

APPENDIX A

Plans & Policies

PLANNING POLICY

1. The Development Plan

The development plan for the area comprises

- The North Yorkshire County Structure Plan, originally approved by the Secretary of State in November 1980 and amended by Alterations in January 1987, August 1989 and October 1995.
- The Scarborough Borough Local Plan adopted in April 1999.
- The North Yorkshire Minerals plan adopted in 1997.

The last of these includes no policies of direct relevance to the road proposal.

The Structure Plan will eventually be replaced by the North Yorkshire Joint Structure Plan, the Pre Deposit Consultation Draft of which was published in January 2003. In view of the fact that Joint Structure Plan has yet to complete even its first stage of public consultation it can be considered to carry only limited weight at this stage and until it is adopted will not form part of the Development Plan. For this reason the scheme has been assessed against existing development plan policies, other than with reference to Highway policies. Reference to the highway policies of the Joint Structure Plan has been included to illustrate that the Reighton Bypass scheme is supported at Regional and County level and is considered to comply with current Government advice.

2. Highway Policies

The Structure Plan Key Diagram identifies the A165 as the subject of a major road scheme under policy T7. The Policy itself states (relevant sections only quoted):

PRIORITY WILL BE GIVEN TO THE IMPROVEMENT OR CONSTRUCTION OF THE FOLLOWING ROUTES:-

A165 FROM THE COUNTY BOUNDARY SOUTH OF FILEY TO SCARBOROUGH.

PROVISION WILL BE MADE FOR THE FOLLOWING MAJOR SCHEMES ON THESE ROUTES, NOT IN PRIORITY ORDER:-

A165 REIGHTON BYPASS

The Pre-Deposit Consultation Draft of the North Yorkshire Joint Structure Plan includes the Reighton Bypass as a Highway Improvement Scheme "that should be safeguarded from development in the relevant Local Plans" The supporting text states:

"8.63the County has prepared a programme of Major and Major/Minor Schemes to 2010.bypass schemes at Burn, Killinghall, Reighton and Shipton by Beningborough have been developed in consultation with the Government Office for Yorkshire and the Humber (GOYH) in line with Government advice. The proposals are based on a

comprehensive review of 27 potential bypass schemes in North Yorkshire."

- "8.64 "The schemes included in the programme provide significant environmental and road safety benefits and a high rate of economic return. Their main objective is the removal of significant volumes of through traffic from communities on through routes. This is complimentary to the LTP objectives and other LTP strategies".

The proposed line of the road is identified on the proposals map of the Scarborough Borough Local Plan. Policy T1 of the Local Plan states:

HIGHWAY SCHEMES

WHERE NECESSARY LAND WILL BE SAFEGUARDED FOR THE CONSTRUCTION OF THE FOLLOWING HIGHWAY SCHEMES:

SCHEMES IN THE COUNTY COUNCIL'S CAPITAL PROGRAMME WHICH ARE EXPECTED TO COMMENCE WITHIN THE LOCAL PLAN PERIOD

(B) A165 REIGHTON BYPASS

The justification for Policy T1 in the Local Plan indicates that:

"The above list of highway schemes is necessary to deal with particular problems that cannot be resolved by traffic management measures on their own."

"The schemes will improve road safety for pedestrians and drivers; improve environmental conditions for residents and ease congestion. Major road schemes are all subject to detailed environmental assessment at the planning stage."

The principle matters considered during the preparation of the Local Transportation Strategy of the Local Plan, reflected in the justification of specific road schemes above, are set down in the introduction to the Traffic and Transportation Chapter of the Local Plan and are: sustainability; congestion; local environmental quality, road safety, links with other Regions and accessibility of rural areas. This in turn has led to the following prime objectives of the Local Plan transport strategy:

1. To minimise the need to travel.
2. Where travel is necessary, to provide for the safe, speedy and efficient movement of people and goods in to and out of town centres, prime holiday destinations and major employment sites.
3. To minimise the negative impact of transport systems on the local and global environment.

Policy T2 of the Local Plan sets down the requirements for the design of new roads as follows:

THE DESIGN AND CONSTRUCTION OF NEW ROADS AND MAINTENANCE AND IMPROVEMENT WORKS TO EXISTING ROADS WILL BE EXPECTED TO REFLECT:

- (A) THE QUALITY AND CHARACTER OF THE LOCAL ENVIRONMENT, ESPECIALLY IN RURAL AREAS AND CONSERVATION AREAS;
- (B) THE NEED AND OPPORTUNITY FOR ANY LANDSCAPING WORKS;
- (C) ROAD SAFETY REQUIREMENTS;
- (D) OPPORTUNITIES TO IMPROVE ROAD CONDITIONS FOR BUSES AND NON MOTORISED TRANSPORT MODES
- (E) THE IMPORTANCE OF AVOIDING SEVERING OR DIVERTING BRIDLEWAYS, FOOTPATHS AND LANES;
- (F) THE POSSIBILITIES FOR ANY OTHER MITIGATION MEASURES.

3. Landscape policies

The Local Plan includes a number of landscape related objectives in the Environmental Strategy. These include:

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|---------------|--|
| Objective (e) | To prevent development that would harm the character and appearance of the area's landscape and seek further improvements to that landscape. |
| Objective (f) | To protect the landscape of the Coastal Zone and Heritage Coasts and seek the improvement and restoration of those parts and adjacent areas that have been degraded in the past. |
| Objective (g) | To protect areas of importance to the strategic landscape structure and setting of settlements. |

The route does not pass through any areas identified in the Structure or Local Plans as being the subject of landscape protection policies. However, the Local Plan identifies a "Coastal Zone" on the Proposals Map which abuts the proposed improvement line at its extreme southern and northern ends. Beyond the roundabout at the southern end of the route the Coastal Zone is also designated Heritage Coast, being part of the Flamborough Headland Heritage Coast Area.

Policy E1 of the Structure Plan indicates that within the Heritage Coast area priority will be given to the conservation of landscapes and general amenity. Within these areas, Policy E1 states:

- (i) THERE WILL BE A PRESUMPTION AGAINST NEW DEVELOPMENT OR MAJOR EXTENSIONS OF EXISTING DEVELOPMENT EXCEPT WHERE IT CAN BE SHOWN TO BE NECESSARY IN THAT LOCATION.

- (ii) WHEN DEVELOPMENT IS PERMITTED, HIGH STANDARDS OF DESIGN WILL BE REQUIRED, USING APPROPRIATE MATERIALS AND PAYING DUE REGARD TO ITS SETTING.
- (iii) MEASURES WILL BE TAKEN TO PROTECT AND ENHANCE THE LANDSCAPE, IMPORTANT BUILDINGS AND OTHER HERITAGE FEATURES.

Policy E2 of the Local Plan applies to the Coastal Zone in general and to the Heritage Coast Area. This policy:

- Limits development to that for which a coastal location is essential and where it will enhance the open and expansive character of the coastal landscape.
- Requires that proposals for development within the Coastal Zone must include justification that they cannot be located elsewhere and include mitigation measures to redress potential harm to landscape or nature conservation interests.
- Indicates that special attention should be given to protecting the remote character, nature conservation interest, wildlife value and marine environment of the Flamborough Headland Heritage Coast

Policy E27 of the Local Plan relates to the protection of significant views within the Plan area. It states:

THE PROTECTION OF SIGNIFICANT VIEWS

SUBJECT TO COMPLIANCE WITH OTHER PLAN POLICIES DEVELOPMENT WILL BE PERMITTED PROVIDED THAT VIEWS OF AND FROM THE AREA'S IMPORTANT LANDSCAPE AND TOWNSCAPE FEATURES WILL NOT BE ADVERSLEY AFFECTED.

The Policy goes on to state that special scrutiny will be applied to proposals affecting views of and from, amongst other areas, the coastal zone. The justification for the policy notes that in the coastal zone skylines are a significant element of the landscape and that any skyline intrusion would adversely affect the character of the landscape.

Other policies seek to protect general amenity and landscape in the countryside outside designated areas. These include Policy E2 of the Structure Plan and Policy E1 of the Local Plan. The latter sets down criteria for the control of development in the Open Countryside two of which are applicable. The relevant criteria state that development should be located to avoid or minimise the loss of the best and most versatile agricultural land and that the development is one for which an open countryside location is essential and no suitable alternative exists. The Policy requires that development in the countryside should have regard to its setting in the landscape and scale, form, design, materials and colours should all be in keeping with the character of the surrounding area.

In respect of individual landscape features, Policy E39 of the Structure Plan requires that the loss of trees and hedgerows through development is kept to a minimum and that wherever possible existing trees and hedgerows are retained.

Policy E13 of the Local Plan requires that landscaping schemes should be an integral part of the design of new developments and should incorporate measures that will:

- (A) PROTECT EXISTING ATTRACTIVE LANDSCAPE FEATURES SUCH AS HEDGEROWS AND TREES; AND
- (B) PROVIDE SUBSTANTIAL AREAS AS APPROPRIATE OF HARD AND SOFT LANDSCAPING AND TREE PLANTING WHICH WILL IMPROVE THE SETTING TO THE DEVELOPMENT; AND
- (C) MAXIMISE THE POTENTIAL FOR MAINTAINING AND CREATING WILDLIFE HABITATS.

4. Ecology

Neither the Structure Plan nor the Local Plan identify any sites or areas of ecological importance within or adjacent to the road corridor, although both include general policies for nature conservation.

At a strategic level, Policy E2 of the Structure Plan requires that development in the countryside should not harm conservation interests.

Environmental objective (h) of the Local Plan seeks to protect sites identified for their nature conservation interest but also, wherever possible, to enhance the ecological richness of the Local Plan area. Policy E7 sets down a general nature conservation policy, which states:

THE NATURE CONSERVATION IMPORTANCE OF ALL DEVELOPMENT SITES WILL BE TAKEN INTO ACCOUNT. DEVELOPMENT WHICH COULD AFFECT NATURE CONSERVATION INTERESTS WILL ONLY BE PERMITTED WHERE THE BENEFITS FROM THE DEVELOPMENT WILL OUTWEIGH THE NATURE CONSERVATION IMPORTANCE OF THE SITE OR WHERE PLANNING AGREEMENTS CAN BE USED TO:

- (A) MINIMISE ANY HARM ARISING; OR
- (B) COMPENSATE FOR ANY HARM THROUGH ALTERNATIVE HABITAT CREATION OR OTHER APPROPRIATE NATURE CONSERVATION MEASURES.

DEVELOPMENT WILL NOT BE PERMITTED WHERE IT WOULD RESULT IN THE LOSS OF, OR SERIOUSLY HARM, SIGNIFICANT WILDLIFE CORRIDORS.

As already stated policy E13 of the Local Plan includes a requirement that landscape schemes for new development should maximise the potential for maintaining and creating wildlife habitats, whilst Policy E10 requires that measures be taken to avoid harm to protected species.

5. Archaeology

Structure Plan Policy E5 indicates that:

DEVELOPMENT PROPOSALS THAT COULD RESULT IN DAMAGE TO, OR THE DESTRUCTION OF, SITES OF ARCHAEOLOGICAL IMPORTANCE WILL NORMALLY BE REFUSED.

The Local Plan Proposals Map identifies two archaeological sites in the area of the road proposal. One is an earthwork in the vicinity of Grafftoe Farm. The notation is shown on the Map some 100 metres west of the proposed road in the centre of the road corridor. The second is located 0.5 kilometres east of the proposed roundabout at the northern end of the road corridor, south of Moor Farm.

Policy E 28 of the Local Plan sets down a presumption in favour of preservation in situ of archaeological remains whether scheduled or not. Development that would damage, detract from, adversely effect or prevent the future investigation of archaeological sites will not be permitted. Where research indicates that remains may exist, applicants will be required to submit an archaeological field investigation.

6. The Historic Built Environment

A large part of the village of Reighton, and surrounding land, is designated as a Conservation Area. The conservation area boundary approaches close to the road corridor along St Helen's Lane. There are a number of listed buildings within the village, including the Church of Saint Peter, which is Grade II*.

Policy E4 of the Structure Plan affords "the strictest protection" to buildings and areas of special townscape and architectural and historic interest. A number of Local Plan policies protect conservation areas and listed buildings from harm from development and demolition. Policy E25 also protects the setting of listed buildings.

7. Agricultural Land

Policy A1 of the Structure Plan indicates that development which would result in the loss of agricultural land that could reasonably be undertaken on non-agricultural land or on agricultural land of lower quality will be resisted. Policy A3 seeks to protect all Grade 1, 2 and 3A land from non agricultural development, in accordance with national policy.

8. Other policies

A number of other general policies of the Local Plan are relevant to all development proposals. These include:

- E 11 Protection of Water Resources, which seeks to ensure that development that will adversely affect water resources (particularly aquifers used for drinking water) will not be permitted or that appropriate mitigating measures will be undertaken.
- E19 Flooding and Coastal Erosion, which prevents development likely to cause flooding.

**A165 REIGHTON BYPASS
ENVIRONMENTAL ASSESSMENT**

E38 The protection of air quality, restricting development that would result in a deterioration of air quality, particularly where this will cause harm to residential amenity, recreational enjoyment of the coast, Wolds and North York Moor fringe, nature conservation interests and the implementation of Local Plan land allocations.

T10 and T11 facilities for cyclists and pedestrians. Two policies that aim to ensure safe and attractive routes for cyclists and pedestrians.

R9 Rights of Way – which rules out development that adversely affects rights of way unless proposals include satisfactory provision to replace or re-route existing footpaths.

8 Unimplemented Planning Permissions

Inquiries at Scarborough Borough Council indicate that there are no unimplemented planning permissions that are likely to be affected by the road proposal.

APPENDIX B

Nature Conservation

1 INTRODUCTION

- 1.1 The following report considers the nature conservation value of the study area and assesses the potential ecological impacts of the proposed scheme.
- 1.2 The assessment consisted of a desktop exercise and a walkover field survey. The presence of statutory and non-statutory designated sites of nature conservation importance and protected species was determined through consultation with the following bodies:

English Nature
Environment Agency
Scarborough Borough Council
North Riding Badger Group

- 1.3 The objectives of the assessment were as follows:
- to identify any statutory or non-statutory designated sites of nature conservation importance within the study area;
 - to identify habitats / features of nature conservation value within the study area;
 - to determine the potential for protected species within the study area;
 - to assess the potential impact of the proposed scheme on habitats of ecological importance and protected species;
 - to determine appropriate mitigation measures which could be taken to ameliorate any negative impacts on habitats and species of conservation interest as a result of the proposed scheme;

2 SURVEY METHODOLOGY

Desk Study

- 2.1 The principal sources of information for the assessment were:

Phase 1 Habitat Survey data originally obtained from Heritage Unit at North Yorkshire County Council

Scarborough Borough Local Plan Fact Sheet No. 9 Nature Conservation

A165 Reighton Bypass Environmental Appraisal and Landscape Report, RPS Clouston, May 1993

Field survey

- 2.2 The existing survey data was updated with a Phase 1 Habitat Survey to Joint Nature Conservation Committee standard (NCC, 1990) undertaken on the 4 & 12 March 2002. The results of the Phase 1 survey can be seen in Figure 6. Nomenclature for plant species names is taken from Stace (1991).

- 2.3 The value of the study area for protected species was assessed in accordance with the methodology in *Guidelines for Baseline Ecological Assessment* (IEA, 1995) although no specific surveys for protected species were undertaken.

Assessment criteria

- 2.4 The principal assessment of ecological value was by professional judgement based on criteria defined in *A Nature Conservation Review* (Ratcliffe, 1977), namely size, diversity, naturalness, rarity, fragility and typicalness. Application of these criteria follows the principles described by the Nature Conservancy Council (1989), which includes the quality of "non-recreatability" as a general integrating measure of nature conservation value.
- 2.5 The above criteria were used to assess the nature conservation value of habitats within the study area, ranked on the following scale:
- Low value: Areas which have been heavily managed and commonly support only monoculture stands of vegetation such as arable farmland, rye grass leys and amenity grassland.
 - Local value: Areas which are small with a low floristic diversity such as conifer plantations and hawthorn dominated hedges. Such features are readily recreatable.
 - Parish value: Areas which can be small but which have a higher floristic diversity and habitat quality. These areas are often only recreatable in the long term. Features such as species-rich ancient hedgerows are also of historical value.
 - District value: Areas which are often relatively large (but including comparatively small linear wildlife corridors which can link up otherwise isolated habitats) with a reasonable floristic diversity and / or habitat quality. These areas are only recreatable in the long term, if at all.
 - County value: Areas with a high floristic and / or faunal interest. These would include for example ancient woodland or the location of a badger sett and the surrounding territory. These areas are generally not recreatable.

3 SITE OVERVIEW

- 3.1 The study area overlies chalk with alluvial deposits towards the northern extremity of the scheme. Land use consists of principally arable farming with small remnants of semi-improved grassland scattered throughout. Field boundaries are demarcated by species-poor hedgerows. Woodland cover is relatively sparse with small broadleaved copses characterising the study area however a more extensive area of woodland is present at Reighton Gill.
- 3.2 There are no statutory sites of nature conservation value within the study area. Flamborough Head SSSI, which is also designated a Special Protection Area (SPA) and candidate Special Area of Conservation (cSPA) can be found approximately 1 kilometre to the northeast of the scheme. The Coastal Cliffs Reighton - Filey Brigg Site of Importance for Nature Conservation (SINC), a non-statutory designation, adjoins the SSSI approximately 1 kilometre to the northeast of the scheme. A further

SINC, Hunmanby Dale, is located approximately 2 kilometres to the west of the scheme.

4 HABITAT DESCRIPTIONS

Broadleaved Woodland

- 4.1 The study area is characterised by small areas of broadleaved plantation woodland concentrated to the west of Reighton village. Mature sycamore (*Acer pseudoplatanus*) forms the dominant species whilst understorey / shrub layer species are generally absent. Mature plantation woodland at Graffitoe Farm includes the occasional elm (*Ulmus* sp.) standard together with beech (*Fagus sylvatica*). The ground layer consists of species typical of secondary woodland such as cow parsley (*Anthriscus sylvestris*). A small area of poplar (*Populus* sp.) plantation can be found adjacent to the A165 at the northern end of the scheme. The woodland within Reighton Gill was not included in the field survey. Scrub habitat is restricted to a small area within poor semi-improved pasture.

Hedgerow

- 4.2 Hedgerows within the study area are typified by species-poor structures consisting of predominantly hawthorn (*Crataegus monogyna*) with scattered elder (*Sambucus nigra*). Many of the hedges appear to be regularly flailed and have limited structural diversity as a result. Standard trees are relatively sparse and include the occasional ash (*Fraxinus excelsior*). The hedgerow along St Helens Lane has a slightly more diverse canopy and appears to be of greater antiquity. Species recorded include ash, elder, blackthorn (*Prunus spinosa*), gorse (*Ulex europeus*) and gooseberry (*Ribes uva-crispa*). Mature ash standards are also present along part of an adjoining hedgerow. The hedge bank flora is also of some interest and includes crosswort (*Cruciata laevipes*), wood avens (*Geum urbanum*) and lesser celandine (*Ranunculus ficaria*). The hedgerow along the track to Rosedale Farm has a good structure with overgrown blackthorn. The hedgerows bordering the A165 contain some field maple (*Acer campestre*).

Semi-improved Grassland

- 4.3 Semi-improved grassland appears to have undergone a substantial decline in extent and quality since the North Yorkshire County Council commissioned Phase 1 survey was undertaken in the 1980's. Poor semi-improved pastures are present to the west of Reighton village with scattered remnants to the northwest. Species diversity is generally limited however this would need confirming through further study. Semi-improved grassland can also be found along the road verges although habitat quality is varied. The verges are generally unmanaged or infrequently managed apart from those adjacent to residential properties. Species recorded include lesser celandine, ground ivy (*Glechoma hederacea*), cow parsley, common knapweed (*Centaurea nigra*), ribwort plantain (*Plantago lanceolata*) and yarrow (*Achillea millefolium*). Patches of underscrub and ruderal vegetation such as bramble (*Rubus fruticosus*) and rosebay willowherb (*Chamerion angustifolium*) are also present. One small section of the verge along Hunmanby Road contains hoary plantain (*Plantago media*), typically found on calcareous soils, together with pignut (*Conopodium majus*).

Arable Land

- 4.4 This habitat forms the greater part of the site and is characterised by land under cereal cultivation. Because of its management with regular disturbance and the application of pesticides, herbicides and mineral fertilisers, and its widespread distribution, the conservation value of such land is very limited.

Wetlands

- 4.5 Wetland habitats are scarce within the study area. A small stream passes under the A165 and on to Reighton Gill and the Coastal Cliffs Reighton – Filey Brigg SINC. The vegetation associated with this feature was not studied in any detail. A small marshy depression can be found in an arable field at the southern end of the scheme. This feature appears to be seasonally wet and is dominated by a dense stand of willowherb (*Epilobium* sp.). A small waterbody, Horse Leech Pond, is shown to the west of the A165 on the O.S. base plan, however this was not located during the survey and may have silted up or been filled in. The presence or absence of this feature should be confirmed at a later stage.

5 FAUNA

- 5.1 Faunal records were restricted primarily to common bird species typical of the arable landscape such as carrion crow, rook and wood pigeon. A solitary snipe, thought to be on passage, was however flushed from the marshy depression at the northern end of the scheme.
- 5.2 English Nature has no records indicating the presence of protected species within the study area although preliminary field surveys identified outlying badger setts close to the line of the bypass. The presence of badgers was also confirmed by The North Riding Badger Group (details of which are contained in a separate report). Badgers are protected under the Protection of Badgers Act 1992. The law offers considerable protection to both badgers and badger setts. Not only is it an offence to cruelly ill treat, kill or take badgers, but it is also illegal to damage or disturb the badger sett, obstruct the access or entrance, or cause a dog to enter the sett whilst the sett is still occupied. The definition of ill treatment is no longer limited to the direct killing of badgers, but can be taken to include the destruction or severance of large areas of foraging territory.
- 5.3 The potential for bats is considered to be limited due to the scarcity of woodland and hedgerow trees, however as many of the trees are mature and some of them have rot cavities, the presence of roosting bats cannot be discounted. All species of bat in the UK are protected under Schedule 5 of the Wildlife and Countryside Act 1981 and also under Schedule 2 of the Conservation (Natural Habitats & c.) Regulations 1994. Taken together the legislation makes it an offence to: intentionally or deliberately kill, injure or capture bats; deliberately disturb bats (whether in a roost or not); or damage, destroy or obstruct access to bat roosts.
- 5.4 The potential for amphibians is considered to be low due to the lack of standing water. Horse Leech Pond was not found during the field survey however the presence or absence of this feature should be confirmed at a later stage.
- 5.5 Biodiversity Action Plan (BAP) species were not recorded during the field survey. BAP species and habitats have recently gained statutory recognition in the Countryside and Rights of Way Act (CROW), which came into force in January 2001. The Act now makes it a legal obligation to assess the impact on BAP species as a

result of development and to provide appropriate mitigation. As such, the study area should be assessed at a later stage for BAP species potential.

6 ECOLOGICAL EVALUATION

- 6.1 The nature conservation value of the study area as a whole is considered to be relatively low due mainly to the effects of intensive agriculture. A substantial area of semi-improved grassland has been lost to agricultural improvement during the last decade. Conversion of permanent pasture to arable has also resulted in the loss of hedgerow. Due to the paucity of semi-improved grassland within the study area this habitat, although limited in terms of species diversity, is considered to be of local nature conservation value. Due to the season in which the survey was carried out some species of nature conservation value may have gone unrecorded.
- 6.2 The hedgerows are generally species-poor, however they do provide a wildlife corridor in an otherwise open fieldscape and provide potential habitat for a range of songbirds. As such they are considered to be of local nature conservation value. The hedgerows bordering St Helens Lane are considered to be of parish value due to a slightly more diverse assemblage of species. Part of the hedgerow network is likely to be classified as important under the Hedgerows Regulations 1997. Further detailed study would be required to ascertain important sections of hedgerow.
- 6.3 The wetland component of the study area is limited to the damp depression and the small stream neither of which are considered to be particularly valuable. The former feature provides some variation to the arable landscape and offers limited feeding habitat to wading birds such as snipe and is therefore considered to be of local value. The small stream requires further study to determine whether it has any intrinsic value however this feature is important in that it discharges into Reighton Gill and ultimately the Coastal Cliffs Reighton – Filey Brigg SINC.

7 ECOLOGICAL IMPACT

- 7.1 The proposed scheme would result in the loss of poor semi-improved grassland, hedgerow, broadleaved plantation and arable land.
- 7.2 Apart from the potential impact on badger setts which is dealt with in a separate report, the most significant impact would be the loss of hedgerow and severance of the hedgerow network and also the loss of the broadleaved plantation north of St Helens Lane. Approximately 2.4 kilometres of hedgerow would be lost to the scheme including approximately 80 metres of hedgerow along St Helens Lane. The access road from Mount Pleasant Farm to St Helens Lane may result in the loss of mature ash trees along the hedge boundary and impact on potential bat / bird roosts. The inter-field hedgerows, which would be bisected by the scheme were not studied in any detail for evidence of badger activity and therefore further study would be required to determine any potential impact on this species.
- 7.3 The plantation to the north of St Helens Lane comprising seven mature sycamore standards would be lost to the scheme with associated impacts on potential bat / bird roosts.
- 7.4 Poor semi-improved grassland along the verges of Hunmanby Road and in pasture to the south and west of Mount Pleasant Farm would be lost to the scheme. The more interesting areas of semi-improved grassland such as the verge at Wold Edge would remain intact. The wetland features would not be affected by the scheme.

- 7.5 The drainage proposals for the scheme have been considered in the assessment and are not thought to impact on any features or sites of nature conservation value. Run-off from the new carriageway will pass into a balancing pond at the northern end of the scheme before ultimately discharging into a boating / fishing lake at the Primrose Valley Holiday Village and then into the North Sea.

8 MITIGATION

- 8.1 Detailed mitigation measures would be determined at a later stage after further study has been carried out. At this stage, general mitigation would include the planting of approximately 4.9 kilometres of new hedgerow using a range of native indigenous shrubs, ideally of local or regional provenance. Appropriate hedgerow trees would also be incorporated in the new hedgerows to provide structural variation and in the long term provide potential roosting sites for bats and birds. In addition, blocks of trees and shrubs would be planted at suitable locations along the verges of the new carriageway creating, in the medium term, nesting and feeding habitat for songbirds and shelter for small mammals.
- 8.2 The loss of poor-semi improved grassland would be mitigated by the creation of wildflower swards along the verges of the new carriageway creating, in the medium term, a more valuable resource than the existing grassland. The underlying chalk bedrock provides an ideal substrate for the development of species-rich grassland at suitable locations where the verge is of sufficient width and also in cuttings and at roundabouts. These areas would be excavated to leave an infertile calcareous sub-soil conducive to the development of a herb-rich turf. The sub-soils would be inoculated with wildflower seed derived from a local source to maintain the genetic integrity of the grassland resource. Once established, the grasslands would require appropriate management in the form of annual cutting and removal of arisings to maintain their diversity.
- 8.3 Polluted run-off from the new carriageway will be treated via a balancing pond prior to discharge to the Primrose Valley Holiday Village. The design of the balancing pond will incorporate the standard ecological principles to ensure effective treatment of polluted run-off and will also provide additional wetland habitat.
- 8.4 The potential impact on badgers and other protected species, along with appropriate mitigation measures are considered in a separate report.

9 CONCLUSIONS

- 9.1 The impact of the scheme is at this stage assessed as slight adverse. The loss of hedgerow and plantation woodland would in the medium to long term be partly offset by new planting using a diverse range of native indigenous trees and shrubs. The creation of species-rich grassland on the verges of the new carriageway would in the medium term result in a net increase in the extent of this habitat within the study area and offset the loss of existing areas of poor semi-improved grassland. The scheme would also result in a net increase in wetland habitat through the creation of a balancing pond.
- 9.2 Further study will be required to accurately determine the impact of the scheme on the badgers and any other protected species and ascertain appropriate mitigation.

10 REFERENCES

Institute of Environmental Assessment. 1995. Guidelines for Baseline Ecological Assessment. Chapman & Hall.

Nature Conservancy Council. 1989. Guidelines for Selection of Biological SSSI's. NCC.

Nature Conservancy Council. 1990. Handbook for Phase 1 habitat survey – a technique for environmental audit. JNCC.

Ratcliffe, D. A. (ed.). 1977. Nature Conservation Review. Cambridge University Press.

Stace, C. A. 1991. New Flora of the British Isles. Cambridge University Press.

TARGET NOTES

(refer to Figure 6)

- T1 Semi-improved grassland on road verge with pignut (*Conopodium majus*).
- T2 Small damp depression with dense stands of willowherb (*Epilobium* sp.). Snipe flushed from vegetation.
- T3 Location of Horse Leech Pond as recorded on O.S. base plan.
- T4 Semi-improved grassland on road verge with pignut and hoary plantain (*Plantago media*).
- T5 Moderately diverse hedgerows along St Helens Lane. Species in canopy include ash (*Fraxinus excelsior*), blackthorn (*Prunus spinosa*), elder (*Sambucus nigra*), gorse (*Ulex europeus*) and gooseberry (*Ribes uva-crispa*). Hedge bank flora includes crosswort (*Cruciata laevipes*), wood avens (*Geum urbanum*) and lesser celandine (*Ranunculus ficaria*). Mature ash trees with cavities along part of hedgerow.
- T6 Growing area for Reighton Nursery.
- T7 Semi-improved grassland on road verge including.

APPENDIX C
Visual Impact Schedule

**A165 REIGHTON BYPASS
VISUAL IMPACT SCHEDULE**

MAY 2002 / FEBUARY 2003

Reference	Location of Property	Type of Building	Distance from Bypass (Centre Line)	Projected Visual Impact (On Opening)	Proposed Visual Impact (15 Years From Opening)	Type Of Mitigation	Comment
A	Clover Farm (Scarborough Road A165)	Farm Holding	140 to centre of roundabout	Slight Adverse	Slight Adverse	Planting on roundabout	Lighting columns visible over hedge (assuming hedge retained)
B	'Port of Call' (Scarborough Road A165)	Commercial Property Roadside Café	98	Neutral	Neutral	Planting on roundabout	Property orientated away from junction.
C	Moor House (Sands Road)	Property attached to 'Port of Call'	70	Moderate Adverse	Slight Adverse	Planting / off-site planting	Sands Road moved away from property. Lighting columns visible.
D	Springfield House (Sands Road)	Detached Property	255 to centre of roundabout	Neutral	Neutral	None	Existing vegetation screens view
E	White House Farm (Sand Road)	Detached House with out-building	387	Neutral	Neutral	Planting on roundabout	Lighting columns visible at roundabout
F	Brigg View Farm (Sands Road)	Farm Holding	153	Slight Adverse	Neutral / Slight	Planting on roundabout	Distant views of junction in hollow
G	Barn Dale (Sands Road)	Detached House	471	Slight Adverse	Slight Adverse	Planting on roundabout	Distant views of junction in hollow
H	Wood Side (Sands Road)	Detached House	471	Slight Adverse	Slight Adverse	Planting on roundabout	Distant views of junction in hollow
I	Property south of Brigg View Farm (A165 Moor Road)	Detached House	197	Slight Adverse	Slight Adverse	Planting on roundabout	Top of lighting columns visible over existing vegetation
J	Green Acres	Detached House	313	Neutral	Neutral	Hedgerow	Views filtered by garden vegetation. Reduction in traffic on adjacent road (A165 Moor Road)

Continued...

Continued...

Reference	Location of Property	Type of Building	Distance from Bypass (Centre Line)	Projected Visual Impact (On Opening)	Proposed Visual Impact (15 Years From Opening)	Type Of Mitigation	Comment
K	Rosedale Farm	Detached House	133	Moderate Adverse	Moderate Adverse	Hedgerow / planting	Views of bypass partially screened by farm building
L	Property adjacent to Rosedale Farm (west of A165 Moor Road)	Detached House	76	Substantial Adverse	Substantial Adverse	Hedgerow/ planting	Close proximity views of bypass across open field
M	Graffitoe Farm	Farm House Out buildings	260	Neutral	Neutral	None	Bypass screened by intervening woodland and farm buildings
N	Whynchrest (Hunmanby Road)	Detached House / Caravan Club Site	181	Moderate Adverse	Moderate Adverse	Off-site planting. Hedgerow planting	Property in elevated position. Bypass in cutting. Caravan Site.
O	Wold Edge (Hunmanby Road)	Detached Dormer Bungalow	68	Substantial Adverse	Substantial Adverse	Off-site planning. Hedgerow planting.	Property in elevated position overlooking bypass. Partial screening afforded by cutting.
P	Mount Pleasant Farm and Snugglepuss Cat Hotel (Hunmanby Road)	Dormer Bungalow and Cattery (Commercial)	70	Substantial Adverse	Substantial Adverse	Off-site planting. Hedgerow planting. Earth Mounding	Access to property severed. Windows orientated towards bypass. Close proximity views.
Q	Reighton Nursery (Hunmanby Road)	(Retail)	41	Neutral	Neutral	On-line planting hedgerow.	Commercial property. Car park lost to construction.
R	Property adjacent to Reighton Nursery (Hunmanby Road)	Detached House	31	Neutral	Neutral	On-line planting hedgerow	Bypass screened by existing hedge
S	Nos. 1 – 6 Hunmanby Road	6 Terrace houses	50	Moderate Adverse	Slight Adverse	On-line planting hedgerow	Assuming existing hedge is retained
T	Dotteral Public House (Reighton Road A165)	Commercial / Residential	30	Slight Adverse	Slight Adverse / Neutral	Online planting hedgerow	Junction further from public house. Light columns prominent
U	25 Properties adjacent to the A165 in Reighton	Commercial / Residential	5 – 50m	Moderate to Substantial Beneficial	Moderate to Substantial Beneficial	None	Reduction in traffic on A165

APPENDIX D
G.O.M.M.S. Work Sheets

Features	Description	Scale it matters	Rarity	Importance	Substitutability	Impact	Additional Mitigation
Pattern	Prominent ridge on edge of Yorkshire Wolds, giving way to coastal plain and chalk cliffs to the east. Large undulating fields with hedgerows. Panoramic views across Filey Bay.	Local / Regional due to tourism.	Commonplace. Landscape pattern typical of Wolds landscape	Medium regional. Important communication corridor. Heritage Coast to east.	Field pattern and hedgerows partially substitutable in medium term.	Slight Adverse. Road cuts across ridge line. Slight urbanisation of rural landscape. Lighting columns visible from Heritage Coast.	Hedgerows on highway boundaries to replace existing. Off-site planting to screen individual properties. Full 'cut-off' lighting to roundabouts.
Tranquillity	'Quiet' rural landscape with tourist developments towards the coast. A165 through Reighton very busy (especially during holiday season). St Helens Lane very tranquil.	Local / Regional due to tourism.	Commonplace tranquil Wolds landscape. Reighton bypass already degraded by existing A165.	Medium regional.	Partially substitutable with mitigation.	Slight adverse. (Moderate / substantial adverse to a few isolated properties and to St Helens Lane.)	Hedgerows on highway boundaries to replace existing. Earth mounding / off-site planting to screen individual properties.
Cultural	Historic landscape with many Archaeological sites. Centre of Reighton Conservation Area containing many Listed buildings. Field pattern dating back to Parliamentary Enclosure Act.	Local scale. Historic sites potentially Regional value.	Typical within locality. Yorkshire Wolds Landscape.	Medium regional. Centre of Reighton and St Helens Lane designated Conservation Area.	Not substitutable.	Slight adverse for bypass. Slight beneficial in moving traffic out of Reighton. Moderate impact on St Helens Lane. Overall Slight Adverse	Sensitive design of bridge over St Helens Lane required at detailed design stage.
Landcover	Predominantly arable land with isolated farms and dwellings. Sparse tree cover. Hedgerows prominent features. Historic village currently bisected by A165.	Local scale.	Typical within locality.	Medium local.	Apart from reduction in agricultural land the landscape could be recreated in the medium to long term.	Slight adverse. Loss of Farmland. Moderate beneficial to village centre.	Hedgerows on highway boundaries.
Summary of Character	Attractive undulating landscape on the edge of Yorkshire Wolds. Large arable fields giving way to tourist developments by the sea. Many archaeological sites. A165 busy holiday route.	Local level but some areas regional due to tourism and cultural elements.	Commonplace. Landscape pattern typical of Yorkshire Wolds.	Medium regional. Centre of Reighton and St Helens Lane designated Conservation Area. Heritage Coast to east.	Landscape partially substitutable with mitigation.	Overall slight adverse due to prominence of bypass on hillside and urbanisation of rural landscape.	Hedgerows on highway boundaries to replace existing. Earth mounding / off-site planting to screen individual properties. Sensitive design of bridge over St Helens Lane required at detailed design stage.

Reference Source

Site Visits 2002, OS maps, A165 Reighton Bypass Environmental Appraisal 1993 (RPS), Scarborough Borough Local Plan, Countryside Character Map of England

Qualitative comments:

Attractive coastal landscape on edge of Yorkshire Wolds. Bypass prominent on hillside – slight urbanisation of rural area. Designated Heritage Coast largely unaffected although lighting columns at southern roundabout would be visible. Historic core of Reighton would benefit from removal of through traffic.

Overall assessment score: SLIGHT ADVERSE

G.O.M.M.S. Worksheet – Cultural Heritage

Part 1		Part 2			Part 3
Feature	Description	Scale it Matters	Significance	Rarity	Impact
Form	Cartographic/documentary and earthwork evidence for village earthworks and former quarries. Also fieldwalking finds and geophysical anomalies suggesting flat non accumulated and accumulated deposits, possibly associated with a settlement and separate field system.	Regional, District and Local	Although not assessed in detail, geophysical and fieldwalking sites considered to be of District and Local importance. Surviving village earthworks considered to be of Regional importance.	These types of earthworks and settlement sites relatively common in this area. Quarries very common, although mostly now destroyed.	Based on current knowledge, slight adverse impacts on four sites, and one moderate adverse impact.
Survival	Geophysical and fieldwalking sites estimated at moderate survival under arable cultivation. Earthworks have good survival in pasture. Quarry site destroyed.	Regional, District and Local	Survival of upstanding earthworks in otherwise mostly developed village is important. Significance of other sites not yet assessed.	Potential survival of medieval and later occupation site within area of village earthworks is rare; much of rest of village already disturbed. Density of adjacent cropmark complexes increases rarity of fieldwalking and geophysical sites.	Adverse impacts on all affected sites can be mitigated through survey and recording, in advance of and during construction. Design solutions may also lead to reduced impact on regionally important site.
Condition	Geophysical and fieldwalking sites under arable cultivation, and condition not yet assessed. Earthwork sites slightly denuded but still visible and well preserved.	Regional, District and Local	Condition of earthworks good, in pastoral regime. Other sites not yet assessed, but subject to regular ploughing, although erosion and degradation likely to have reached equilibrium.	All sites in expected condition.	Proposals should enhance condition and settings of listed buildings in village. Mostly slight adverse impacts on archaeological sites.
Complexity	All sites expected to be complex, both in terms of diversity of elements and relationships with wider landscape.	Regional, District and Local	Expected complexity of features within archaeological sites.	Expected complexity of features for archaeological sites, preservation of earthworks adds to rarity.	Proposals will have some impact on the complexity of sites.
Context	Geophysical and fieldwalking sites set within wider, now buried landscape context, which contains many other similar complexes; visual setting lost due to agriculture. Context of village earthworks now largely lost, due to recent developments.	Regional, District and Local	Wider landscape context of buried sites increases significance. Landscape and visual significance of village earthworks largely lost.	Such contexts are not rare in this area.	Context of sites not significantly affected, given existing development and agricultural regime.
Period	Geophysical and fieldwalking sites likely to be prehistoric. Village earthworks are medieval, with continued occupation and use into post-medieval period.	Regional, District and Local	Expected range of periods represented.	Continuity of use of village earthworks increases rarity.	Proposals will have slight impact on all period archaeological sites, which can be mitigated through recording.

Reference source(s): Stage 1 Archaeological Appraisal (1991); Stage 3 field investigations (fieldwalking, earthwork survey and geophysical survey) report (1994).

Qualitative comments: Stage 3 investigations have generally confirmed the absence of archaeological deposits within most of the proposed scheme, although the southern section, which has the highest potential, still needs to be assessed. Based on current knowledge, impacts predicted to be slight adverse on four archaeological sites, and moderate adverse on one archaeological site of regional importance. Adequate mitigation can be specified, but re-design of access road would avoid moderate impact. Areas of balancing ponds, landscaping and off-site planting not yet assessed. No listed buildings will be affected by the scheme, and the current effects and settings of six listed buildings in the village will be enhanced by the road re-alignment.

Summary assessment score: **SLIGHT ADVERSE**

Worksheet for Environment: Biodiversity – Plan Level
(Source: Equals GOMMMS Worksheet 4.10)

Scheme/option: A165 Reighton Bypass (sheet 1)

Area	Description of feature/attribute	Scale (at which attribute matters)	Importance (of attribute)	Trend (in relation to target)	Biodiversity and earth heritage value	Magnitude of impact	Assessment score
Hedgerows bordering St Helens Lane	Old hedgerows with moderate species diversity and hedge bank flora	Local - parish	Moderate diversity hedgerows and hedge bank flora. Possibly protected under Hedgerows Regulations 1997	Threatened at national level due to poor management	Lower - medium	Intermediate negative. Direct loss of hedge canopy and severance	Slight adverse. Partially offset in the medium term by new hedgerow planting
Hedgerows throughout scheme	Generally species-poor hedgerows	Local	Wildlife corridor in open fieldscape. Some hedges potentially protected under Hedgerows Regulations 1997	Threatened at national level due to poor management	Lower	Intermediate negative. Direct loss of hedge canopy and severance of hedgerow network	Slight adverse. Partially offset in the medium term by new hedgerow planting
Hedgerow trees throughout scheme	Predominantly mature ash trees	Local	Potential habitat for roosting bats and birds	Not uncommon	Lower – medium depending on presence of roosting bats	Neutral – minor negative. Possible impact on trees on St Helens Lane	Neutral – slight adverse

Worksheet for Environment: Biodiversity – Plan Level Scheme/option: A165 Reighton Bypass (sheet 2)

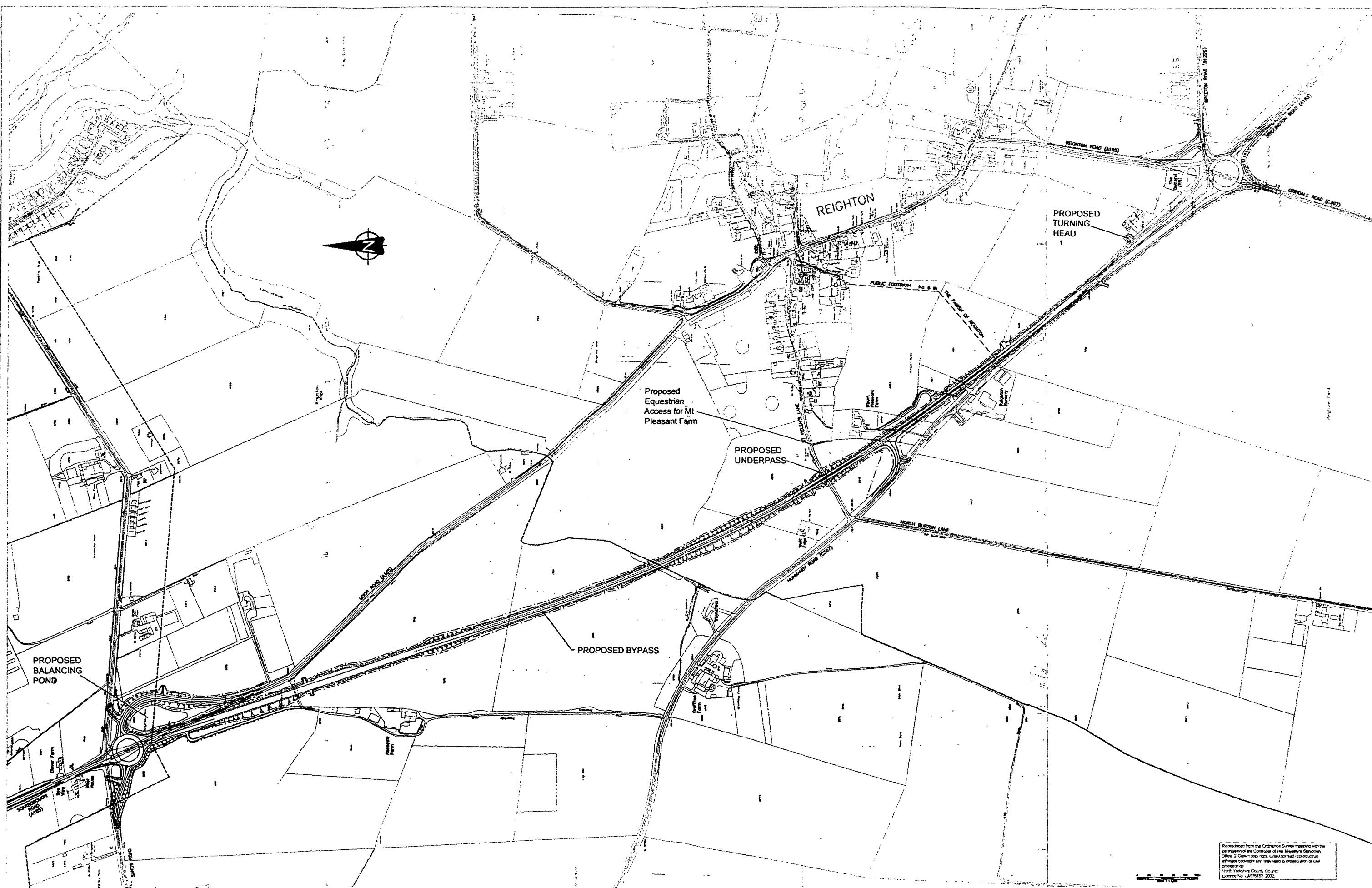
Area	Description of feature/attribute	Scale at which it matters	Importance (of attribute)	Trend (in relation to target)	Biodiversity and earth heritage value	Magnitude of impact	Assessment score
Plantation woodland north of St Helens Lane	Seven mature sycamore trees	Local	Potential habitat for roosting bats and birds	Not uncommon	Lower – medium depending on presence of roosting bats	Major negative. Complete loss of feature	Slight adverse. Partially offset in long term by new planting
Plantation woodland throughout scheme	Mature broadleaved plantation	Local	Provides limited habitat for common species. Potential habitat for roosting bats and birds	Not uncommon	Lower – medium depending on presence of roosting bats	Neutral	Neutral
Road verges and pastures	Poor semi-improved grassland	Local	Limited species diversity. Of some importance in largely arable landscape	Not uncommon	Lower	Minor negative	Slight adverse – neutral given proposed mitigation measures
Marsh at A165 / Sands Road Crossroads	Damp depression in arable field	Local	Provides limited wetland habitat. Of use to feeding waders	Not uncommon	Lower	Neutral	Neutral

Reference Source(s): A165 Reighton Bypass Environmental Appraisal and Landscape Report, RPS Clouston, May 1993; Field survey on 4 & 12 March 2002.

Qualitative comments: Scheme would impact on habitats of local – parish nature conservation value with direct loss and severance of habitat. Impacts partly offset by proposed mitigation including hedgerow planting, tree / shrub planting on verges, creation of species-rich grassland and provision of balancing pond. Further study required to determine possible impacts on protected species and formulate detailed mitigation measures

Summary assessment score: Slight adverse

APPENDIX E
Mouchel Drawing B0311 / 066
'General Layout'



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N NORTH YORKSHIRE COUNTY COUNCIL
Director of Environmental Services :-
M O MOORE OBE CEng
FICE FIHT DMS

Mouchel

Northcliffe
Tel: +44(0)1609 785890
Fax: +44(0)1609 785891

ABODE

B	Turning head access to Reighton Farm, Mt Pleasant access to the A16S, Reighton Road and the A16S (see notes 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 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1000	REF	AMENDMENT DETAILS	BY	DATE	CHECKED	APPROVED
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Project :-
A16S REIGHTON BYPASS

Drawing Title :-
GENERAL LAYOUT

DRAWN	CHECKED	APPROVED / AUTHORIZED	ORIGINAL DRAWING SIZE	Scale :-	1/2500
AF	DM	M.N.	841 x 1188 (A0)	Date :-	JAN 2003
DRAWING No				B0311 / 066B	
				CONTRACT DRAWING No	
				Mouchel Consulting Limited	

APPENDIX F

Responses from Consultees



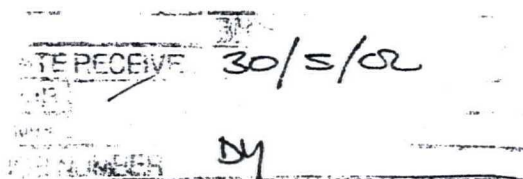
ENGLISH NATURE

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Mr Daniel Yorke
BHWB
Bowcliffe Grange
Bowcliffe Hall
Bramham
LEEDS LS23 6LW

Your Ref: 2344 / 2151
Our Ref: TA 17 ER 1 G
Date: 23 May 2002



Dear Mr Yorke

A165 REIGHTON BYPASS A165 SCARBOROUGH TO LEBBERSTON DIVERSION

Thank you for your letter of 26 April requesting further information relating to the above proposals. There are relatively few records for the two sites and this information is summarised below.

Reighton

The proposed development area is not within or immediately adjacent to a site designated for nature conservation purposes. English Nature has no records indicating the presence of protected species at the site.

Scarborough – Lebberston

This site lies adjacent to the Cayton, Cornelian and South Bays Site of Special Scientific Interest (SSSI), identified for its geological and biological interest. I have enclosed a copy of the SSSI citation for your information. You will note that the biological interests include the presence of tree species thought to be native to the area such as alder and willow. English Nature would therefore welcome any proposed planting regimes in the vicinity that reflect this interest.

English Nature has also received reports that badgers occur within the area north of Osgodby, known as Knox Hill. As you are probably aware, badgers and their setts are protected under the Badgers Act 1992. Full details of their protection are included in the attached leaflet. Given the above we strongly recommend that you commission a badger survey. If the presence of badgers is confirmed we recommend that measures for safeguarding the badgers and their setts be incorporated into the proposal. Any works likely to impact on badger setts would require a license from English Nature Headquarters in Peterborough.

Finally, I note that the proposed development involves the modification of watercourses. English Nature therefore recommends that you consult the Environment Agency over these proposals.



working today for nature tomorrow

I hope that these comments are useful. If I can be of further assistance please contact me at the above address.

Yours sincerely

A handwritten signature in black ink, appearing to be 'Tom Malloys', written over a horizontal line.

TOM MALLOWS
Maritime and Coastal Conservation Officer

Our ref 1523/C9
Your ref 23441.04/GMB/LMP/7
Date 31 May 2002

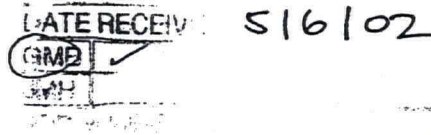


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Telephone 0113 246 9222
Fax 0113 246 0353

chris.marshall@countryside.gov.uk



Dear George

A165 REIGHTON BYPASS

Thank you for your letter and the consultation documents which we received on May 15th.

The Countryside Agency would expect the original (1993) proposal to follow the NATA guidelines and where necessary be revised accordingly.

Our principle concern is the impact upon the Heritage Coast. The proposal must minimise the impact upon this national designation, including views of the proposal from the Heritage Coast. It is noticeable that the route climbs considerably at its Southern end, the proposal must address how it is going to minimise the potential visual impact that could incur.

In addition we would expect the proposal to take into account the following issues:

- the proposal takes into account the Countryside Character definitions for the area, including man made features and reflects this in the structures and associated landscaping,
- the impact upon public rights of way which either cross or are adjacent to the proposal should be minimised so that the quality of the experience is not compromised. The impact of noise and visual intrusion can be severely effect the contribution of the right of way to quality of life. No routes should be severed.



I would also like to commend you to a Countryside Commission publication: "Roads in the Countryside" (CCP 459, 1995), which provides views and advice on good practice in the planning and design of local authority roads, illustrating best practice with case studies.

Should you require any further information please do not hesitate to contact me.

Yours sincerely

A handwritten signature in dark ink, appearing to read "Chris Marshall", written in a cursive style.

CHRIS MARSHALL



INVESTOR IN PEOPLE

Our Ref: DA/2002/009821-1/1
Your Ref: Dra/01/reigh



ENVIRONMENT
AGENCY

Date: 24 April 2002

M Neal
Mouchel North Yorkshire
1 Racecourse Lane
Northallerton
DL7 8FN

Handwritten notes and stamps on the top right of the letter:

- A large rectangular stamp with the word "COPY" repeated in a grid.
- Handwritten initials "MR" with a checkmark.
- Handwritten number "34632" and "P. 10 TO".
- Handwritten signature "MN" and date "26/4/02".
- Handwritten initials "PR" and date "26/4/02".

Dear Sir/Madam

**LOCATION OF WATERCOURSES AND ENQUIRY FOR INFORMATION
FOR A165 REIGHTON BYPASS IMPROVEMENT SCHEME
SCARBOROUGH TO BRIDLINGTON ROUTE**

I refer to your letter which was received on April 2002.

The Agency has no record of flooding in this area from the watercourses shown on the submitted plan.

In relation to the proposed development, it would appear that the drainage from the whole of the proposed highway discharges to the retention pond. From there it overflows to an existing ditch which then flows through the currently being developed 'Butlins / Amtree Park Site', into the old lake at Butlins, which no longer exists and is being filled in. From there the flow continues through a boating / fishing lake at the Primrose Valley Holiday Village, and then into the North Sea.

The emergence of the flow is in the area of the Reighton Coastal Cliffs Site of Importance for Nature Conservation, of which Scarborough Council will hold further details. This part of the coast is also in the vicinity to Flamborough Head SSSI (Site of Special Scientific Interest and SAC (Special Area of Conservation) and Flamborough Head & Bempton Cliffs SPA (Special Protection Area). The northernmost end of this set of sites is NGR 5141 4764. If there were any possibility of an impact on any of these sites then an assessment under the Habitats Regulations 1994 and consultation with English Nature would be required.

The Agency would like to know the exact route of the drainage system and how it will negotiate the Butlins site which is being developed. Also we would require details as to whether the old lake is presently culverted, or whether there are any proposals to culvert the lake in the future. Additionally details of the pollution interceptor and facilities available to cut-off flows in times of pollution would be beneficial.

I understand that a representative from the Agency has spoken to Mr. Paul Reade (Mouchel) and made him aware of some of our concerns and that alternative proposals may be drawn up. The Agency would welcome the opportunity to comment on any such revised proposals.

Environment Agency
Coverdale House, Aviator Court, Amy Johnson Way, Clifton Moor, York, YO30 4UZ, Tel no:01904 692296, Fax no:01904 693748