development would enclose this area and contribute to the coalescing Middleton and Pickering. See figures 84 and 85 below:



Figure 84 Street Lane, near Keld Head, looking north-west. The A170 is beyond the hedge to the right of the picture SE 788 (E) 846(N)



Figure 85 A170, edge of Middleton, looking south-east, towards Keld Head SE 785 (E) 850 (N)

PH4

This broad location is to the north of Pickering on a former nursery, on land between Newton Dale and the A169 Whitby Road. To the south of the area is residential development. There are no distant views of this broad location, although from Whitby Road there is the potential to see this area. Views would depend on the extent of the development, and the level of screening used (see figure 88). It is considered that the upper part of the broad location would have minimal landscape impact, providing there is appropriate screening to the east of the area. The broad location is reasonably flat, and development has already occurred on the western side of Whitby Road. However, development should not be extended too far to the east, to ensure that development does not encroach on Whitby Road. The southwest area is an almost fully enclosed field through which is another field that provides a clear view of Pickering Castle. This is particularly evident in late autumn/winter, see figure 87. Development of the field between the broad location and the Castle could be a challenge to maintaining the setting of the Castle, and it considered that it should capitalise on the opportunities for green infrastructure networks, given the proximity to the Wooded Dale and the Castle and existing public footpaths which exist in this area. It may also be necessary to increase the presence of year-round vegetative screening around any area that is developed.



Figure 86 A169 looking southwest, broad location PH4 is where the road bends to the left SE 808(E) 847(N)



Figure 87 Public footpath to north eastern field closest to the Castle SE 801 (E) 847 (N)



Figure 88 Former nursery, looking north, to the right of the hedge is the A169 SE 804 (E) 846 (N)

PH5

This broad location is elevated, sloping land adjacent to northeast Pickering. The area is bounded by residential development to the west and south. To the north is the cemetery. There are no long distance views of this area from the roads. However, any development should be concentrated to the southern/western side, to achieve an appropriate separation from the Cemetery, from which long distance views are achievable over the Vale of Pickering and to the Wolds beyond. These views contribute to the setting of the cemetery (see figure 90). This broad location could therefore be visible from elevated points within the Vale. There is twentieth century development on two sides (west and south) already, and development should be kept to the west of this broad location to reduce the impact of developing on this land.



Figure 89 A169 looking south east to development off Ruffa Lane SE 801 (E) 843 (N)



Figure 90 looking south from within the cemetery SE 802 (E) 843 (N)

PH6

This broad location is modest in size, and adjacent to the east of Pickering. It is bounded by residential development to the south and west. There are no long distance views of this area, but it would be prominent from Ruffa Lane. The area would also be adjacent to twentieth century development.

PH7

This broad location is an arable field that runs northwards from Ruffa Lane, almost to the Whitby Road. It has the potential to be very prominent when viewed from the south, due to slope of Shepherds Hill. It may contribute to some skyline development, due to the contours of the land here. This broad location is also poorly linked with the existing settlement form, and there would be a large gap between properties to the west, and any development here. Figure 92 below shows the properties of Ruffa Lane towards the bottom left corner of the photograph. It is taken at approximately the middle of the area, and the land continues to rise.



Figure 91 Eastern edge of Shepherds Hill, looking southwest SE 812(E) 842 (N)

To the south of this broad location, there is a new broad location, which straddles open fields between the A170 and Ruffa Lane. It would be visible from the A170, in a westerly direction. The land starts to rise, and one can clearly see the edge of the settlement.



Figure 92 A170 (east), looking northwest over development between Thornton Road and Ruffa Lane SE 808 (E) 833 (N)

PH9

This broad location is to the south of Pickering, and east of the A169. The area is bounded by residential development to the north, but open to the west and south. The area would be highly visible from the A169 (south) looking northwards, and is the southern entrance into the town. It is, for Pickering, a large broad location, and because the land rises, it therefore has the capacity to have wider landscape impact when viewed from further south within the Vale of Pickering. This broad location is also within an area of well-defined strip fields with mature trees. Since the Special Qualities Study was completed, planning permission has been sought and granted on the land to the north west of the area. The development obtained permission in part because of the Council's lack of a five-year land supply. The development, has, however, demonstrated that in respect of development and retention of the ability to read the strip field systems is fundamentally lost when development takes place. The strip field systems are notable in this area for three principal reasons: lack of change in form of those field boundaries; ability to view the field patterns over elevated topography, which allows full appreciation of their extent; and a general absence of development to the southern extent of the field systems, in the form of further strip field systems which are perpendicular to the strip fields on Mickle Hill. As a result of this combination, the strip fields in this locality are particularly prominent.



Figure 93 A169 south of Pickering, looking northeast to Mickle Hill SE 798 (E) 830(N)



Figure 94 A169, south of Pickering, looking northeast across lateral strip fields to the rising land of Mickle Hill SE 798 (E) 830 (N)



Fig 94a Outgang Lane, looking south over Mickle Hill, SE 803 (E) 835 (N)



Figure 95 Crossgate Lane, looking south/south westwards to Mickle Hill- note the four visible hedgerows/field boundaries SE 801 (E) 835 (N)



Figure 95a A169 looking north east, across the southern extent of Mickle Hill 800 (E) 828 (N)



Figure 95b A169 looking eastwards, 800 (E) 828 (N)

PH10

This broad location is flat arable land to the west of the A169, and is to the south of Pickering, although it does extend northwards into the existing built-up area of Pickering. Residential development is to the north, with Pickering Beck to the west. No distant views of this broad location were possible. The existing roadside hedge provides important screening. Haygate Lane is an attractive, historic lane that is part of a network of lanes to the south of Pickering. Development should not adversely affect the character and setting of this lane, through the use of screening and ensuring development does not extend as far south as the current extent of the broad location.



Figure 96 Junction with A169 and Haygate Lane, looking northwest to Pickering SE 798 (E) 832 (N)

PH11

The broad location is adjacent to the south of Pickering. It is bound by twentieth century residential development to the north and east. No distant views of this broad location were possible. It may have wider views when viewed from within the Vale Pickering. This area also has strip fields, however, as identified on satellite photographs, their condition and intactness is not as strong as the strip field system found to the east of this area. If development were considered appropriate here, the field system network should be incorporated into the layout of the development, to retain these features and provide green infrastructure corridors to link up with existing public rights of way. If development were to follow the course of the old railway line, this could create a discordant east-west alignment.



Figure 97 Former railway bridge, Ings Lane, looking west SE 793(E) 832 (N)



Figure 98 Former railway bridge, Ings Lane, looking north west SE 793 (E) 832 (N)

WHAT RYEDALE RESIDENTS' VALUE ABOUT THE MARKET TOWNS AND THEIR SETTING

This sections displays the findings of the consultation in the summer 2009, and Design Statements, illustrating what the communities and other interested parties of the Market Towns, and Ryedale as a whole, value.

Areas around the towns that should remain undeveloped/ require careful consideration before development is permitted

This information was gathered during the Local Development Framework consultation that took place in the summer of 2009, and through Design Statements. They are presented together so that it is clear to the reader what other individuals and organisations have considered to be important about the towns and their settings.

For All towns

- Riversides and flood plains
- Green areas should be preserved
- Sites which provide public access for recreation and leisure
- Settlements such as Malton and Old Malton, Kirkbymoorside and Keldholme should not be merged as this would destroy the character and appearance of the smaller towns.

Helmsley

- Given the topography of the area, views towards the town from the approaches to Helmsley from the south, north and east are particularly important. Of all the Market Towns, peripheral growth of Helmsley presents probably the biggest challenge.
- Area HH3 may be visible from the wider National Park area and may have visual impacts on the National Park.
- Because Helmsley is nestled into the landform, the roofscape of Helmsley is important. (Helmsley Design Statement, draft)
- Area HH2 has possible UK BAP broadleaved woodland nearby. Any potential impact (e.g. any loss or damage of habitat or loss of connectivity to the wider landscape) of any allocations here would need to be addressed.
- Site HH1 would abut the Conservation Area.

Kirkbymoorside

- To the north east of the town is Vivers Hill, which is the site of the former Castle and provides an important area of open ground, and is a Scheduled Ancient Monument.
- Separation of Kirkbymoorside from Keldholme and Kirkby Mills is important to retain not only for visual reasons but provides important recreation opportunities
- There is a distinctive nature of Keldholme that would be lost if the undeveloped land on the north side of the A170 was given to housing. Country walks would give way to motorised traffic serving the housing.
- Nothing north of the town centre of Kirkbymoorside due to narrow roads
- Retain the field next to the existing sports field, and the only available space to extend the sports field.
- KH11- significant flood risk- environment agency maps indicate flood plain;
- One of the strengths of Kirkbymoorside is the separation of industry from the town, being south of the A170. To start developing an industrial site to the west would be detrimental to Kirkbymoorside. Land south of the A170, and around the industrial site of Kirby Mills industrial estate should be employment land

- Given the topography of the area, views towards the town from the south are particularly important and it is essential to adequately assess what impact development of the sites on the Tabular Hills will have upon its setting.
- Areas not appropriate for development in are on high land
- Areas KH7 and KH4 have nearby broadleaved woodland (possible UK BAP) sites. Any potential adverse impact of any allocations on this woodland would need to be addressed.
- KH1 has an orchard within it
- I do not consider that extensive development to the south of the main road is generally appropriate.
- Broad Locations KH5, KH6 are within Kirkbymoorside's Conservation Area.
- KH7 looks onto Vivers Hill.

Malton and Norton

- Showfield off Pasture Lane –Town's need an open space- this is all that is left. Why can this not be used for people to enjoy recreation?
- The Derwent corridor has high potential as a wildlife /green corridor and is also vulnerable to flooding, developments in this area could lock out future enhancements and be liable to flood.
- Should not be developing Malton/Norton outside the A64 boundary.
- Keep areas separate between Malton and Old Malton, each has its own identity and should stay this way.
- Orchard Fields should not be developed.
- Overspill of development from Norton towards Brambling Fields; this is an unwarranted example of development 'creep' because of the possibility of road improvements at that point.
- The open approaches to Malton and Norton, by road or rail, should be preserved. An example of development to be avoided in the future is the skyline presented to the bypass (westbound) by houses on Peasey Hill.
- MNE5 This area lies on the opposite bank of the river from the Old Malton Conservation Area, St Mary's Priory and its boundary walls (both Grade I Listed), and the remains of the Gilbertine Priory (which is a Scheduled Monument).
- Concerns raised about those sites in proximity to the Conservation Areas in Old Malton, Malton and Norton, and the setting of associated Listed Buildings.
- Similarly, the integrity of the River Derwent SAC should not be compromised through abstraction or pollution.
- Presence of broadleaved woodland (identified on our system as possibly being the UK Biodiversity Action Plan Priority Habitat), close to area MNH10.
- Areas MNH1 and MNE1 are close to the AONB boundary and impacts on views from the AONB should be considered when considering this general area.
- The Showfield serves a very important function in terms of the setting and character of the town and provides important space for overflow parking and special events.
- MNH10- concerned about development of this site, impact on the Whitewall Stables,
- MNH10 was a racehorse gallop (circular) and is also a Roman archaeological site. There would have to be access via Bazleys Lane/Whitewall which is completely unsuitable.
- Broad location MNH4 lies within Old Malton Conservation Area.
- MNE5 lies on the opposite bank to the Old Malton Conservation Area, the Grade 1 church and Scheduled Ancient Monument.
- MNH3: need to consider the separation of Malton from Old Malton.

Pickering

- The open approach between Pickering and Malton should be preserved.
- PH2 - given its proximity to the cress beds and Keld Head Springs, be returned to wetland.

- PH3 - Value its role in softening the western edge of the town and providing, particularly through the land above Middleton Road, a necessary and distinctive break between the eastern end of Middleton and the western edge of Northway.
- PH7- It did not immediately adjoin the built environment, development would be visible from the south.
- PH8 was not thought suitable for housing. It was well known amongst local people as wet land. The proximity of the industrial estate and the concomitant noise.
- Given the topography of the area, views towards the town from the south are particularly important and it is essential to adequately assess what impact development of the sites to the south of the settlement and to the north on the rising ground of the Tabular Hills will have upon its setting. The historic field systems around Pickering are an important feature of the wider landscape around of the northern side of the Vale of Pickering.
- PH4 potential impact that the development of this site could have upon the setting of Scheduled Monument of Pickering Castle.
- PH9 This site abuts the southern edge of Pickering Conservation Area. The historic field systems of this site make an important contribution to the character of this part of the town and, in particular, to the southern approach to the settlement along the A169.
- Sites in the north and west are generally in exposed locations and developing such areas could negatively affect the landscape value of the surrounding areas and in some cases, affect the setting of the castle and adjacent Conservation Areas.
- Location PH7 is relatively isolated and relates poorly to the existing developed area. Development here would also negatively impact on the landscape value of the area.
- Locations PH9 and PH10 are exposed sites and are fairly prominent within the landscape.
- PH7 is close to the boundary of the National Park and may have some significance in terms visual impacts from the National Park.
- PH4 is also close to an area of historic parkland, and the impact of views on this receptor should also be considered.
- The buffer zone between the industrial estate at Pickering and Outgang Lane/Hugden Close/Thornton Road should be retained. It will preserve the amenity for the local residents.
- PH8 and PE1. It is often waterlogged and would deny amenity to residents. Access to the A169 would affect through-flow of traffic through the town. The area is a known habitat of the Great Crested Newt, bats and RSPB red listed birds.
- PH3 includes Keld head conservation area and listed buildings
- PH4 need to consider the relationship to Pickering Castle
- PH9 abuts Pickering conservation area, contains an historic field system, and in particular is prominent in the southern approach to the settlement.

Important forms of Green Infrastructure

Using the findings of the consultation we have the opportunity to consider what forms of Green Infrastructure the people of Ryedale value, and where they feel improvements could be made.

The following were considered to be important Green Infrastructure:

- Footpaths, -these were by a long way the most common response.
- Parks,
- Village greens,
- Green verges,
- Mature hedges,
- Play areas,
- Playing fields,
- Bridleways,
- Trees and hedges,

- Wooded areas,
- Open spaces,
- Greenspaces which include fields with crops or sheep and cows,
- The open fields to the west of West Pasture in Kirkbymoorside have footpaths and link to the open countryside
- Form a cycle way to and from the town (E-W and S-N), making use of existing railway lines, which should be kept free from development regardless of whether the railway is reinstated to form a byway (Pickering).
- Footpaths and green corridors in Town Centres, especially along watercourse banks
- A number of green spaces that it thought important to the Pickering community partly because they broke up the solidity of the built environment, partly for the roles that they fulfilled for individuals as well as the community at large: allotments; burial grounds; playing fields and play grounds; public open spaces; visually important undeveloped areas.
- Kirkbymoorside is peppered with a great variety of green spaces both within the old town centre, but also around its periphery,
- Faces and tops of hills,
- The beck (Helmsley),
- The Kirkbymoorside playing fields and all the local footpaths, particularly those linking Keldholme/Kirkby Mills and Kirkbymoorside (Swineherd Lane) which are extensively used as a 'breathing space' for exercise and recreation,
- Paddocks,
- Gardens,
- Allotments,
- There are already too few green spaces in the current town boundaries of Malton and Norton. Infilling should not mean the loss of any more and any new developments should allow for plenty of green spaces and play areas,
- Development of the Kirkbymoorside Sports field into the adjoining areas is vital to our strategic development. Linking the green spaces with 'snicket' paths; keeping an attractive green setting.
- Definitely all areas used for sporting activities, including racehorse training, all areas adjoining accepted 'walks' such as Centenary Way.

The following were considered necessary to improve Green Infrastructure in Ryedale, with some specific issues regarding the towns:

- There are far too many footpaths and other rights of way that cross farmland, into which farmers knowingly put cattle, thereby discouraging people from using the footpaths and putting those who persist in using them at significant risk of attack.
- A Park in Malton.
- Footpath should be developed between Broughton and Malton, especially given two deaths.
- Improve existing playing field sites in Malton/Norton.
- Develop riverside fields for better public access and leisure. (Anon.)
- Developers should be encouraged to expand the rights of way network under planning gain. These routes should be multi-user (most public gain) and non-motorised.
- Restore Railway line from Nawton to Helmsley as a footpath or cycle track
- Development of more cycle tracks
- The more trees the better
- Increase the number of footpaths, improve stiles, signs improved making them more visible and display mileage
- Roadside footpath and/or cycle track on south side of A170 between Kirkby Mills and the roundabout.
- The old railway between Kirkbymoorside and Helmsley could be used as a cycle way.
- A cycle way from Appleton to Malton

- Perhaps local parishes might be invited to consult their residents as to whether some old paths could be realistically restored, and some abandoned, so that we have a 'modern' footpath network giving good access to the countryside where people may actually want to walk!
- Forest Drive renovation
- In Pickering, the riverbank walk in the Ropery should be more natural, and that bank side green corridor should be extended through Haygate Lane.
- Whilst retaining development limits, utilise under/un used land for parks, public areas and allotments etc.
- Designating/allocating land such as the disused railway lines for footpaths/cyclists.
- The footpath network is not used heavily because it is often necessary to walk along narrow lanes or main roads to link paths. The provision of permissive paths to augment the existing rights of way would substantially improve links to the countryside.
- Urge Ryedale to achieve the ANGSt standard wherever possible and any local standards identified in, for example a PPG17 study.
- The housing sites around towns identified will require adequate green infrastructure, through the provision of, or improvement of, sites. Wherever possible these should link to the wider green infrastructure network, and deliver additional functions, such as providing walking and cycling routes to the towns that they adjoin.
- Better connections between the public footpaths into and around Malton to provide for short and long-distance walks. At the moment the provision is fairly limited. Cycle ways (particularly off road or safe cycle paths to connect the settlements to larger off-road sites as well as to work / retail locations.)
- Footpaths/ bicycle routes through and into the green spaces beyond. Safe cycle routes between the towns - can we use the disused railway more?

THE CAPACITY OF THE TOWNS TO ACCOMMODATE DEVELOPMENT - CONCLUSIONS AND RECOMMENDATIONS

This section uses the information from the preceding sections to outline the key issues for capacity of the Market towns to accommodate new development. Secondly, it considers the general means to mitigate any impacts of new development on the setting of the settlements, identifying any areas that could potentially be improved. Opportunities to expand the network of green infrastructure are also considered.

It is apparent from the findings of this study that the Market Towns of Ryedale each have their own specific character, and special qualities. There is a necessary balance to be achieved, by ensuring that the new development required in the plan period respects these special qualities.

Common Generic Issues

Each of the towns has its own special qualities, which are an interaction of the landform, location, historic development, and transport infrastructures. It is considered that there are four issues that relate to all or most of towns:

- Topography
- Coalescing of settlements
- Enhancement of Green Infrastructure
- Use of quality agricultural land

Topography

One of the key issues is topography. Get the siting/landscaping of the development wrong, and extensions to the settlement can have a dramatic impact, for example, the existing harsh linear suburban edge of western Kirkbymoorside, illustrated in figure 18. The northern towns of Ryedale all sit within the Fringe of the Moors, and have a strong relationship with it. The hollow in which Helmsley sits has confined development in the town. Kirkbymoorside has extended up the slope. Pickering has, on the whole, followed the contours on the lower reaches. However, development on higher land need not create a visually prominent feature. It does, however, require careful examination of the topography where areas of land may be flat.

Coalescing of settlements

Three of the market towns, Kirkbymoorside, Malton and Pickering have small settlements in close proximity to their existing settlement boundaries. A number of broad locations that have been suggested have the strong potential to bring these settlements closer together, some to the point of merging. It is clear from the consultation that the merging of settlements is a serious concern. Broad locations that have the potential to erode the space between settlements need to be carefully considered for their impact on the smaller settlement.

Enhancement of Green Infrastructure

The people of Ryedale value green infrastructure networks, especially those of a predominantly natural design. 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. It is apparent that from the broad locations suggested for development, there is the potential for the former railway lines to become very close to the built-up edge of the towns. This would increase the opportunity to access these former railway lines, thus making the utilisation of these routes more feasible. There could be issues around the implementation of such schemes. Many of the railway lines are in multiple ownership. Nevertheless, there are existing policy mechanisms in place to protect such features from further development, thereby protecting their integrity. There were also calls to increase the number of trees.

Use of agricultural land

In terms of the use of agricultural land, there are policy mechanisms that require planning authorities to protect, where possible, the land which is classified as being 'best and most versatile agricultural land' this is land classified under the DEFRA classification as being 1-3a. It is expected that a large percentage of the land required for new development will come from agricultural land. Whilst this in itself is not a consideration of this study, the level of intensity of agricultural use can have a substantial impact on the landscape, and settlement setting. Although the Phase 1 habitat survey was limited in coverage, of those areas assessed it was apparent that there was a broad correlation between the more productive areas being used more intensively for agriculture, and this was both to the detriment of the biodiversity in the area, but also the landscape, with a reduction in field boundaries.

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.

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 any scheme 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, and to the east *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.

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.

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, the opportunities for new development in 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, especially from elevated points within the Vale, as illustrated by the photographs of Kirkbymoorside from Great Edstone Village.

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 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 medieval strip fields: the land between Keldholme and east Kirkbymoorside, and land to the southwest of the town. 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, with the presence of the wooded dales and a number of public rights of way (PROWs) between settlements. The PROWs need to be maintained if development occurs. 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 could 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 developed area, and the scale and massing of the buildings and boundary treatments.

MALTON AND NORTON

As the largest settlement in the District, there is a policy presumption that new development will be focused on these towns. Of the twinned 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 visible from the A64 as the road rises.

It is apparent that Malton and Norton have the most modern and altered field patterns of all the market towns. Why this has occurred is probably a combination of factors: the presence of a largest proportion of good quality agricultural land, the presence of the navigable river and later, the railway line and proximity of the larger settlements. The landscape of the area has played a part in this, by providing the conditions for the development of fertile soils.

Development of certain areas on the edge of the towns would have the potential to detract from the setting of the towns, and the potential to have an adverse impact in the wider landscape:

- Development on the northern slope of Peasey Hill, appearing as an isolated overspill of suburban development when viewed from the A64 and its crossovers;
- Development on land to the north west of the A64 as the land slopes here, and would be more prominent when viewed from the Vale of Pickering;
- Development 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;
- Development 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, this would involve proposals for development close to Whitewall Stables and gallops;
- 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, each broad location will need to be carefully considered in terms of ensuring there are no immitigable adverse impacts on the integrity of the Derwent.

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 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 will be undertaken to establish the demand for allotment provision, 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.

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:

- Loss of strip field systems, which are important rare features within the Vale of Pickering landscape and within the region;
- Coalescence with Middleton,
- Development on prominent scarp slopes;
- Protecting the setting of Pickering Castle, a Scheduled Ancient Monument

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 areas where the strip field systems are at their most intact and visually prominent within this area should be avoided. Those areas 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.

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.

Developing on land to the north, on the prominent scarp slopes, 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.

It is considered important to 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.

It is considered that there are some opportunities for sensitive new development within Pickering. However, the impact on the above four key concerns will need to be fully taken into account and addressed when considering capacity and appropriate locations for development.

GLOSSARY

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).

Burgage is a mediaeval land term used in the British Isles. A burgage was a town rental property (to use modern terms), owned by a king or lord. The property ("burgage tenement") usually, and distinctly, consisted of a house on a long and narrow plot of land, with the narrow end facing the street. Rental payment ("tenure") was usually in the form of money, but each "burgage tenure" arrangement was unique, and could include services. As populations grew, "burgage plots" could be split into smaller additional units.

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'

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.

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.

Open Access Land: Designated through the Countryside Rights of Way Act (2000). Under this Act, the public can walk freely on mapped areas of mountain, moor, heath, downland and registered common land without having to stick to paths.

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.

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.

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⁷ The information provided is only a working copy of the Definitive Map, and should be treated as such. Any queries about the precise location of the PROW network should be directed to the PROW team at North Yorkshire County Council. This information remains the property of North Yorkshire County Council, and shall not be used by any other party, unless the County Council have provided express permission.