Construction of a wellsite and operation of a drilling rig for the appraisal of subsurface hydrocarbons, well testing and retention of equipment – Land east of The Mill Yard, Burniston Mill, Coastal Road, Burniston, Scarborough

Environmental Impact Assessment – Environmental Statement Volume II Appendices

Europa Oil and Gas Limited

February 2025

Quality information

Prepared by	Checked by	Approved by
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Contact: Joan Jackson

Our ref: NY/2024/0113/SCR

1 August 2024

Dear Sir/Madam

TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017: REGULATION 6 (Screening request)

Request for a formal Screening Opinion for the proposed temporary planning permission for the construction and operation of a drilling rig for the exploration of subsurface hydrocarbons testing well and retention of equipment on land east of The Mill Yard, Burniston Mill, Coastal Road, Burniston, Scarborough, YO13 0DB on behalf of Egdon Resources UK Limited.

I refer to your request dated 12 July 2024 in connection with the above proposal. In accordance with the above regulations North Yorkshire Council is required to adopt a Screening Opinion to establish whether the above development should be accompanied by an Environmental Statement.

The development has been considered on its own merits and on the basis of what is being proposed. The proposed development is not listed in Schedule 1 of the above Regulations. With regard to Schedule 2 of the above Regulations the Council is of the opinion that the proposed development falls within the description provided within Schedule 2 paragraph 2 – Extractive industry (d) – Deep drillings and (e) – Surface industrial installations for extraction of coal, petroleum, natural gas and ores, as well as bituminous shale of the above Regulations. Having taken into account the criteria in Schedule 3 of the above Regulations the characteristics of the proposed development, the environmental sensitivity of the location; and the types and characteristics of the potential impact have been assessed and based on the scale, nature and location of the development it is considered that the proposed Request for a formal Screening Opinion for the proposed short term planning permission for the construction and operation of a drilling rig for the exploration of subsurface hydrocarbons testing well and retention of equipment at land east of The Mill Yard, Burniston Mill, Coastal Road, Burniston, Scarborough, YO13 0DB **WOULD** have significant impacts upon the environment. Further details are provided in the attached 'Screening Opinion Checklist'.

This letter therefore confirms that the Council is of the opinion that the proposed development is **EIA development** and should be accompanied by an Environmental Statement.

Should you amend any aspect of the proposed scheme, then a new screening opinion will be required. If you have any queries arising from the above, please do not hesitate to contact me.

Yours sincerely

Joan Jackson

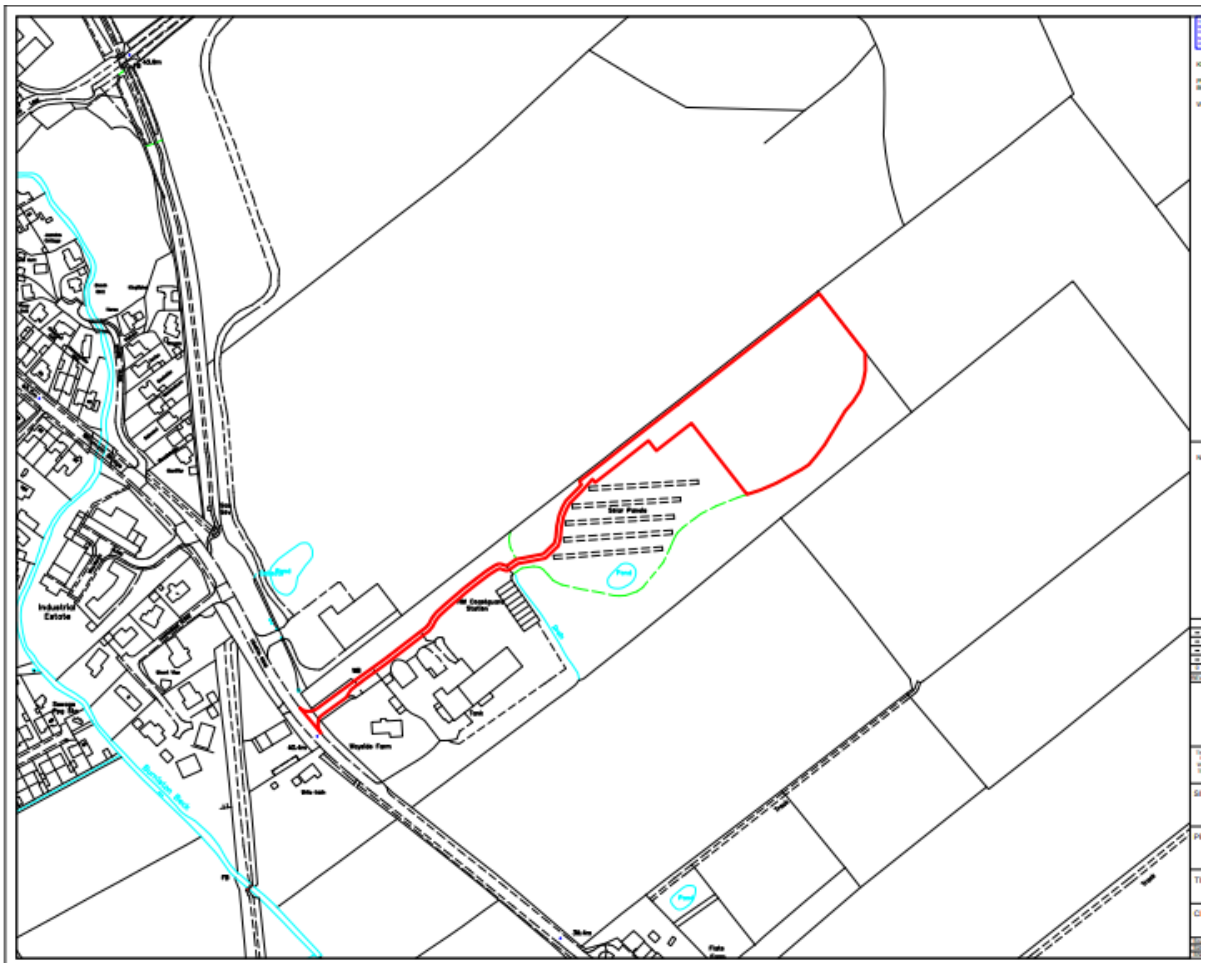
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Screening Opinion Checklist

PART 1: Details of proposed development

NY Ref: NY/2024/0113/SCR	Case Officer: Joan Jackson	Date: 01 August 2024
Site Location: Land east of The Mill Yard, Burniston Mill, Coastal Road, Burniston, Scarborough, YO13 0DB	Description of proposed development: Temporary planning permission for the construction and operation of a drilling rig for the exploration of subsurface hydrocarbons testing well and retention of equipment	
Site Area/Floor Space: 1.2 ha		

Application Site Plan



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PART 2: Is a Screening Opinion required?

(Click here to view NPPG Screening Flowchart)

		Town and Country Planning (EIA) Regulations 2017	Yes	No
1	Detail of development (See**: Development covered by the regulations)**	Do you have sufficient information to define the size and type of development (a plan, description of type/nature/purpose and possible environmental effects)?* • **YES** (proceed to step 2) • **NO** - *either take the precautionary principle and assume the worst case or, request more information confirming 30 day deadline will not commence until received*; **Note* - development as changed or extended *may also need an EIA (Schedule 2, category 13)*	X	
2	Is it Schedule 1 development?	• **YES** – The development is listed in Schedule 1 category **EIA mandatory (Screening Opinion not required and no need to complete Part 3 (items 1-5) (Schedule 3- not applicable)** • **NO** -*If the development is not listed in Schedule 1 it may be listed in Schedule 2* (proceed to step 3)		X
3	Is it Schedule 2 development? (Schedule 2, Column 1) (See: Interpretation of project categories)	• **YES -** The development falls/could fall within category 2: Extractive industry (d) Deep drillings and 2 (e) Surface industrial installations for the extraction of coal, petroleum, natural gas and ores, as well as bituminous shale. (proceed to step 4) • **NO** – If the development is not listed in Schedule 2 it is outside the scope of the Regulations and a **screening opinion is not required and EIA not required**.	X	
4	4(a) Does the development exceed the applicable threshold/criteria? (Schedule 2, Column 2)	The threshold/criteria is/are category 2 (d) In relation to any type of drilling, the area of the works exceeds 1 hectare. Category 2 (e) The area of the development exceeds 0.5 hectares. • **YES -** in this case the proposal does exceed the applicable threshold/criteria as the area of the site is 1.2 hectares. • **NO** – in this case the proposal does not exceed the applicable threshold/criteria	X	
	4(b) Is the development located in, or partly in, a 'sensitive area' as defined by Reg 2(1) of EIA Regs 2017? (e.g. SSSI, Nat Park, AONB, SAC, RAMSAR, Scheduled Monument)	• **YES -** The development is located in, or partly in, the following designated site(s)… 1. - 2. - 3. - • **NO**		X

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5	If yes to 4(a) which applicable threshold criteria Does the development fall within the indicative thresholds/criteria? (see Annex: Indicative thresholds, NPPG)	The indicative thresholds/criteria for Category 2 (d) in relation to any type of drilling and Category 2 (e) for surface industrial installations for the extraction of gas are: 2 (d) Drilling operations involving development of a surface site of more than 5 hectares (Exploratory deep drilling on its own is unlikely to require an EIA) 2(e) Development of a size of 10 hectares or more or where production is expected to be more than 100,000 tonnes of petroleum per year. Key issues to consider (as per PPG) are: 2 (d) Regards should be had to the likely wider impacts on surrounding hydrology and ecology. 2 (e) Scale of development, emissions to air, discharges to water, the risk of accident and the arrangements for transporting the fuel.		X
6	Conclusion	• *If you have answered **'YES'** to (2) it is Sch 1 development and an Environment Statement is required in every case therefore screening not required and there is no need to complete Part 3 (items 1-5) (Schedule 3- not applicable)– proceed to Part 3 (item 6)* • *If you have answered **'YES'** to the threshold/criteria (4a) **a screening opinion is required** – proceed to Part 3* • *If you have answered **'NO'** to the threshold/criteria (4a) and the development **is*** located in, or partly in, *a sensitive area (4b) **a screening opinion is required** – proceed to Part 3* • *If you have answered **'NO'** to the threshold/criteria (4a) and the development **is not*** located in or partly in, *a sensitive area (4b)* it is not 'Schedule 2 development' - ***screening opinion not required**.* **Screening opinion required? Yes**	X	
7	LPA/SOS Screening	Has the SoS issued a screening direction		X
		If yes is the SO/SD positive		n/a
8	Has the applicant supplied an ES for the current or previous app			X

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PART 3: Is EIA required?

Category	Question	**(Part 2a) / (Part 2b) – Answer to the question and explanation of reasons** (Yes/No or Not Known (?) or N/A)	**(Part 3a) / (Part 3b) (only if Yes in part 2a) – Is a Significant Effect Likely?** (Yes/No or Not Known (?) or N/A)
		Briefly explain answer to Part 2a and, if applicable and/or known, include name of feature and proximity to site (If answer in Part 2a / 2b is 'No', the answer to Part 3a / 3b is 'N/A')	Is a significant effect likely, having regard particularly to the magnitude and spatial extent (including population size affected), nature, intensity and complexity, probability, expected onset, duration, frequency and reversibility of the impact and the possibility to effectively reduce the impact? If the finding of no significant effect is reliant on specific features or measures of the project envisaged to avoid, or prevent what might otherwise have been, significant adverse effects on the environment these should be identified in bold.
Natural Resources	**1.1** Will construction, operation or decommissioning of the project involve actions which will cause physical changes in the topography of the area?	Yes – The proposed development land is within land identified as agricultural land, which through the operation and development of the site would undergo changes that will affect the topography of the site for a period of 3 years.	No – The proposed development is time limited and once the 3 years of works is complete the site would be restored back to agricultural land, which could be controlled via condition.
	1.2 Will construction or operation of the project use natural resources above or below ground such as land, soil, water, materials/minerals or energy which are non-renewable or in short supply?	Yes – The current use of the site is agricultural land, which is classified as having an Agricultural Land Classification of grade 3. The proposal should therefore include details of proposed stripping, storage and management in order to maintain the soils for use in restoration. The proposal is for the exploration of conventional hydrocarbons, which will involve the extraction of conventional gas which is a non-renewable resource.	No - although the proposed development would have a significant impact on the agricultural land, it is for a period of 3 years and it is considered that it can be mitigated through conditions and restoration. Therefore, detailed soil assessments would be required to verify the current quality of the soils. The requirement of restoration is considered to be able to be appropriately controlled through the use of conditions.

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	1.3 Are there any areas on/around the location which contain important, **high quality or scarce resources** which could be affected by the project, e.g. forestry, agriculture, water/coastal, fisheries, minerals?	Yes – The land of the proposed site is classified as Agricultural Land grade 3. The agricultural land would be removed for a period of 3 years.	No - although the proposed development would have a significant impact on the agricultural land, it is for a period of 3 years and it is considered that it can be mitigated through conditioning and restoration.
Waste	**2.1** Will the project produce solid wastes during construction or operation or decommissioning?	Yes – it is considered that a small amount waste would be produced during the construction phase and a larger quantity during the restoration phase when materials which have been used to form the hardstanding etc are removed from site. The proposal would involve the use of a 'stimulant' within the borehole which could produce some liquid waste during the appraisal, which would be required to be disposed of off-site.	Not Known - It is unlikely that there would be a significant effect as it is expected that any waste generated from the construction and decommissioning phase with any waste transported off site for disposal at an appropriately permitted site which would be controlled through planning condition. However during the operational phase it is not considered there is enough information within the screening request to assess if a significant effect is likely from the propellant squeeze. It is considered due to the complexity of this it should be assessed in technical reports supporting the application.
Pollution and Nuisances	**3.1** Will the project release pollutants or any hazardous, toxic or noxious substances to air?	No – the proposed development would not release and substances into the air. The operations would be controlled by the relevant permits.	N/A

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	3.2 Will the project cause noise and vibration or release of light, heat, energy or electromagnetic radiation?	Yes – the proposal would produce noise, especially during the construction phase where soil stripping and the laying of the hardstanding would occur as well as the installation of the required equipment. There are likely to be impacts as a result of the traffic attending site throughout the operation. There could also be impacts in terms of landscape and visual impact through lighting and dust. The proposal would involve the use of a stimulant within the borehole to help release any gas that is present, this could cause vibration impacts.	No – there is potential for an impact in relation to noise, lighting, air quality and traffic which would need to be **mitigated by noise monitoring, lighting plans, a travel plan and visibility splays.** There is potential for vibration during the introduction of the stimulant to the borehole, but this is not expected to be significant at the appraisal stage. The planning application should be accompanied by the appropriate technical assessments and management plans to ensure the issues are addressed appropriately and conditioned as part of the planning process.
	3.3 Will the project lead to risks of contamination of land or water from releases of pollutants onto the ground or into surface waters, groundwater, coastal waters or the sea?	Yes – it is proposed that a stimulant will be used to provide a 'proppant squeeze' within the borehole during flow testing stage which could possibly result in pollution of the ground and groundwater.	No – the proposed use of the stimulant is for 7 days only, and **it is considered that the potential impact is able to be controlled through conditions, working practices and environmental regulation.**
	3.4 Are there any areas on or around the location which are already subject to pollution or environmental damage, e.g. where existing legal environmental standards are exceeded, which could be affected by the project?	No	N/A

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Population and Human Health	**4.1** Will there be any risk of major accidents (including those caused by climate change, in accordance with scientific knowledge) during construction, operation or decommissioning?	Yes - although the site will extract methane as this is an exploratory well it would be below the thresholds, therefore not considered to have the potential to create any major risk. In Additional traffic could potentially increase the impact of accident risk, the access onto the highway network from the site is just outside a 30mph speed limit and it is considered that the visibility towards Scarborough is limited. The risk of accidents occurring during the 3 year period of operation of the site are considered to be low.	Yes – the risk from the extraction of methane in this proposal is below the threshold and not considered significant. It is though considered that currently there is a significant risk of an accident occurring where the site access joins the highway network due to the site exit being just outside the 30mph limit and the visibility towards Scarborough not being adequate for safe exit onto the highway network. It is considered that a speed survey would be required to determine the minimum visibility splay required, and a Transport Statement setting out the expected trip generation, identification of routes for construction traffic and assessment of those routes. **The requirement for the survey and assessment can be secured through conditions along with the provision and maintenance of the required visibility splay once the survey is complete.** Provided that the required assessments are undertaken and mitigation secured by conditions the risk of accidents occurring during the temporary duration of the site are considered to be low
	4.2 Will the project present a risk to the population (having regard to population density) and their human health during construction, operation or decommissioning? (for example due to water contamination or air pollution)	Yes – the nearest residential property is located 320 meters west of the site with others 350 metres away to the northwest. Impacts could arise from the construction, operation and decommissioning of the development as well as the movement of HGVs.	No – It is considered that impact could be minimised through the use of conditions would safeguard the potential risks associated with noise, dust and water contamination, in place to protects against the risks to human health.

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Water Resources	**5.1** Are there any water resources including surface waters, e.g. rivers, lakes/ponds, coastal or underground waters on or around the location which could be affected by the project, particularly in terms of their volume and flood risk?	No - the site is within Flood Zone 1 so there is a low risk of flooding on site. The site is 150 metres to the north east of the nearest Flood Zone 2 and 130 metres east of the nearest Flood Zone 3. The Environment Agency identified a Secondary A typology for bedrock aquifer and raise minimal environmental concerns for them.	N/A
Biodiversity (Species and Habitats)	**6.1** Are there any protected areas which are designated or classified for their terrestrial, avian and marine ecological value, or any non-designated / non-classified areas which are important or sensitive for reasons of their terrestrial, avian and marine ecological value, located on or around the location and which could be affected by the project? (e.g. wetlands, watercourses or other water-bodies, the coastal zone, mountains, forests or woodlands, undesignated nature reserves or parks. (Where designated indicate level of designation (international, national, regional or local))).	Yes – there are no ecological designations within the site itself, however, semi natural habitat is present which may be of higher value than the surrounding arable land use with local value for biodiversity. There is a Coastal SSSI – Iron Scar and Hundale Point to Scalby Ness – approximately 800 metres to the east. There is the Scarborough to Whitby Disused Railway along with Burniston Beck (which is deleted but known for otter use) approximately 450 metres to the west, these are linear corridors of semi mature habitat which provide good connectivity in an area of intensive land use.	No. There are no designations within the site and the proposed development is limited to a 3 year period and would be restored back to agricultural land. It is not considered that there would be a significant impact on biodiversity and through the use of appropriate mitigation during construction and operation, it is not anticipated that the proposed development would give rise to significant effects on ecology and biodiversity. An Ecological Impact Assessment and Biodiversity Net Gain Assessment would be required as part of the planning application. As part of the planning application the Applicant would have to submit a Biodiversity Net Gain (BNG) Assessment, the BNG would include mitigation and BNG would ensure that 10% net gain is achieved with appropriate on and off site mitigation and alleviation.

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	6.2 Could any protected, important or sensitive species of flora or fauna which use areas on or around the site, e.g. for breeding, nesting, foraging, resting, over-wintering, or migration, be affected by the project?	Yes. The site consists of an agricultural field with existing woodland the south and hedgerow to the north which could present signs of varied species which might use trees and hedgerows for breeding, nesting etc.	No - It is considered unlikely that significant effects would be caused by the proposed development. The proposal primarily relates to the use of an agricultural field which has a relatively low ecological value. A planning application would need to be accompanied by a full Ecological Impact Assessment and Biodiversity Net gain Assessment which would include mitigation and BNG would ensure that 10% net gain is achieved with appropriate on and off site mitigation and alleviation. Through the use of appropriate mitigation which would be conditioned during construction and operation, it is not anticipated that the proposed development would give rise to significant effects on ecology and biodiversity.
Landscape and Visual	**7.1** Are there any areas or features on or around the location which are protected for their landscape and scenic value, and/or any non-designated / non-classified areas or features of high landscape or scenic value on or around the location which could be affected by the project? 1 Where designated indicate level of designation (international, national, regional or local).	Yes – The site is not located within, or partly within a 'sensitive area' defined in Reg 2(1) of the EIA Regulations 2017 but the site is within the designated North Yorkshire and Cleveland Heritage Coast Management Area and the North York Moors National Park is approximately 800 metres to the north and 2 km to the west.	Yes – the proposed development, although only for a period of 3 years, involves the installation of a drilling rig which would be 30 metres in height which could have a significant impact in terms of scenic value. The site would be within the 3.5 km visual sensitivity zone surrounding the National Park as detailed in the Minerals and Waste Joint Plan adopted 2022. A full Landscape and Visual Impact Assessment would be required to be submitted with any forthcoming planning application to take account of views, assess the potential impact and propose mitigation measures. **In addition conditions to install additional screening could be used to protect local amenity and surrounding views.**

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	7.2 Is the project in a location where it is likely to be highly visible to many people? (If so, from where, what direction, and what distance?)	Yes – The drill rig is expected to be 30 metres tall and so will be highly visible from the surrounding area, including the coast road, the National Cycle Network Route 1 – Scarborough to Hayburn Wyke which is approximately 360 metres north west of the site, the Scarborough coast and coastal footpath are approximately 650 metres to the east of the site. The nearest boundary to the North York Moors National Park is approximately 800 metres to the north of the site.	Yes - the proposed development, although only for a period of 3 years involves the installation of a drilling rig which would be 30 metres in height it could have a significant impact in terms of scenic value, even though it is acknowledged that this would not be in place for the full length of the temporary permission. The site would be within the 3.5 km visual sensitivity zone surrounding the National Park as detailed in the Minerals and Waste Joint Plan adopted 2022. It is considered that the impact of this could be high due to its location. A full Landscape and Visual Impact Assessment would be required to be submitted with any forthcoming planning application to take account of views, assess the potential impact and propose mitigation measures, **In addition conditions to install additional screening could be used to protect local amenity and surrounding views.**

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Cultural, Heritage Archaeology	**8.1** Are there any areas or features which are protected for their cultural heritage or archaeological value, or any non-designated / classified areas and/or features of cultural heritage or archaeological importance on or around the location which could be affected by the project (including potential impacts on setting, and views to, from and within)? Where designated indicate level of designation (international, national, regional or local).	Yes - There are no World Heritage Sites or Registered Battlefields within 2 km of the site. The nearest Scheduled Monument is 1.8km to the north west, there are four Grade II listed buildings approximately 600 metres to the north west of the site in South End Burniston and Burniston Conservation Area lies approximately 600 metres to the north west. Overall it is considered that there are no known archaeological sites in the area which would be impacted by the development. The site is within the North Yorkshire and Cleveland Heritage Coast which although is not a formal designation is defined to conserve protect and enhance these area's and is afforded protection through the NPPF.	Yes – Although the heritage coast is not a formal designation it is considered that this proposal has the potential to have a significant impact on the coastline, during construction, operation and decommissioning as the development is located within a rural area which is character area which is defined as within Rugged Cliffs, Coastal Valleys and Bays character type (27) of the North Yorkshire and York Landscape Characterisation Project, NYCC, 2011 which states "*there is a relatively strong sense of remoteness and tranquillity overall*". The highest intensity impact being the short term period when the drilling rig in located on site.
Transport and Access	**9.1** Are there any routes on or around the location which are used by the public for access to recreation or other facilities, which could be affected by the project?	Yes – National Cycle Network Route 1 (Scarborough to Hayburn Wyke (Cinder Track – former Scarborough to Whitby Railway line) is approximately 360 metres to north west of the site and Scarborough coast and coastal footpath are approximately 650 metres to the east of the site.	Yes - Due to the open nature of the landscape from the cycle route and the coastal footpath, with the proposed drill rig being 30 metres in height, there would be potential significant impacts from the development in regard to visual amenity, scenic value and noise. Therefore, appropriate assessments must be submitted outlining how the impacts would be mitigated. **This could then be controlled by condition if the impacts were not significant once mitigated.**

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	9.2 Are there any transport routes on or around the location which are susceptible to congestion or which cause environmental problems, which could be affected by the project?	Yes – The access would be onto the A165 Coast Road, which is part of the principle road network, it is considered that the road network could accommodate the type and level of traffic that might be expected to be generated, but the roads do experience a significant increase in traffic associated with tourism in the summer months. The proposed access to the site lies just outside the 30mph speed limit and there may be an issue with the available visibility in the direction of Scarborough.	Yes – with the access to the site being just outside the 30mph limit the movement of vehicles leaving the site would need clear visibility when accessing the highway network for safety reasons, so could have a significant impact. The access would need to be checked and a speed survey to be undertaken in order to determine the minimum visibility needed. A Transport Statement would also be required which would include expected trip generation, identification of routes for construction traffic and assessment of those routes. The Transport Statement may need to include junction capacity checks. Depending on the results of the speed survey and contents of the transport statement the impacts caused could be potentially **mitigated by the use of conditions limiting the number of vehicles, the use of visibility splays as well as conditioning the use of a Environmental Management Plan (CEMP).**

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Land Use	**10.1** Are there existing land uses or community facilities on or around the location which could be affected by the project? E.g. housing, densely populated areas, industry / commerce, farm/agricultural holdings, forestry, tourism, mining, quarrying, facilities relating to health, education, places of worship, leisure /sports / recreation.	Yes – the site lies within a rural area and there is a solar farm directly adjacent to the west of the proposed site. There are a number of industrial units served by the existing access track to the south and an animal feed mill 200 metres to the south west served by a separate access. Burniston village is 350 metres to north west with nearest residential property 320 metres to the north west.	No – a significant effect is not considered likely, although there would be a loss of agricultural land where the proposed development would be located for the proposed 3 year period. Through the use of Biodiversity Net Gain regulations it would be ensured that a study of the land is carried out to calculate its value and ensure that 10% net gain is achieved. There may be some impacts from the construction, drilling and restoration phases in terms of noise and dust and vehicle movements which could be **managed through the implementation of a Construction and Environmental Management Plan (CEMP) secured by condition and other conditions to limit the impact on residential amenity.**
	10.2 Are there any plans for future land uses on or around the location which could be affected by the project?	No – Through a search of the online search of the online planning register of North Yorkshire Council it appears that there are no plans for future land uses on land near the location which could be affected by the proposed development.	N/A
Land Stability and Climate	**11.1** Is the location susceptible to earthquakes, subsidence, landslides, erosion, or extreme /adverse climatic conditions, e.g. temperature inversions, fogs, severe winds, which could cause the project to present environmental problems?	No - there are no known threats to the site location.	N/A

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Cumulative Effects	**12.1** Could this project together with existing and/or approved development result in cumulation of impacts together during the construction/operation phase?	Yes – the site is close to other industries which use the access road so there could be a cumulative effect in terms of the vehicles using the access road and the highway network.	Yes – there is potential for cumulative impact on the access road and highway network, especially during tourist season which sees a dramatic increase in traffic on the coast road. There would also be a visual impact within the special landscape with the height of the drill rig being 30 metres. It is acknowledged that any effects that may arise could be largely mitigated through the use of conditions such as the requirement for a Landscape and Visual Assessment, a Transport Statement, a traffic survey and a Construction Environmental Management Plan.
Transboundary Effects	**13.1** Is the project likely to lead to transboundary effects?	Yes – the site is within the 3.5 km visual sensitivity zone surrounding the North York Moors National Park, the current proposal does though not have a borehole going under the National Park.	Yes – the impact of the proposal being within 3.5km visual sensitivity zone would need to be assessed in the Landscape and Visual Assessment. Mitigation could be provided in the form of screening which could be secured by condition, but screening would not fully conceal the 30-metre-tall drilling rig.
Conclusion	It is considered that the proposals fall within category 2 (d) and 2 (e) of Schedule 2 as described in the regulations. Development proposals described under Schedule 2 require an Environment Impact Assessment (EIA) is they are considered to have significant effects on the environment. It is considered that the proposed development for a temporary drilling rig for the exploration of conventional gas using a stimulant could have significant environmental impacts particularly in relation to landscape and transport. Although the site is not located within or partially within a 'sensitive area' defined om Regulation 2(1) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 it is within the 'defined' North Yorkshire and Cleveland Heritage Coast, which includes the coastal footpath, which is considered to have a high landscape value. There is a National Cycle Way approximately 360 metres to the northwest and the nearest boundary of the North York Moors National Park is 800 metres to the north of the site. The drilling rig is proposed to be 30 metres tall and so would be visible from the surrounding area, it is considered that the proposed development would have the potential to have a significant impact on the scenic value of the heritage coast and impact on the amenity of the local area. The site is also within the 3.5km visual sensitivity zone for the National Park as detailed in the Minerals and Waste Joint Plan and therefore it is considered that the proposed development could significantly impact the views from the National Park.		

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	It is considered that the proposed development could have a significant impact on the highway network, especially during the tourist season when the number of vehicles using the A165 Coast Road increases significantly. The location of the access road to the site is just outside the 30mph speed limit at Burniston village and it is considered the current visibility looking towards Scarborough could have a significant impact on highway safety for vehicles exiting the access road. As it stands it is concluded that an Environmental Statement would be required to be submitted with a planning application. This should include assessments stated in the Screening Opinion with a focus on mitigation against potential environmental impacts and a high quality restoration scheme. Mitigation measures should be proposed and considered following technical assessments as part of the EIA process to establish the scale and significance of the environmental effect.		
Environmental Statement required?		Yes X	No
Case Officer: Joan Jackson **Date: 01 August 2024**			
Development Service Manager: *David Walker* **Date: 01 August 2024**			

The determination and full reasons must be made available to the public via the Council's Online Planning Register and Area Office's Planning Register.

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Appendix 2.2 – SoS Screening Direction

Ministry of Housing, Communities & Local Government

Paul Foster

Egdon Resources UK Limited
Suite 205
450 Brook Drive
Reading
RG2 6UU

Please ask for: Declan Lau

Tel: 0303 444 8050

Email: declan.lau@communities.gov.uk

Your ref: NY/2024/0113/SCR

Our ref: PCU/EIASCR/U2750/3351020

Date: 6 November 2024

Dear Paul Foster

Request for a Screening Direction
Town and Country Planning (Environmental Impact Assessment) Regulations 2017
Proposal for: Temporary planning permission for the construction and operation of a drilling rig for the exploration of subsurface hydrocarbons testing well and retention of equipment on land east of The Mill Yard, Burniston Mill, Coastal Road, Burniston, Scarborough, YO13 0DB

I refer to your client's request dated 9 August 2024, made under 6(10) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017(S.I. 2017/571) ("the 2017 Regulations") for the Secretary of State's screening direction on the matter of whether or not the above development is 'EIA development' within the meaning of the 2017 Regulations.

The above development falls within the description at paragraph 2. extractive industry (d) Deep drillings and (e) Surface industrial installations for the extraction of coal, petroleum, natural gas and ores, as well as bituminous shale of Schedule 2 to the 2017 Regulations. Therefore, the Secretary of State considers the proposal to be 'Schedule 2 development' within the meaning of the 2017 Regulations.

However, having taken into account the selection criteria in Schedule 3 to the 2017 Regulations the Secretary of State does not consider that the proposal is likely to have significant effects on the environment, see the attached written statement which gives the reasons for direction as required by 5(6) of the EIA Regulations.

Accordingly, in exercise of the powers conferred on her by regulation 7(5) of the 2017 Regulations the Secretary of State hereby directs that the proposed development described in your client's request and the documents submitted with it, **is not 'EIA development'** within the meaning of the 2017 Regulations.

Any permitted development rights which your client's proposal may enjoy under the Town and Country Planning (General Permitted Development) Order 2015 (SI 596) as amended are therefore unaffected.

You will bear in mind that the Secretary of State's opinion on the likelihood of the development having significant environmental effects is reached only for the purposes of this direction.

I am sending a copy of this letter and the written statement to North Yorkshire Council, Community Development, County Hall, Northallerton, North Yorkshire, DL7 8AH.

Yours faithfully,

Declan Lau

Declan Lau
Senior Casework Manager

This decision was made by officials on behalf of the Secretary of State, and signed on her behalf

Town & Country Planning (EIA) Regulations 2017
Secretary of State Screening Direction – Written Statement

Application name:	Temporary planning permission for the construction and operation of a drilling rig for the exploration of subsurface hydrocarbons testing well and retention of equipment at Land east of The Mill Yard, Burniston Mill
SoS case reference:	PCU/EIASCR/U2750/3351020
Schedule and category of development:	2. Extractive industry (d) Deep drillings and (e) Surface industrial installations for the extraction of coal, petroleum, natural gas and ores, as well as bituminous shale.

Full statement of reasons as required by 5(5)(a) of the 2017 EIA Regulations including conclusions on likeliness of significant environmental effects.

The Secretary of State has considered whether the above proposal is likely to have significant environmental effects. He has undertaken this screening taking into account the criteria set out in Schedule 3 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

Planning Practice Guidance (PPG) for development of this type, namely 2 Extractive industry (d) Deep drillings and (e) Surface industrial installations for the extraction of coal, petroleum, natural gas and ores, as well as bituminous shale. (unless included in Schedule 1), sets out the main matters to be addressed as follows:

- Impact to ecology
- scale of development,
- emissions to air,
- discharges to water,
- the risk of accident and
- the arrangements for transporting the fuel

Furthermore, the Secretary of State has also considered whether the above proposal is likely to have significant transport impact considering these and the other main matters in cumulative terms.

However, based on the available information, of the six issues identified by the PPG the scale of development is key issue of relevance to the project due to the height of the rig and the sensitivity of the receiving landscape. The proposal is for a temporary permission for the construction and operation of a drilling rig for the exploration of subsurface hydrocarbons testing well and PPG also states Drilling operations involving development of a surface site of more than five hectares or where production is expected to be more than 100,000 tonnes of petroleum per year for extraction of hydrocarbon operation as indicative threshold as to where EIA is more likely to be required.

Characteristics of Development
The project proposed is to construct a 30 meter drill and ancillary drilling equipment for the purposes of constructing an exploratory borehole on a 1.2 hectares site. The drill would be in place for a maximum of 5 weeks (1 week for construction, 3 weeks for operation and 1 week for dismantling). The wells would then go through 17 weeks of proppant squeeze and flow testing. At the end of the production testing phase, the wells would be plugged and the site would be restored to agricultural use. The whole proposal would last for a total of 9.5 months during the overall 3 years period the permission would be in place for.

It is noted on the screening opinion of the local planning authority(LPA) (August 2024) also confirms that the equipment and built structures will be removed and returning to agricultural use after the hydrocarbon extraction testing.

The proposal is for a single testing drill for hydrocarbon extraction testing. No substance will be released into the air that is directly associated with the test drilling and the operations would be monitored/controlled by Environment permits. The extracting of hydrocarbon will also be temporary (17weeks) and minimal in EIA terms.

The LPA has also raised highway network safety issues and stated there so could have a significant impact on existing transport routes and increase the risk of traffic incident. The number of HGVs would be a maximum of 17 HGVs on any one day during site construction phase (7weeks), a maximum of 18 on any one day during drill phase (7 weeks), a maximum of 5 on any one day during flow testing phase (17 weeks) and a maximum of 17 HGVs on any one day during site restoration and well decommission phase (6 weeks).The maximum number of HGV a day would not exceed 18 HGV (there would be an average of 3 HGV per hour on Saturdays and for Monday to Fridays there would be an average of 1.5 HGV per hour) and not occur for more than 37 weeks in total as the proposal is for a temporary development. A transport statement to control and mitigate the impact during the period would also be in place.

The vehicles entering or exiting the development site will access the road network through an existing access point that serves a number of industrial units and the solar farm to the west of the site. Therefore HGVs use would not be something new to the existing access point and the increase of HGV a day is not considered likely to be significant. Whilst there will be a temporary increase in traffic during the construction, drill and decommissioning periods, for the period the development is operational, there would be limited vehicle trips. Overall During the 37 weeks the level of vehicular movements associated with the development will increase slightly but not in EIA terms.

Location of the development
The site lies within a rural area 350 metres south east to Burniston village. The project site is 1.2 hectares of agriculture land that is currently on Flood Zone 1 and mostly surrounded by farm land. A solar farm is located directly adjacent to the west of the proposed site and there are a small number of industrial units served by the existing access track to the south and an animal feed mill 200 metres to the south west served by a separate access.

The Secretary of State notes that the site locates on the edge of Elvington & Loftsome Bridge Drinking Water Safeguard Zone for surface water. The LPA had sought expertise from Environment Agency (EA) and they have stated that due to the typology for bedrock aquifer the type of development would raise minimal environmental concerns for the area and the Secretary of State agrees. The Secretary of State also notes that the site is not located within other sensitive area as defined by the EIA Regulations 2017. However, the available information indicates the proposed development has the potential to cause adverse effects on the following designated nature conservation sites or designated
landscapes:

- North Yorke Moors National Park is 900 metres to the north west of the site.
- Iron Scar and Hundale Point to Scalby Ness SSSI locates approximately 690 metres to the east of the site.

The LPA also identified 2 non-designated area that provides good habitat corridors that maybe affected by the proposal,

- the Scarborough to Whitby Disused Railway
- Burniston Beck (which is deleted but known for otter use)

Both are approximately 450 metres to the west

Based on the available information and given the LPA consider that there would not be a significant impact on biodiversity and through the use of appropriate mitigation during construction and operation, it is not considered that there would be a significant impact on biodiversity. Furthermore,

an Ecological Assessment and Biodiversity Net Gain Assessment would be submitted as part of the planning application and would also provide mitigations to minimise the harm to ecological value.

The site is not within any non-designated / classified areas and/or features of cultural heritage or archaeological importance There are no World Heritage Sites or Registered Battlefields within 2 km of the site. The site is also not within known archaeological sites in the area

There are 19 listed buildings (all listed II buildings), 1 Scheduled Monument and Burniston Conservation Area with 2km of the site. The site is considered to be sufficiently distant from the nearest listed building (600 meters away), Burniston Conservation Area (600 meters away) and Scheduled Monument (1.8km away). Although the site is well screened by trees on Coastal Road there may adverse impact with regards to the setting on these heritage assets largely due to the drilling rig height.

Given the drill rig itself would be 30 meters tall it would also highly visible from the heritage coast, and have an adverse impact on this area. However, the drill would be temporary in place for a maximum of 5 weeks (1 week for construction, 3 weeks for operation and 1 week for dismantling). The whole proposal would be temporary for 9.5 months and the site will be restored after the operation/testing period, and therefore the impact to the historic environment would be limited. Overall the Secretary of State has concluded that an EIA is not required in relation to the heritage coast, listed buildings or conservation area.

Characteristics of potential impact in respect of main issues - Landscape and Visual Impact (including impact on recreational routes)
The LPA stated that 'the proposed development, although only for a period of 3 years, involves the installation of a drilling rig which would be 30 metres in height which could have a significant impact in terms of scenic value. The site would be within the 3.5 km visual sensitivity zone surrounding the National Park as detailed in the Minerals and Waste Joint Plan adopted 2022. A full Landscape and Visual Impact Assessment would be required to be submitted with any forthcoming planning application to take account of views, assess the potential impact and propose mitigation measures.

The LPA also state that 'Although the heritage coast is not a formal designation it is considered that this proposal has the potential to have a significant impact on the coastline, during construction, operation and decommissioning as the development is located within a rural area which is character area which is defined as within Rugged Cliffs, Coastal Valleys and Bays character type (27) of the North Yorkshire and York Landscape Characterisation Project, NYCC, 2011 which states "there is a relatively strong sense of remoteness and tranquillity overall".
The highest intensity impact being the short-term period when the drilling rig in located on site.'

The LPA also indicate that 'Due to the open nature of the landscape from the cycle route and the coastal footpath, with the proposed drill rig being 30 metres in height, there would be potential significant impacts from the development in regard to visual amenity, scenic value and noise.'

As described under **Location of development**. the site is considered to be sufficiently distant from the nearest listed building (600 meters away), Burniston Conservation Area (600 meters away) and Scheduled Monument (1.8km away). The site is well screened by trees on Coastal Road. However, there may be some adverse impact with regards to the setting on these heritage asset due to drilling rig height as well as on the National Park and Heritage Coast.

The proposal would construct a 30 metres tall drill on a flat field which would, if permanent have a significant impact to the surrounding landscape. However, the application shows that the whole proposal would be temporary for 9.5 months during the overall 3 years period the permission would be in place for and the site will be restored after the operation/testing period. The drill would also be in place for a maximum of 5 weeks (1 week for construction, 3 weeks for operation and 1 week for dismantling). Considering the visual impact to the protected landscape of the National Park, heritage

Coast . and the impact to the historic environment these would therefore both be limited in EIA terms as the 30 meter drill would be in place temporarily for a maximum of 5 weeks. During this period it would also be highly visible from the cycle route and the coastal footpath, the proposal would have a strong impact to the heritage coast. Overall and given also the drill would be in place for a maximum of 5 weeks, there would be limited impact from the development in regard to visual amenity, scenic value and noise. The Secretary of State has therefore concluded that that the impact of the change would not be so significant as to require an EIA

CUMULATIVE EFFECTS
The main cumulative issues are transport and visual impact from this project alongside other existing development. Based on the available information there is no further approved development yet to implemented

The LPA stated that 'there is potential for cumulative impact on the access road and highway network, especially during tourist season which sees a dramatic increase in traffic on the coast road. There would also be a visual impact within the special landscape with the height of the drill rig being 30 metres.

Transport:
The maximum number of HGV a day would not exceed 18 HGV (there would be an average of 3 HGV per hour on Saturdays and for Monday to Fridays there would be an average of 1.5 HGV per hour) and would occur for no more than 37 weeks in total as the development is a temporary. The application would also have a transport statement to control and mitigate the impact during the 37 weeks of the development. However, the access road and highway network is currently used by solar panel maintenance and industry at The Mill Yard Burniston Mill. While there may be some additional impact on the local network, particularly during the summer months the addition of these HGV movements alongside those from existing development would be limited in EIA terms.

Landscape/ Visual:
The 30 meter drill would be temporary in place for a maximum of 5 weeks (1 week for construction, 3 weeks for operation and 1 week for dismantling) but will be visually prominent its own right for the period it is in place. The whole proposal would be temporary for 9.5 months and the site will be restored after the operation/testing period. On that basis the visual impact to the protected landscape and other affected receptors would be limited from the proposal, particular the drill rig when considered alongside other existing development in the locality.

Conclusion
The foregoing consideration of the potential for significant impacts on various nearby receptors in the locality is sufficient to indicate to the Secretary of State that the development proposed is unlikely to have significant effects on the environment. There are no other issues (e.g. Impact to ecology, scale of development, emissions to air, discharges to water, the risk of accident and the arrangements for transporting the fuel) not expressly addressed above that indicate a likelihood of there being significant environmental effects from this proposal. This outcome is therefore, based largely in considering the accumulation impact with other nearby development and landscape and visual impact issues, including in respect of affected recreational routes and heritage assets. Overall, based on the available information, the Secretary of State has concluded there are no other issues or factors in this case, in this specific location, that either in isolation, or cumulatively, indicate a likelihood of there being significant environmental effects from this proposal. EIA is therefore not required.

This direction does not affect any duties of the appellant under other legislation, including The Conservation of Habitats and Species Regulations 2017.

Is an Environmental Statement required?	No

Name	Declan Lau
Date	6 November 2024

Appendix 6.1 – Viewpoint Analysis

APPENDIX 6.1: VIEWPOINT ANALYSIS

Introduction

1. A viewpoint assessment has been carried out from a selection of key representative viewpoint locations to inform the assessment of the likely magnitude and significance of landscape and visual effects arising as a result of the Proposed Development.

2. Seven viewpoints were identified, in consultation with the North Yorkshire Council's (NYC) Landscape Architect, following desk-top analysis, and selected to represent the main landscape and visual receptors found in the study area.

3. The locations of the selected viewpoints are shown on Figures 6.4 and 6.5. Details for each viewpoint are provided below. Panoramic photographs and wireline diagrams are provided to illustrate the existing view at each viewpoint location and the likely extent of the Proposed Development within the view (see Viewpoints 1-7). A summary of the viewpoint analysis is provided in Table 6.4 in the main LVIA (see Chapter 6).

4. All of the viewpoints suggested were agreed with NYC and incorporated into the final list, in November 2024. The following table lists the additional viewpoint suggestion made by NYC during consultation with explanation for its inclusion.

Additional Suggestions in consultation with NYC:

Viewpoint Description	Notes
Ripley's Road	Additional viewpoint on PRoW along Ripley's Road where the ZTV indicates theoretical visibility

5. This viewpoint assessment considers the nature of the predicted view and the scale of change. The wider extent of the effect (beyond the individual viewpoint considered), and its duration, are not captured in the viewpoint analysis (as a single viewpoint cannot capture extent or duration), and are considered in the main body of the assessment (see Chapter 6). Extent and duration are factors in the overall judgement on magnitude of change, therefore judgements on magnitude of change and overall level of effect and significance are also provided in the main assessment.

6. The method of assessment used for the viewpoint analysis, which is described in Appendix 6.3, accords with current best-practice guidance for Landscape and Visual Impact Assessment (Landscape Institute and Institute of Environmental Management, 2013). Observations are made of the baseline landscape and visual characteristics at each of the representative viewpoints. Observations, computer modelling and professional judgement are applied to determine the scale of change attributable to the Proposed Development **(Large, Medium, Small and Negligible**) upon landscape character and visual amenity at each individual viewpoint in order to determine the scale of effect.

7. The visual assessment takes into account the screening effect of intervening landform, vegetation and built form and the potential for changes to those baseline features. It assumes excellent clear weather conditions; although the influence of different seasons, weather, sunlight and visibility conditions have been considered, where relevant.

VP	Location	Key features of existing view	Predicted Visual Change	Predicted Change to Landscape Character	Predicted Change to Designated Area

1	**View looking west towards the Site from a point along the England Coastal Path/ Cleveland Way National Trail**	A rural, coastal viewpoint taken from a point along the England Coastal Path/ Cleveland Way National Trail through the North Yorkshire and Cleveland Heritage Coast. Receptors are predominantly recreational users of the PRoW and visitors to the Heritage Coast. The view comprises undulating to rolling coastal farmland with evidence of both pasture and arable farming land use. Beyond the rolling farmland, the hills and woodland associated with the south-eastern extents of the North York Moors National Park (NYMNP) west of the Site and the rugged elevated cliffs of the heritage Coast to the east of the Site create a dramatic backdrop and sense of place. Scattered farmsteads and associated outbuildings are visible from this elevated location, as are a number of residential properties associated with the settlements of Burniston, Scalby and Cloughton. The nearby sewage works is also a noticeable detractor within the rural landscape. Long distance views both out to Sea and southward to	During construction elements of associated activity would be visible including the Site regrading and creation of a bund along the Sites north and eastern boundary following topsoil stripping, the installation of cabins, welfare facilities, generators, tanks rig flooring and security fencing . The scale of change as a result of construction activity would be small, albeit the erection of the 38m tall drill rig would likely be more prominent in the view. The operational works would be conducted in two phases. The initial phase would involve the drilling activity whereby the 38m drill rig would be in use for approximately 7 weeks including mobilisation and demobilisation. This phase would likely be most visible from the National Trial, although the vertical structures involved would be a small part of the overall view. The second phase would include the proppant squeeze and test flowing which would last approximately 17 weeks but would be less visually intrusive due to the lower level nature of equipment on site with all elements being under 10m in height and partially screened	During construction elements of activity would be visible and detract from the rural context of the view including topsoil stripping and bund creation, the erection of security fencing and the installation of cabins, welfare facilities, generators, tanks rig flooring During the initial operational phase the uppermost parts of the drill rig would be visible for a period of 7 weeks, introducing vertical built form within the rural landscape. Once the rig is removed, the proppant squeeze and test flowing phase would be less prominent in the 17 week second phase. Following the operational stage, the Site would be returned to agriculture or another agreed land use reinstating the Site to its original character, reducing any perceptual change and integrating it within the surrounding landscape. Therefore, effects on landscape character as perceived from this receptor are likely to be **Small** scale.	This viewpoint sits within the Heritage Coast, and although not technically a landscape designation the coast is defined for is visual importance. During construction elements of activity would be visible and detract from some views along this National Trail and Heritage Coastline, although landform and vegetation provide an element of visual screening. During operation the 38m tall drill rig would be visually intrusive but would have a limited effect over the wider context of the coastline. The vertical infrastructure would form only a small part of the landscape for a period of 7 weeks. Following demobilisation of the rig the views of the 17-week operational activity would be less prominent in the landscape. Following operation, the Site would be returned to agriculture or another agreed land use, reducing any perceived visual impacts to the Heritage Coast and integrating the Site back within the surrounding landscape.

	Scarborough adding an element of urbanisation to an otherwise rural view. This includes views of the prominent Scarborough Castle which is perched on the cliff above the settlement. The north eastern portion of the Site is visible from this location where the land rises. However, the woodland along the Site's southern boundary screens the lower lying areas of the Site and adjacent solar array.	by bunds and existing woodland. The decommissioning stage would include the full restoration of the Site to agricultural use or to an approved new use agreed with NYC and the landowner, reversing the effects of both construction and operation. Therefore, scale of visual effects on this receptor are likely to be **Medium/Small.**		

2	View looking north from a layby of the A165 Coastal Road	This comprises a semi-rural view from a relatively busy layby along the A165 Coastal Road. Receptors are predominantly road users and tourists at the adjacent Leisure Park. The view is dominated by agricultural fields with evidence of farming activity and farmsteads. Field boundaries are in varying condition with post and rail fencing and scrub/unmanaged hedgerows. The landform rises eastward screening views of the coast and Cleveland Way National Trail. To the north, the A165 continues towards the settlement of Burniston and is lined with telegraph poles and associated overhead lines. To the west static caravans and human influence associated with Burnside Leisure Park are a detractor within the view. Beyond the Leisure Park and surrounding undulating farmland the hills and woodland associated with the south-eastern extents of the North York Moors National Park (NYMNP) which is west of the Site are visible. Lighting from Scarborough Rugby Club to the south-west	During the 7 week construction phase there may be a perceived increase in construction traffic along the A165. Visibility of on-Site construction activity would be limited to the erection of the 38m Rig which would be visible, in part, above the canopy of woodland to the Site's southern boundary. During the first stage of operation, the uppermost part of the drill rig would be visible above the woodland canopy for approximately 7 weeks. During the 17 week second stage of the operation, views would be reduced and barely perceptible given the level of screening afforded from this location. The decommissioning stage would include the full restoration of the Site to agricultural use or to an approved new use agreed with NYC and the landowner, reversing the effects of both construction and operation. The scale of visual effects on this receptor are likely to be **Small.**	During the construction phase views of activity would be limited to the erection of the drill rig which would be perceptible above the intervening woodland canopy from this location, Given the baseline view including the busy A165 road, the working character of the agricultural landscape and increased urbanisation on the edge of Burniston, this would have a limited influence on landscape character during construction. During operation the drill rig would be visible for approximately 7 weeks and would introduce a small detracting element into the wider rural context. During the second, 17 week phase of operation, the proppant squeeze and test flowing, operational activity on Site would be barely perceptible from this location. Following operation, the Site would be returned to agriculture or another agreed land use returning the Site to its original character, reducing any perceptual change to landscape character and integrating the land back within the surrounding landscape. Therefore, effects on landscape character as perceived from this location are deemed to be of **Small** scale.	This location does not sit within any national or local landscape designation. However, the viewpoint abuts and views the Site through part of the Heritage Coast, and although not technically a landscape designation the coast is defined for its visual importance. During construction some elements of activity would be visible above the intervening woodland canopy including the erection of the drill rig. However, given the baseline view which includes the busy A165 road, the working character of the agricultural landscape, the proximity of Burniston, along with the fact that the coastal edge would be entirely screened by landform from this point, it is considered that the Proposed Development would have a small scale impact on the visual interest associated with the Heritage Coast as perceived from this location. During operation the 38m tall drill rig would be visible for approximately 7 weeks above the woodland canopy but would be of limited impact to the Heritage Coast as perceived from A165. The following 17 week phase of operation would be barely perceptible from this location.

	can be seen in the hours of darkness and when in use.			Following operation, the Site would be returned to agriculture or another agreed land use, reducing any perceived visual impacts to the Heritage Coast and integrating the Site back within the surrounding landscape.

3	**View looking north-east from a point along National Cycle Track 1/ Cinder Track**	This comprises a semi-rural view from a point along National Cycle Track 1/ The Cinder Track. Receptors comprise recreational users of the cycle track. The view is dominated by unmanaged scrubland adjacent to the A165 road and agricultural farmland, with evidence of farming activity and farmsteads. Field boundaries are in varying condition with post and rail fencing and scrub/unmanaged hedgerows with hedgerow trees. The landform rises eastward screening views of the coast and Cleveland Way National Trail. To the north the cycle track continues towards the settlement of Burniston and is lined with trees and scrub of varying condition with a number of residential properties visible. To the west, beyond the undulating farmland, the hills and woodland associated with the south-eastern extents of the North York Moors National Park (NYMNP) are visible. Lighting from Scarborough Rugby Club to the south-west can be seen in the hours of darkness and when in use.	Visibility of on Site construction activity would be limited to the erection of the 38m Rig, visible in part above the canopy of woodland to the Site's southern boundary. During the first stage of operation, the uppermost part of the drill rig would be visible above the woodland canopy for approximately 7 weeks. During the 17 week second stage of the operation, views would be reduced and barely perceptible given the level of screening afforded from this location. The decommissioning stage would include the full restoration of the Site to agricultural use or to an approved new use agreed with NYC and the landowner, reversing the effects of both construction and operation. Therefore, the overall scale of change perceived within this view would be **Small**.	During the construction phase views of activity would be limited to the erection of the drill rig perceptible above the intervening woodland canopy. Given the baseline view of scrubland and agricultural farmland on the edge of Burniston this would have a minimal influence on landscape character. During operation the drill rig would be visible for approximately 7 weeks and would introduce a small detracting element into this rural view. During the second, 17 week phase of operation, the proppant squeeze and test flowing operational activity on Site would be barely perceptible from this location. Following operation, the Site would be returned to agriculture or another agreed land use returning the Site to its original character, reducing any perceptual change to landscape character and integrating the land back within the surrounding landscape. Therefore, effects on landscape character as perceived from this location are deemed to be of **Small** scale.	This viewpoint is not located within any national or local landscape designation.

4	**View from Station Road looking south**	View looking south from an elevated location along Station Road, situated inside the NYMNP. Receptors are predominantly local road users. The view comprises a local road lined with hedgerows in varying condition. Views open up through gaps in the hedgerow including gated access for the surrounding working agricultural farmland. The road undulates with the landscape with views of the Heritage Coast and North Sea available at local high points. Looking south towards the Site the agricultural land continues, although views of lower land associated with the coast are partially screened by intermittent hedgerows. In the distance Scarborough Castle is visible above the coastline and settlement of Scarborough. Long distance views of the hills and woodland associated with the south-eastern extents of the NYMNP are visible against the skyline.	During the 7 week construction phaes, long distance views of construction activity may be visible from this location, most notably the erection of the 38m tall drill rig. However, at this distance the scale of change to the view would be Small. During the first stage of operation, the uppermost part of the drill rig would be visible for approximately 7 weeks above the intervening vegetation and landform but would likely remain below the skyline. During the 17 week second stage of the operation, views would be reduced and the Proposed Development barely perceptible given the distance and level of screening afforded from this location. The decommissioning stage would include the full restoration of the Site to agricultural use or to an approved new use agreed with NYC and the landowner, reversing the effects of both construction and operation. The final stage, following operation, includes the full restoration of the Site to agricultural use or to an approved new use agreed with NYC and the landowner,	During the construction phase views of activity would be limited to the erection of the drill rig, albeit it would be unlikely to have a notable impact on the perception of the wider rural and coastal landscape. During the operational phase the uppermost parts of the drill rig would be visible for a period of 7 weeks, introducing a vertical element into the landscape that detracts from the wider panorama. This would reduce once demobilisation occurs and the 17 week proppant squeeze and test flowing phase begins. Following operation, the Site would be returned to agriculture or another agreed land use returning the Site to its original character, reducing any perceptual change to landscape character and integrating the land back within the surrounding landscape. Therefore, effects on landscape character as perceived from this location are deemed to be of **Small** scale.	This viewpoint is located with the NYMNP, approximately 800m north of the Site. During construction elements of construction activity would be visible and detract from some views along Station Road, particularly those with elevated views of the coastal landscape. During operation the 38m tall drill rig would be visible from certain locations along this road, although the linear infrastructure would form only a small part of the overall panorama when viewed from this distance. The development would have a minimal impact on the special qualities of the National Park as perceived from this location. Following demobilisation of the rig the views of the operational activity would reduce and become more localised. Following operation, the Site would be returned to agriculture or another agreed land use, reducing any perceived visual impacts to the National Park special qualities and the Site would be integrated back into the surrounding landscape. Therefore, small scale effects to NYMNP special qualities would be:

		reversing the effects of both construction and operation Therefore, the overall scale of change perceived within this view would be **Small**.		**Small** scale changes to views out over the landscape including the adjacent Heritage Coast. **Small** Scale changes to views of cultural heritage including the Heritage Coast. Small scale changes to the sense of remoteness and areas of darker skies

5	**View looking south-east from Limestone Road**	View looking south-east from an elevated location along Limestone Road. Receptors are predominantly local road users and residential properties. The view comprises a local road lined with residential properties to the north and open agricultural fields to the south, with managed hedgerows and hedgerow trees. Looking eastward along Limestone Road, where the road descends towards Burniston village, the landscape becomes more urban with residential properties, streetlights and other urban paraphenalia visible. Views toward the Site encompass a working agricultural landscape of rolling fields bound by scrub, trees and hedgerows of varying condition. Distant views of sections of the Heritage Coast are visible from this location including views of the North Sea. To the south, the Sewage Works and the urban edge of Scarborough are visible, albeit the Site itself is predominantly screened by intervening landform.	During construction, long distance views of construction activity may be visible, most notably the erection of the 38m tall drill rig. However, at this distance the scale of change to the view would be a small part of the overall vista. During the first phase of operation the uppermost part of the drill rig would be visible for approximately 7 weeks. During the 17 week second stage of the operation, views would be reduced and barely perceptible given the distance and level of screening afforded from this location. The final stage, following operation, includes the full restoration of the Site to agricultural use or to an approved new use agreed with NYC and the landowner, reversing the effects of both construction and operation. Therefore, the overall scale of change perceived within this view would be **Small**.	During the construction phase views of activity would be limited to the erection of the drill rig which would be perceptible and introduce a detracting element within the rural landscape, albeit localised and viewed in tandem with the nearby Sewage Works. During the operational phase the uppermost parts of the drill rig would be visible for a period of 7 weeks. While a detracting influence on the character it's influence within the landscape would be minimal, viewed at distance and would reduce once demobilisation occurs and the 17 week proppant squeeze and test flowing phase begins. Following operation, the Site would be returned to agriculture or another agreed land use returning the Site to its original character, reducing any perceptual change to landscape character and integrating the land back within the surrounding landscape Therefore, effects on landscape character as perceived from this location are deemed to be of **Small** scale.	This viewpoint is not located within any national or local landscape designation.

6	**View looking north from Field Lane**	View looking north from an elevated location along Field Lane. Receptors are predominantly local road users, however this viewpoint is also partially representative of views from recreational visitors to the adjacent Scarborough Camping and Caravanning Club. Views open up through gaps in the hedgerows that line Field Lane including gated accesses for the surrounding working agricultural farmland. The road undulates with the landscape with views of the Heritage Coast and North Sea available at local high points. Looking north towards the Site the agricultural land continues towards the A1165 Coastal Road. Field boundaries are typically hedgerows with hedgerow trees and in varying condition. Beyond the A165 the land rises within the Heritage Coast boundary as the agricultural landscape continues with views of the coastline itself screened by topography. Within the view a number of buildings are visible including residential properties along the A165 and the prominent Scalby Lodge. A	During construction, visible activity on Site would be limited to the erection of the 38m tall drill rig. However, at this distance the scale of change would be small, as it would form only a small part of the overall panorama and would be viewed in tandem with existing commercial buildings and farmsteads. During the first phase of operation the uppermost part of the drill rig would be visible for approximately 7 weeks. During the 17 week second stage of the operation, views would be reduced and barely perceptible given the distance and level of screening afforded from this location. The final stage, following operation, includes the full restoration of the Site to agricultural use or to an approved new use agreed with NYC and the landowner, reversing the effects of both construction and operation. Therefore, the overall scale of change perceived within this view would be **Small**.	During the construction phase views of construction traffic along the A165 may be visible, However, construction activity on site would be limited to the erection of the drill rig which would be perceptible, and be a detracting element within the rural landscape, albeit localised within the Site and viewed in tandem with the nearby built detractors. During the operational phase the uppermost parts of the drill rig would be visible for a period of 7 weeks. The distance from the Site would limit the scale of change. This would further reduce during the 17 week proppant squeeze and test flowing phase. Following operation, the Site would be returned to agriculture or another agreed land use returning the Site to its original character, reducing any perceptual change to landscape character and integrating the land back within the surrounding landscape Therefore, effects on landscape character as perceived from this location are deemed to be of **Small** scale.	This viewpoint is not located within any national or local landscape designation.

	number of large commercial buildings are visible to the west of the NCR and Burnside leisure Park. From this location the hills and woodland associated with the south-eastern extents of the NYMNP are visible against the skyline to the far west.			

7	**View looking south from Ripley's Road**	View looking south from an elevated location along Ripley's Road, Receptors are predominantly local road users and recreational users of the PRoW. The view comprises a rural view from an elevated point within the agricultural landscape. Fields are often lined by unmanaged and degraded hedgerows and dry-stone walls. To the east and north pockets of woodland sit on the hillside associated with the National Park and surrounding rural landscape. Long distance open views southward are afforded from this location across the rolling landscape towards the village of Burniston including a number of human detractors. Parts of the Heritage Coast are visible although some detractors are visible including the Sewage Works. Further South long-distance views of Scarborough are visible and include a number of urban detractors. Scarborough Castle is visible in the distance.	During construction, long distance views of construction activity may be visible from this location, most notably the erection of the 38m tall drill rig. However, at this distance the scale of change to the view would a very small part of the overall vista. During the 7 week first phase of operation the uppermost part of the drill rig would be visible above the intervening vegetation and landform. During the 17 week second stage of the operation, views would be reduced and barely perceptible given the distance and level of screening afforded from this location. The final stage, following operation, includes the full restoration of the Site to agricultural use or to an approved new use agreed with NYC and the landowner, reversing the effects of both construction and operation At this distance changes to visual amenity perceived would be of **Small/Negligible** scale.	During the construction phase views of activity would be limited to the erection of the drill rig which would be perceptible, albeit at long distance, and detracting influence on the rural landscape. During the 7 week first phase of operation the uppermost parts of the drill rig would be visible, albeit at long distance. While visible, the change in character would be minimal due to the distance and limited nature of the Proposed Development. This would reduce still further in the 17 week proppant squeeze and test flowing phase. Following operation, the Site would be returned to agriculture or another agreed land use returning the Site to its original character, reducing any perceptual change to landscape character and integrating the land back within the surrounding landscape At this distance changes to landscape character perceived would be of **Negligible** scale.	This viewpoint is not located within any national or local landscape designation.

Appendix 6.2 – Landscape Sensitivity Assessment

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APPENDIX 6.2: LANDSCAPE SENSITIVITY ASSESSMENT

The sensitivity of the landscape character types which may receive significant landscape effects are assessed below. Landscape sensitivity is not absolute and can only be defined in relation to each development and its location. To assess the sensitivity of a particular landscape it is good practice to consider the value attached to the landscape and its susceptibility to the particular form of change likely to result from the proposed development. Assessment text relates to the sensitivity of the landscape receptor as a whole, to the proposed development, with additional comments regarding the Site where relevant.

Landscape character is described regionally in the North Yorkshire and York Landscape Characterisation Project (2011). A further Study was undertaken at local level in the Scarborough Borough Landscape Study: Vol 1 Borough wide Landscape Character Assessment (2013). In 2023 Scarborough Borough Council ceased to exist with statutory oversight sitting with the new North Yorkshire Council. In the main assessment of value and sensitivity of landscape character has been taken from the Scarborough Landscape Study Vol1- Borough Wide landscape Character Assessment (2013) and supplemented by the North Yorkshire and York Landscape Characterisation project (2011) (quotes shown in italics) as well as from local sources and site assessment. The table below is based on guidance provided within LI TGN 02/21 - specifically table 1 within that document.

The Site comprises land within Landscape Character Area (LCA) D3: Scalby Character Area of the Scarborough Borough Landscape Study: Vol 1 Borough wide Landscape Character Assessment (2013) and the southern extents of LCT 15: Rugged Cliffs, Coastal Valleys and Bays and will be hereafter be referred to and the 'host landscape'. The ZTV also indicates theoretical visibility from LCA G3: Long Nab to North Bay and LCA A1: Cloughton & Burniston which are also assessed below.

The Zone of Theoretical Visibility (ZTV) maps, primarily the Screening ZTV in Figure 6.5 also indicates intervisibility between the Site and LCA G3: Long Nab to North Bay and A1: Cloughton and Burniston within the Scarborough Borough Landscape Study: Vol 1 Borough wide Landscape Character Assessment (2013). Regionally, the ZTV indicates visibility from LCT 4: Limestone Foothills and Valleys, which has also been assessed below and 15: Rugged Cliffs, Coastal Valleys and Bays and Cliffs within the North Yorkshire and York Landscape Characterisation Project (2011). However, the areas that sit outside the more local assessment are at distance with effects likely to be Small to Negligible scale and of extremely localised or limited geographical and will be excluded from detailed assessment.

The ZTV shows limited theoretical visibility in LCT 1: Urban to the south of the Study Area which incorporates the settlement of Scarborough where views are typically urban in nature. The ZTV shows limited theoretical visibility from LCT 2: Sandstone Moors where larger blocks of woodland and landform screen views. The ZTV also indicates limited theoretical visibility from LCA M1: Olver's Mount which views the Site in the context of the built-up areas on the edge of Scarborough with views typically of an urban nature. A Site visit was conducted by a Chartered Landscape Architect I November 2024 to all LCA/LCT's within the Study area to determine intervisibility. Views of the Site from these locations were limited. Landscape effects on these LCT's/LCA's are unlikely to be significant and will therefore not be taken forward within the assessment

Host Landscape: Landscape Character Area(LCA) D3: Scalby inclusive of the Southern extents of Landscape Character Type (LCT) 15: Rugged Cliffs, Coastal Valleys and Bays

Factors affecting sensitivity	Lower Sensitivity to Development	Higher Sensitivity to Development	Explanation	Judgement
Value attached to Landscapes				
Designated scenic quality	No specific designation	National or regional designation	Although not technically a landscape designation the eastern half of this LCA intersects, and the Site sits within, the North Yorkshire and Cleaveland Heritage Coast defined for its natural coastal beauty and noted for its visual sensitivity *'Views along the North Yorkshire & Cleveland Heritage Coast, which forms part of the character area and continues northwards.'*	National
Natural Heritage	Low presence of ecological or geological / geomorphological interest.	High presence of ecological or geological / geomorphological interest.	*'This landscape is an agriculturally dominant landscape with limited tree cover'* although Scalby Beck is noted as being of ecological importance and is a Site of Importance for Nature Conservation (SINC) within the landscape. The Heritage Coast contains a high level of geomorphological interest.	Regional
Cultural Heritage	Low presence of archaeology or historical interests	High presence of archaeology or historical interests	The Historic landscape characterisation (HLC) indicates that LCA D3 *'has been shaped by a mix of enclosures, including planned large scale parliamentary enclosure, unknown planned enclosure, modern improved fields and piecemeal enclosure, typically consisting of medium sized fields in a regular or semi-irregular pattern, with varying degrees of boundary loss.'*	Regional
Landscape condition/ quality	Landscape in a poor state of repair with incongruous elements	Landscape fully intact in good condition with limited incongruous elements	Some evidence of degradation and threat of coastal erosion. Mainly agricultural pasture with evidence of light agricultural management. Field boundaries often managed hedgerow but show signs of degradation and gaps in places.	Community

Cultural associations	No strong associations with notable people, events or the arts.	Strong cultural associations with notable people, events or the arts, which contribute to perceptions of natural beauty.	No strong associations with notable people, events or the arts.	Community
Distinctiveness	Commonplace elements and features, or the landscape itself. Lacking distinctive and strongly expressed character and with no important relationship to a settlement.	Presence of rare elements or features or rarity of the landscape itself. Landscape with a distinctive and clearly expressed character and/or with an important relationship to a settlement.	Simple landscape of rolling agricultural land. Distinctive sense of place towards the coast where views open up across the landscape towards the North sea to the east, the hills associated with the National Park to the west and along the coast to Scarborough in the south.	Regional
Amenity and recreation	Limited amenity/recreational function where experience of the landscape is important	Well used for recreation where experience of the landscape is important; or forms part of a view that is important to a recreational experience. May contain National Trails or other long distance routes.	Good network of Public Rights of Way (PRoW) and recreational routes cross this landscape most notably the Tabular Hills Walk which stretches from the coast to the upland plateau of the National Park and National Cycle Route 1/ Cinder Track.	National
Perceptual (Scenic)	Landscape with no particular scenic / visual appeal.	Landscape with strong appeal to the senses, particular visual.	Strong intervisibility between the National Park and Heritage Coast with open views across the rugged coastal landscape and elevated views across the cliff out to the North Sea.	National
Perceptual (Wildness and Tranquility)	Busy with evidence of human activity, well-lit.	Remote, peaceful or with a sense of wildness. Dark skies.	Despite the predominantly nucleated settlements and some man-made detractors such as the sewage works the landscape is perceived as being remote, predominantly rural with a sense of wildness towards the coastal cliffs within LCA G3.	Regional
Function	No important blue/green infrastructure function or important relationship with national landscape designation.	Landscape with important blue/green infrastructure function or strong relationship that is important to a national landscape designation.	Rural landscape with important links to the sea and Heritage Coast.	National
Overall Judgement of Value				**Regional**

Susceptibility				
Scale	Large scale landscapes where the development may be in proportion with the landscape are generally less sensitive.	Small scale intimate landscapes are generally more sensitive to large scale structures.	Medium to large-scale, open mixed farming landscape with visual links to the sea and coast where development may be proportionate to the scale of the landscape.	Medium
Landform	Smooth regular flowing, flat or uniform landscapes	Dramatic, rugged and complex landscapes	Undulating to rolling agricultural landscape with open views from elevated locations	Low
Openness/enclosure	Open and exposed landscapes	Enclosed and sheltered landscapes	Open mixed farming landscape with long distance views available towards the National Park and the North Sea	Low
Land cover	Extensive areas of simple or regular landcover (including intensive farming and forestry)	Complex, intimate or mosaic cover	Simple rolling agricultural landscape or medium sized fields of regular pattern.	Low
Complexity and patterns	Simple and sweeping lines, linear feature and patterns	Complex or irregular patterns	Predominently a patchwork of medium to large sized enclosed fields	Low
Built Environment	Contemporary masts, pylons, industrial elements, buildings infrastructure, settlements	Established, traditional or historic built character	A number of A roads that run parallel to the coastline, most notably A165 and A171 which pass close to the Site. Some notable detractors in the landscape associated with farming activity, camping and tourism and the nearby sewage works	Medium
Views intervisibility	Visually contained and have limited inward or outward views	Extensive views within or of the area with distant horizons.	Intervisibility between the higher ground of the National Park to the West and out over the cliffs and sea to the east, with medium to long distance views of Scarborough Castle along the coast to the south adding to the historic coastal character.	High
Landscapes that form settings, skylines, backdrops, focal points	Generally low lying landscapes without distinctive landform or horizon	Areas with strong features, focal points that define the setting or skyline	Undulating to rolling agricultural landscape with prominent elevated views of the surrounding landscape and strong distinctive coastal features and strong visual interest especially along the Heritage Coast	High
Overall Judgement of Susceptibility				**Medium**
Overall Judgement of Sensitivity				**High/Medium**

Landscape Character Area (LCA) G3: Long Nab to North Bay

Factors affecting sensitivity	Lower Sensitivity to Development	Higher Sensitivity to Solar Development	Explanation	Judgement
Value attached to Landscapes				
Designated scenic quality	No specific designation	National or regional designation	LCA G3 is coastal landscape of elevated cliff faces and coastal bays associated with the North Yorkshire and Cleaveland Heritage Coast: This landscape contains *'dramatic coastal scenery and high cliffs offer views out over the North Sea.'*	National
Natural Heritage	Low presence of ecological or geological / geomorphological interest.	High presence of ecological or geological / geomorphological interest.	This landscape is noted as having *'High ecological sensitivity as result of the presence of numerous diverse coastal habitats which support rare species (for example, the cliffs support rare invertebrates and several sections are designated as SSSI).'* This includes areas that lie within the North Yorkshire and Cleaveland Heritage Coast. The landscapes associated with the North Yorkshire and Cleaveland Heritage Coast contain a *'dynamic landscape pattern of striking cliffs and undercliffs, deep wooded ravines and coastal hinterland'*	National
Cultural Heritage	Low presence of archaeology or historical interests	High presence of archaeology or historical interests	This landscape contains a number of heritage and archaeological interests including: *'The outcrop to the south has been strategically significant for many centuries, with the siting of an Iron Age settlement, a Roman signal station and latterly the medieval castle, now ruined and which looks out on the North Sea. The castle relates to other medieval development which now falls within the Scarborough settlement boundary, notably the adjacent large and formerly monastic 12th century church of St Mary.'*	Regional

Factors affecting sensitivity	Lower Sensitivity to Development	Higher Sensitivity to Solar Development	Explanation	Judgement
Landscape condition/ quality	Landscape in a poor state of repair with incongruous elements	Landscape fully intact in good condition with limited incongruous elements	Wild, remote rural coastal landscape with some elements of degradation including hedgerow boundaries that are fragmented.	Regional
Cultural associations	No strong associations with notable people, events or the arts.	Strong cultural associations with notable people, events or the arts, which contribute to perceptions of natural beauty.	*'The castle headland is identified by the HLC as an area of high historic legibility, with little change having occurred since c.1850.'* Areas of coastline including North Bay Sands largely remain in their natural state and *'are also described as having significant legibility.'*	National
Distinctiveness	Commonplace elements and features, or the landscape itself. Lacking distinctive and strongly expressed character and with no important relationship to a settlement.	Presence of rare elements or features or rarity of the landscape itself. Landscape with a distinctive and clearly expressed character and with an important relationship to a settlement.	Much of this Landscape is wild, remote and has an overarching unsettled character *'with quiet coves and windswept, remote cliff top farmland, although this contrasts with the more developed, engineered sections of coastline and coastal slopes associated with resort development at the southern end of North Bay. '*	Regional
Amenity and recreation	Limited amenity/recreational function where experience of the landscape is important	Well used for recreation where experience of the landscape is important; or forms part of a view that is important to a recreational experience. May contain National Trails or other long distance routes.	Recreational interest and experience is provided by the Cleveland Way, a long-distance clifftop path with extensive views across the Heritage Coast towards the Sea to the east and the NYMNP to the west	National
Perceptual (Scenic)	Landscape with no particular scenic / visual appeal.	Landscape with strong appeal to the senses, particular visual.	Strong appeal to the senses brought about by the rugged coastal character and the intervisibility with surrounding landscapes including the NYMNP.	National
Perceptual (Wildness and Tranquility)	Busy with evidence of human activity, well-lit.	Remote, peaceful or with a sense of wildness. Dark skies.	Rural landscape with limited night time lighting and a sense of remoteness. The Heritage Coast although	Regional

Factors affecting sensitivity	Lower Sensitivity to Development	Higher Sensitivity to Solar Development	Explanation	Judgement
			rural does offer views out across the coast to well-lit urban centres particularly Scarborough to the south.	
Function	No important blue/green infrastructure function or important relationship with national landscape designation.	Landscape with important blue/green infrastructure function or strong relationship that is important to a national landscape designation.	Strong relationship between the Sea and the coast within this landscape including the Heritage Coast	National
Overall Judgement of Value				**National/Regional**
Susceptibility				
Scale	Landscapes where scale of development is similar to or smaller than scale of receiving landscape	Landscapes where scale of development is larger than scale of receiving landscape	The proposed Development does not sit within this LCT but there are strong visual links across the landscape towards the Site, the scale of development is a small element of the overall vista from this landscape.	Low
Landform	Smooth regular flowing, or uniform landscapes	Dramatic and rugged landscapes	Dramatic landscape of hills and vales associated with the Heritage Coast. The rolling coastal landscape offers both vista and occasional screening of the Site	Medium
Openness/enclosure	Enclosed and sheltered landscapes	Open and exposed landscapes	Medium scale open landscape with vistas out across many neighbouring landscapes.	Medium
Land cover, complexity and patterns	Extensive areas of simple or regular landcover or simple and sweeping lines, linear feature and patterns	Complex, intimate or mosaic cover or complex or irregular patterns	Complex coastal landscape of rugged cliffs and bays	High

Factors affecting sensitivity	Lower Sensitivity to Development	Higher Sensitivity to Solar Development	Explanation	Judgement
Built Environment	Contemporary masts, pylons, industrial elements, buildings infrastructure, settlements	Established, traditional or historic built character	Limited built environment of any form within this landscape, particularly nearer to the Site however some views of development and settlement detractors in neighbouring landscapes.	High/Medium
Views intervisibility	Visually contained and have limited inward or outward views	Extensive views within or of the area with distant horizons.	Extensive views, often long distance across the landscape with a visual connection to the coast. Views of development from some areas across this area particularly those on higher ground within the rolling landscape, albeit at distance and forming a small part of the overall vista.	High
Landscapes that form settings, skylines, backdrops, focal points	Generally low lying landscapes without distinctive landform or horizon	Areas with strong features, focal points that define the setting or skyline	Rolling elevated coastal landscape of cliff faces and bays.	Medium
Scale	Landscapes where scale of development is similar to or smaller than scale of receiving landscape	Landscapes where scale of development is larger than scale of receiving landscape	Limited development within this landscape.	Low
Overall Judgement of Susceptibility				**High/Medium**
Overall Judgement of Sensitivity				**High/Medium**

Landscape Character Area (LCA) A1: Cloughton & Burniston

Factors affecting sensitivity	Lower Sensitivity to Development	Higher Sensitivity to Solar Development	Explanation	Judgement
Value attached to Landscapes				
Designated scenic quality	No specific designation	National or regional designation	There are no national or regional designations that sit within this LCA, however this landscape sits within the setting of the North York Moors National Park.	Regional
Natural Heritage	Low presence of ecological or geological / geomorphological interest.	High presence of ecological or geological / geomorphological interest.	There are a number of ecological interests associated with becks that run through the farmland landscape noted as *'habitat corridors, often lined by dense riparian vegetation and trees'*	Regional
Cultural Heritage	Low presence of archaeology or historical interests	High presence of archaeology or historical interests	Limited archeological interest within this LCA although *'The historic landscape characterisation (HLC) indicates that much of the landscape is of unknown planned enclosure, consisting of medium sized fields in a semi-irregular or regular pattern. An area of piecemeal enclosure consisting of medium sized fields in a semi-irregular pattern is located to the south east of Quarry Bank. '*	Community
Landscape condition/ quality	Landscape in a poor state of repair with incongruous elements	Landscape fully intact in good condition with limited incongruous elements	Mosaic of mixed farmland in varying condition. Boundaries often delineated by hedgerows of variable condition.	Regional
Cultural associations	No strong associations with notable people, events or the arts.	Strong cultural associations with notable people, events or the arts, which contribute to perceptions of natural beauty.	Limited cultural associations associated with this landscape.	Community
Distinctiveness	Commonplace elements and features, or the landscape itself. Lacking distinctive and strongly expressed character and with no	Presence of rare elements or features or rarity of the landscape itself. Landscape with a distinctive and clearly expressed character and with	Interesting and complex terrain particularly on higher ground. Strong vernacular associated with the village of Cloughton.	National/Regional

Factors affecting sensitivity	Lower Sensitivity to Development	Higher Sensitivity to Solar Development	Explanation	Judgement
	important relationship to a settlement.	an important relationship to a settlement.		
Amenity and recreation	Limited amenity/recreational function where experience of the landscape is important	Well used for recreation where experience of the landscape is important; or forms part of a view that is important to a recreational experience. May contain National Trails or other long distance routes.	Small series of PRoW cross the landscape most notably the National Cycle Route 1/ Cinder Track to the east of this landscape.	National/Regional
Perceptual (Scenic)	Landscape with no particular scenic / visual appeal.	Landscape with strong appeal to the senses, particular visual.	Views of the National Park and Heritage Coast are available in part within this landscape – *'Occasional longer views out from the north west, across open fields to lower lying land in the south and to the surrounding National Park. Strong visual connection with this protected landscape'* - although there is a good level of enclosure which screens views and creates a sense that views are '*typically short range'*	National
Perceptual (Wildness and Tranquility)	Busy with evidence of human activity, well-lit.	Remote, peaceful or with a sense of wildness. Dark skies.	Rural setting but the settlement of Cloughton detracts from the Dark Skies associated with the nearby NYMNP	Regional
Function	No important blue/green infrastructure function or important relationship with national landscape designation.	Landscape with important blue/green infrastructure function or strong relationship that is important to a national landscape designation.	Important riparian habitats along becks within this landscape	Regional
Overall Judgement of Value				Regional

Factors affecting sensitivity	Lower Sensitivity to Development	Higher Sensitivity to Solar Development	Explanation	Judgement
Susceptibility				
Scale	Landscapes where scale of development is similar to or smaller than scale of receiving landscape	Landscapes where scale of development is larger than scale of receiving landscape	The proposed Development does not sit within this LCT but there are strong visual links across the landscape towards the Site, the scale of development is a small element of the overall vista from this landscape.	Low
Landform	Smooth regular flowing, or uniform landscapes	Dramatic and rugged landscapes	Highly undulating landscape, particularly towards the National park boundary.	High/Medium
Openness/enclosure	Enclosed and sheltered landscapes	Open and exposed landscapes	Strong level of enclosure through landform and woodland blocks creating a short range visual envelope across most of this LCA.	Low
Land cover, complexity and patterns	Extensive areas of simple or regular landcover or simple and sweeping lines, linear feature and patterns	Complex, intimate or mosaic cover or complex or irregular patterns	The Site does not sit within this LCA. Complex terrain creating intricate mosaic of farmland with *'Intimate, small scale field pattern, interspersed with woodland or groups of trees, and lined by dense hedgerow boundaries'*	Medium
Built Environment	Contemporary masts, pylons, industrial elements, buildings infrastructure, settlements	Established, traditional or historic built character	Strong vernacular associated with the village of Cloughton including the conservation area and associated buildings.	Medium
Views intervisibility	Visually contained and have limited inward or outward views	Extensive views within or of the area with distant horizons.	Relatively visually contained due to the level of enclosure and woodland screening, however occasional long distance views out across the coast.	Medium/Low
Landscapes that form settings, skylines, backdrops, focal points	Generally low lying landscapes without distinctive landform or horizon	Areas with strong features, focal points that define the setting or skyline	Landscape with complex terrain with occasional views across the landscape to neighbouring landscapes. The development does not sit within this landscape.	Medium/Low

Factors affecting sensitivity	Lower Sensitivity to Development	Higher Sensitivity to Solar Development	Explanation	Judgement
Scale	Landscapes where scale of development is similar to or smaller than scale of receiving landscape	Landscapes where scale of development is larger than scale of receiving landscape	Small scale intricate landscape. However the development does not sit within this landscape.	Low
Overall Judgement of Susceptibility				**Medium/Low**
Overall Judgement of Sensitivity				**Medium**

Appendix 6.3 – Landscape and Visual Impact Assessment Methodology and Criteria

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APPENDIX 6.3:

LANDSCAPE AND VISUAL IMPACT ASSESSMENT METHODOLOGY AND CRITERIA

Introduction

1. The purpose of a Landscape and Visual Impact Assessment (LVIA) when produced in the context of an EIA is to identify and report any likely significant landscape and visual effects.

2. The following appendix sets out the methodology and criteria against which the assessment of landscape and visual effects has been undertaken.

3. The Guidelines for Landscape and Visual Impact Assessment (Third Edition) (GLVIA3)[1] are widely recognised as the primary source of guidance for LVIA in the UK but clearly state that: *"The guidance concentrates on principles while also seeking to steer specific approaches where there is a general consensus on methods and techniques. It is not intended to be prescriptive, in that it does not provide a detailed 'recipe' that can be followed in every situation. It is always the primary responsibility of any landscape professional carrying out an assessment to ensure that the approach and methodology adopted are appropriate to the particular circumstances."* (paragraph 1.20)

4. GLVIA 3 also states that: *"professional judgement is a very important part of the LVIA"* (paragraph 2.23) and that *"in all cases there is a need for the judgements that are made to be reasonable and based on clear and transparent methods so that the reasoning applied at different stages can be traced and examined by others."* (paragraph 2.24).

5. It goes on to state that *"there are no hard and fast rules about what effects should be deemed significant but LVIAs should always distinguish clearly between what are considered to be the significant and non-significant effects."* (paragraph 3.32)

6. Wherever possible, identified effects are quantified, but as noted above, the nature of landscape and visual assessment requires interpretation using professional judgement. In order to provide a level of consistency to the assessment, the prediction of magnitude and the assessment of significance of the residual landscape and visual effects are based on pre-defined criteria as set out in this appendix.

7. Landscape and Visual Assessments are separate, though linked processes which GLVIA3 notes are "*related but very different considerations*". The assessment of the potential effect on the landscape is carried out as an effect on the environmental resource (i.e. the landscape). Visual effects are assessed as an inter-related effect on people.

    - Landscape effects derive from changes in the physical landscape elements which may give rise to changes in its distinctive character and how this is experienced, including consideration of aesthetic and perceptual aspects.

[1] The Landscape Institute/Institute of Environmental Management and Assessment; *Guidelines for Landscape and Visual Impact Assessment Third Edition*; Spon; 2013

- Visual effects relate to changes that arise in the composition of available views as a result of changes to the landscape, to people's responses to the changes and to the overall effects with respect to visual amenity.

Establishing the Baseline

8. The baseline for consideration of landscape and visual effects is evaluated through desk study and site work and is the current situation at the time of the assessment, unless noted otherwise. Existing operational/ built development and development under construction is considered as part of the baseline.

9. The **future baseline,** where relevant, incorporates any anticipated natural change to the landscape (eg change to land cover through natural regeneration or forestry rotation), and also in the case of built development, changes which are considered certain or likely to happen (including consented proposals which are not yet present in the landscape but which are expected to be constructed). These may or may not be included as part of the landscape and visual baseline depending on individual project circumstances. Where the future baseline differs from the current baseline, it is clearly stated in the LVIA which baseline has been adopted for the assessment of effects and a rationale for the approach taken is provided as necessary.

Direct and Indirect Effects

10. Direct and indirect effects are defined in GLVIA3. Direct effects may be defined as resulting *"directly from the development itself"* (paragraph 3.22). An indirect (or secondary) effect is one that results "*from consequential change resulting from the development*" (paragraph 3.22) and is often produced away from the site of the proposed development or as a result of a complex pathway or secondary association.

Landscape Effects

11. The starting point for an assessment of landscape effects is a desk-based assessment of published landscape studies, which may include landscape character assessments, sensitivity and capacity studies and/or landscape designation reviews. Relevant documents are listed as appropriate in the assessment and relevant extracts may be included as appendices where this is judged appropriate. Desk based assessment is supplemented by field work to verify the key characteristics of the landscape.

12. In accordance with GLVIA3, the significance of landscape effects is determined by combining judgements regarding the sensitivity of the receiving landscape and the magnitude of the landscape effects arising from the Proposed Development.

13. An assessment of the degree to which the proposed development changes "*distinct and recognisable pattern of elements, or characteristics, in the landscape that make one landscape different from another, rather than better or worse"* ('An Approach to Landscape Character Assessment', Natural England, 2014), enables a judgement to be made as to the significance of the effect in landscape character terms.

14. In order to reach an understanding of the effects of development upon the landscape resource it is necessary to consider different aspects of the landscape baseline including:

    - **Landscape Fabric/Elements**: The individual features of the landscape, such as hills, valleys, woods, hedges, tree cover, vegetation, buildings and roads for example which can usually be described and quantified.

- **Landscape key characteristics**: The particularly notable elements or combinations of elements which make a particular contribution to defining or describing the character of an area, which may include experiential characteristics such as wildness and tranquillity.

Landscape Sensitivity

15. It should be noted, as stated in GLVIA3, *"LVIA sensitivity is similar to the concept of landscape sensitivity used in the wider arena of landscape planning but is not the same as it is specific to the particular project or development that is being proposed and to the location in question"* (paragraph 5.39).

16. In LVIA, landscape sensitivity is assessed by combining judgements about the value attached to a landscape and its susceptibility to the type of change and nature of the development proposed. The overall sensitivity of the landscape to a particular development is described in the assessment as **High, Medium** or **Low**.

    - **Landscape Value**: This is the relative value or importance attached to different landscapes by society on account of their landscape qualities. Sometimes it is used as a basis for designation or recognition which expresses national or local authority consensus, because of its special qualities/attributes. Whilst the presence of formal designations are an important component when determining landscape value, other aspects are also considered as part of the judgement process as explained in Landscape Institute Technical Guidance Note 02-21[2], especially when considering the value of landscapes outside of national designations. These include factors related to natural and cultural heritage (for example ecological, geological or heritage matters), landscape condition, cultural associations (in terms of connections with people, arts or events), distinctiveness (i.e. a sense of unique identity in the landscape), recreational opportunities, perceptual aspects (including scenic quality, wildness and tranquillity) and landscapes with a clearly identifiable role or function. In this assessment, the value attributed to the landscape is described as: **National, Regional** or **Community**.

    - **Landscape Susceptibility**: Landscape Susceptibility according to GLVIA3 means *"the ability of the landscape receptor to accommodate the proposed Development without undue consequences for maintenance of the baseline situation and/or the achievement of landscape planning policies and strategies"* (paragraph 5.40). The susceptibility of the landscape varies depending on the type of development proposed and the particular site location. Judgements on landscape susceptibility include references to both the physical and aesthetic characteristics and the potential scope for mitigation. In this assessment, the susceptibility of the landscape is described as **High, Medium** or **Low**.

17. The criteria and the detailed judgements regarding susceptibility and value of landscape receptors are identified within the sensitivity tables included within Appendix 6.2 to this assessment.

18. Sensitivity is evaluated taking into account the component judgements about the value and susceptibility of the receptor as illustrated by the table below. Where sensitivity is judged to lie between levels, an intermediate assessment is adopted. Note that equal weighting is attributed to susceptibility and value when determining overall landscape sensitivity.

[2] Landscape Institute Technical Guidance Note 02-21: Assessing Landscape Value Outside National Designations

		Susceptibility		
		High	**Medium**	**Low**
Value	**National**	High	High/Medium	Medium
	Regional	High/Medium	Medium	Medium/Low
	Community	Medium	Medium/Low	Low

Magnitude of Landscape Change

19. The magnitude of landscape change arising from the proposed development at any particular location is assessed in terms of *"size or scale, the geographic extent of the area or receptor that is influenced and its duration and reversibility"* (paragraph 5.48).

20. Judgements concerning the **Scale** of the change take account of:

- degree of loss or alteration to key landscape features/elements; characteristics; and for designated areas – special qualities and/or purposes of designation;
- distance from the development; and
- landscape context to the development.

21. The approach to assessing effects on landscape character is to consider the key characteristics for the Landscape Character Area (LCA) within which the proposed development is located (the host LCA) and if relevant the adjacent LCA's (non-host) and identify which of these the proposed development would affect. A large scale change in landscape character is likely to occur where key characteristics would be lost or substantially changed. A small scale change is likely to occur where key characteristics are altered to a lesser degree and this can be influenced by distance and surrounding context.

22. Where particular views are a key characteristic of a landscape type, large or medium scale landscape character effects may occur where the proposed development becomes a key feature of those views. A similar approach applies to designated landscapes, for which the effects on the defined purposes of designation and special qualities are considered.

23. In this assessment, the scale of landscape change is described as: **Large, Medium, Small** or **Negligible**.

24. Having established the scale of change to the landscape baseline, the **Geographic Extent** of the change can be identified. In this assessment, the geographical extent of landscape change is described as: **Wide, Intermediate, Localised** or **Limited**.

25. **Duration and Reversibility** can be linked depending on the nature of the development. Reversibility is a judgement about the practicality of reversing the landscape effects of the proposed development (for example, solar farms are ultimately largely reversible whilst housing is permanent). Duration reflects how long the change will last and can include frequency the effect would be experienced. In this assessment, the duration of the change would be considered:

- **short term** when lasting less than 2 years;
- **medium term** when lasting between 2 and 10 years;
- **long term** when lasting between 10 and 40 years, and
- **permanent** for more than 40 years.

26. Magnitude is considered taking into account the three contributory factors as illustrated by the diagrams in Plate 1 below.

Visual Effects

27. In accordance with GLVIA3, the significance of visual effects is determined by combining judgements regarding the sensitivity of visual receptors (people who view the landscape) and the magnitude of the change they experience arising from the Proposed Development.

Visual Receptor Sensitivity

28. In visual assessment, visual receptor sensitivity is assessed by combining judgements about the value attached to views and the susceptibility of the viewer to the type of change and nature of the development proposed. The overall sensitivity of the visual receptor to a particular development is described in this assessment as **High, Medium** or **Low**.

    - **Value of Views**: The value of public views, which is the focus of GLVIA3, will vary depending on the nature, location and context of the view and the recognised importance of the view. Considerations include cultural associations; designation or policy protection; views of or from landmarks; and/or the scenic quality of the view. It should be noted that the value attributed relates to the value of the view only (e.g. a National Trail is nationally valued for access, but not always for the available views from every section). In this assessment, the value attributed to visual amenity is described as: **National, Regional** or **Community**.

    - **Susceptibility of Visual Receptors**: Those living within view of the Proposed Development are usually regarded as the highest susceptibility group as well as those engaged in outdoor pursuits for whom landscape experience is the primary objective. The susceptibility of potential visual receptors will also vary depending on the activity of the receptor. For visual receptors, susceptibility and value are closely linked - the most valued views are also likely to be those where viewer's expectations will be highest. In this assessment, visual receptor susceptibility is defined in accordance with the criteria below.

      High - Local residents; tourists; people engaged in outdoor recreation focused on an appreciation of views including users of footpaths and quiet country lanes, beauty spots and picnic areas and people experiencing views to or from important features of physical, visual, cultural or historic interest.

      Medium - Local road users and travelers on trains. People engaged in outdoor recreation with some appreciation of the landscape e.g. road cycling, nature conservation, golf and water based recreation.

      Low - Workers, users of facilities and commercial buildings (indoors) experiencing views from buildings. Road and rail users on fast moving commuting or trunk routes. Visual receptors where views are incidental to the activity and/or location.

29. Sensitivity is evaluated taking into account component judgements about the value and susceptibility of the receptor as illustrated by the table below. Where sensitivity is judged to lie between levels, an intermediate assessment is adopted. Note that a greater weight is intentionally attributed to the susceptibility of the visual receptor than to value. This is in recognition of the fact that relatively few views are specifically recognised through designation or cultural reference. This approach still acknowledges that value associations influence sensitivity.

		Susceptibility		
		High	**Medium**	**Low**
Value	**National**	High	High/Medium	Medium
	Regional	High/Medium	High/Medium	Medium/Low
	Community	High/Medium	Medium	Low

Magnitude of Visual Change

30. The magnitude of visual change arising from the Proposed Development is assessed in terms of its size or scale, geographic extent of the area or receptor that is influenced and its duration.

31. Representative viewpoints are used in the LVIA as 'samples' on which to base judgements of the scale of change experienced by visual receptors. The wider extent of the effect and its duration are not captured in the viewpoint analysis (as a viewpoint cannot capture these factors for an entire route or area). As duration and extent are necessary considerations in determining magnitude of change, judgements concerning magnitude and significance are provided for visual receptors and not for representative viewpoints. The only exception to this would be a specific viewpoint – where people visiting that location to look at the view are assessed as a visual receptor group in its own right.

32. With the exception of specific viewpoints (as noted above), each route (e.g. a footpath or road) and receptor group (e.g. a community or village) will encompass a range of possible views, which might vary from no view of the development to very clear, close views. Therefore, effects are described in such a way as to identify where views towards the development are likely to arise and what the scale and duration and extent of those views is likely to be. In some cases, this will be further informed by a nearby viewpoint and in others it will be informed with reference to ZTV studies, aerial photography and site visits. Each of these individual effects are then considered together in order to reach a judgement of the effects on the visual receptors along that route, or in that place.

33. The Scale of change arising from the Proposed Development as experienced by a visual receptor group reflects the degree to which the nature of the views from that location would be changed taking into account:

    - The distance of the viewpoint from the development;
    - the degree to which the development is visible or screened;
    - the angle of view in relation to main receptor activity or main focus of the view;
    - the horizontal and vertical field of view occupied by the development; and
    - the extent and nature of other built development visible.

34. In this assessment, the scale of change in view is described as: **Large, Medium**, **Small** or **Negligible**.

35. The approach to assessing effects on views is to consider the full 360 degree view from any given receptor – not just those towards the development and/or shown in visualisations. It is assumed that the change would be seen in clear visibility and the assessment is carried out on that basis. Seasonal variation in visibility due to varying vegetation cover is also taken into account in all judgements. Where there are operational (and consented) developments considered as part of the baseline, the visual effects consider the effects of adding the proposed development to that baseline. Where appropriate, comment may be made on lighting and weather conditions.

36. For visual receptors moving through the landscape (e.g. road and footpath users), the length of their journey during which they would see the Proposed Development is reflected in the judgement of the

Geographic Extent of effects. In this assessment, the geographical extent of visual change is described as: **Wide, Intermediate, Localised** or **Limited**.

37. **Duration** reflects how long the change will last and judgements are framed in the same way as described above for landscape effects. In this assessment, the duration of the change would be considered:

    - **short term** when lasting less than 2 years;
    - **medium term** when lasting between 2 and 10 years;
    - **long term** when lasting between 10 and 40 years, and
    - **permanent** for more than 40 years.

38. Magnitude is considered taking into account the three contributory factors as illustrated by the diagrams in Plate 1 below.

Combining Scale of Change, Extent and Duration to Determine Magnitude of Landscape and Visual Effects

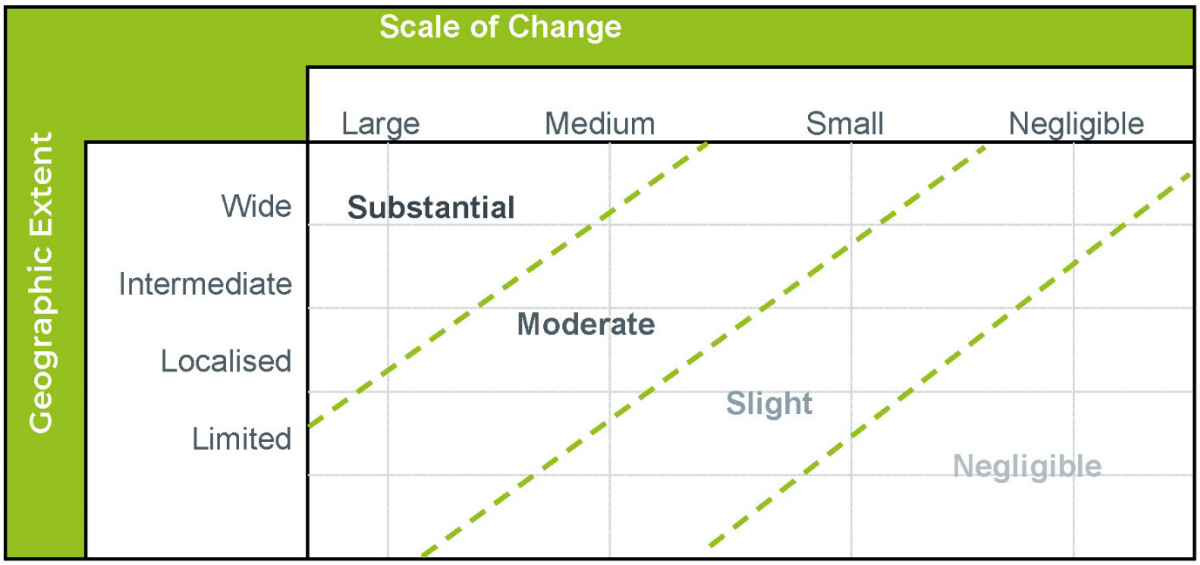
39. Scale of change is the first and primary factor in determining magnitude. Geographical extent and duration of the effect are modifying factors to the overall magnitude judgement which may be higher if the effect is particularly widespread and/or long lasting, or lower if it is constrained in geographic extent and/or timescale.

40. The diagrams presented below in Plate 1 illustrate in outline how these two modifying factors are considered in a two-stage process. A judgement is first formed about the scale of the change to the landscape or visual receptor. The geographic extent of the effect is then considered as a modifying influence in the first part of Plate 1 (Stage 1). The result or outcome of Stage 1 is then considered again in relation to the duration of the effect as illustrated in the second part of Plate 1 (Stage 2). The outcome of Stage 2 is the overall magnitude of effect judgement reported in the assessment. Plate 1 is not intended to be interpreted rigidly as a chart to provide definitive answers; professional judgement is employed as appropriate to arrive at an overall magnitude judgement.

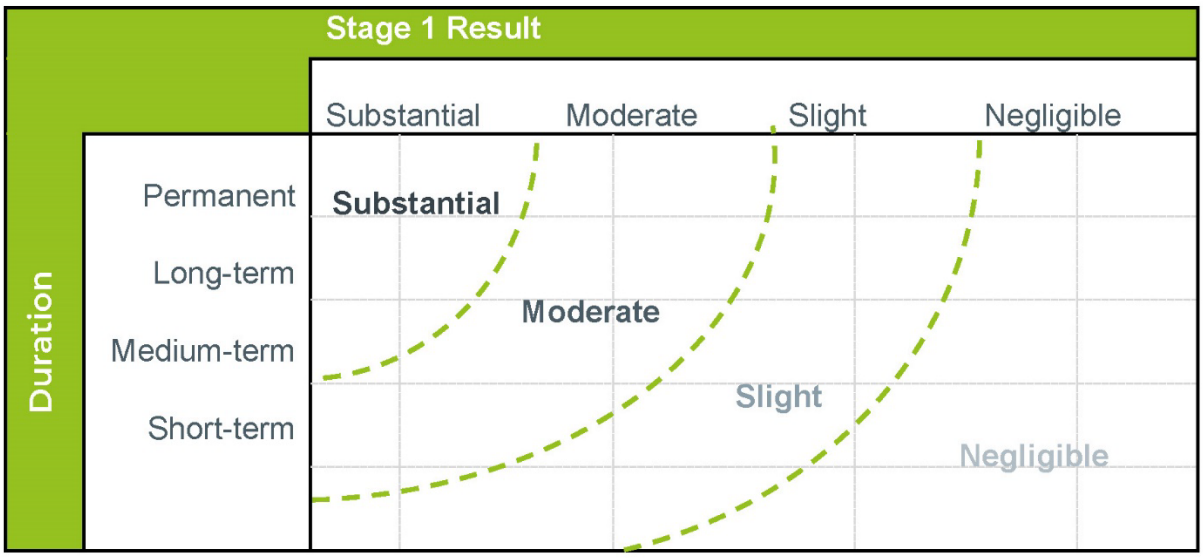
41. In this assessment, the magnitude of effects is described as **Substantial, Moderate, Slight** or **Negligible**. Where magnitude is judged to lie between levels, an intermediate assessment will be adopted.

Plate 1 Combining Scale of Change, Extent and Duration to Determine Magnitude of Landscape and Visual Effects

Stage 1 - Modifying Influence of Geographic Extent on Magnitude of Effect



Stage 2 - Modifying Influence of Duration on Magnitude of Effect



Significance of Landscape and Visual Effects

42. The significance of any identified landscape or visual effect is described as **Major, Moderate, Minor** or **Negligible**. These categories are based on the consideration of receptor sensitivity with the predicted magnitude of effect. The table below is not used as a prescriptive tool and illustrates the typical outcomes, allowing for the exercise of professional judgement. In some instances a particular parameter may be considered as having a determining effect on the analysis.

		Magnitude of Effect			
		Substantial	**Moderate**	**Slight**	**Negligible**
Receptor Sensitivity	**High**	Major	Major/ Moderate	Moderate	Minor
	Medium	Major/ Moderate	Moderate	Moderate/ Minor	Minor/ Negligible
	Low	Moderate	Moderate/ Minor	Minor	Negligible

43. Where the effect has been classified as Major or Major/Moderate, this is considered to be equivalent to a likely significant effect. Where 'Moderate' effects are predicted, professional judgement is applied to determine whether the effect is significant or not ensuring that the potential for significant effects to arise has been thoroughly considered and justification is provided for the judgement reached as appropriate. Effects of Moderate/ Minor, Minor, Minor/ Negligible or Negligible significance are considered to be not significant.

Beneficial/Adverse

44. Landscape and visual effects can be beneficial or adverse and in some instances may be considered neutral. Neutral effects are those which overall are neither adverse nor positive but may incorporate a combination of both. Whether an effect is beneficial, neutral or adverse is identified based on professional judgement. GLVIA3 indicates at paragraph 2.15 that this is a "*particularly challenging*" aspect of assessment, especially in the context of a changing landscape.

45. However, for the avoidance of doubt, in this assessment it has been assumed that where new infrastructure is introduced into the landscape or views, this will generally constitute an adverse effect. Any variation from this stance will be clearly justified.

Cumulative Effects

46. In a broad generic sense, cumulative impacts "*result from the incremental changes caused by other past, present or reasonably foreseeable actions together with the project*"[3] However, an assessment of cumulative effects should focus on whether there are any potential cumulative impacts which are reasonably foreseeable and which are likely to influence the decision making of the proposed development, rather than an assessment of every potential cumulative effect[4], which in practice means focusing on other nearby development proposals and the effects that might arise from the combined influence of those developments on landscape and visual receptors.

[3] GLVIA3 page 120, paragraph 7.1 quoting Hyder, 1999 ' *Guidelines for the assessment of indirect and cumulative impacts as well as impact interactions*'

[4] GLVIA3 page 121 paragraph 7.5.

47. As recommended by the NatureScot cumulative guidance, this assessment focusses on the "*additional cumulative change which would be brought about by the proposed development*"[5].

48. As noted above, operational developments are included in the baseline, Consented development which are expected to be constructed, form part of the future baseline and will be included as such. However, where there is some uncertainty regarding the future construction of consented developments, they may be considered as the first scenario of the cumulative assessment.

49. Proposals in planning are considered where there is good reason to assume that the timing of decisions may be similar and significant cumulative effects are likely. The assessment of effects is considered within the cumulative assessment.

50. Proposals in scoping are noted but not considered within the cumulative assessment, as there is no certainty that these proposals will progress to planning submissions and the nature of the proposed schemes may be subject to change.

51. The assessment is based on the same landscape and visual baseline and receptor groups as the main LVIA, and the methodology is also the same in terms of forming and expressing judgements.

52. Cumulative effects on landscape receptors arise from combined direct and/or indirect effects on the same receptor – such as two developments within the same character area; or one development within, and one visible from, a designated area.

53. Cumulative effects on visual receptors arise either from two (or more) developments both being visible from the same place; or from sequential views as people travel through the landscape.

54. In order to simplify what may otherwise be a complex assessment, where appropriate, the following approaches are also used:

    - The cumulative assessment considers scenarios within which developments may be 'grouped' - for instance two nearby cumulative proposals may be considered in one scenario if it is considered that the cumulative effects arising if one or both are developed are likely to be similar.
    - Receptors judged to receive Negligible or Slight-Negligible magnitude effects are not considered for cumulative effects on the basis that any significant effects arising would primarily be caused by the cumulative developments and would be unlikely to be contributed to by the proposed development.
    - Only those receptors judged likely to experience effects from the cumulative development(s) being considered within a given scenario are described within that scenario.

55. Qualitative assessment of design and aesthetic considerations arising as a result of cumulative development, and/or considerations set out within local guidance provided in relation to cumulative development, is also provided where relevant.

Night-Time Effects of Aviation Lighting

Approach and Scope

56. There is a distinction between light pollution or nuisance and the effect of lighting on the character and amenity of the landscape at night. This is part of the assessment is not a technical lighting

[5] Assessing the Cumulative Impact of Onshore Wind Energy Developments, NatureScot, 2021

assessment but focusses on the night-time effects as a result of the introduction of new artificial lighting, with consequent effects.

57. This part of the assessment is still an emerging area of assessment regarding the scope and receptors which would be impacted as a result of the aviation lighting. It is clear that night-time impacts would occur on the visual amenity of the area, but there is some debate regarding the extent of impact on surrounding landscape character. One of the most recent and relevant determinations by Scottish Ministers (Page 12 of Crystal Rig Wind Farm Phase IV Scottish Ministerial Determination Letter dated 24 March 2021) stated that:

"Reporters conclude that proposed aviation lighting would be a visual impact alone and consider that without being able to see and fully appreciate the features of the landscape and the composition of views, it is not possible to carry out a meaningful landscape character assessment. The Scottish Ministers concur with this conclusion."

58. In terms of the potential for landscape character effects at night, these are almost exclusively concerned with perceptions of darkness and an absence of development, as the key characteristics of landscapes which distinguish the landscape character areas described in character assessments are generally obscured after dark.

Potential Effects

59. The aviation lights would be visible as points of light, especially where there would be a high degree of contrast at the viewpoint (i.e. the lights were seen against a dark sky / dark landmass or where there would be little or no existing artificial light sources present).

60. During periods of greater ambient light, (e.g. sunset, twilight, dusk, dawn) there would be a reduced effect as the contrast of the aviation lighting against the background would be reduced. The lights would only be required at 'night' (ambient lighting levels at or below 50 cd/m^2) which the CAA defines as 30 minutes after sunset until 30 minutes before sunrise. This variation means that in summer the lighting may not be switched on when people are predominantly active and contrast with the background would be reduced. However, in winter the lighting would be switched on during peak active times.

61. Due to the location of the lighting on the turbines nacelles which can be either in front of or behind, relative to the rotating blades, this can result in a low frequency blinking effect caused by the screening effect of blades as they travel past the lights. These effects are dependent upon the rotation speed of the blades, direction of wind and the location of the receptor. Where a number of lit turbines are present in the view, such blinking is likely to be at the same frequency but uncoordinated.

62. In views within a couple of kilometres of the turbines, it may be possible to see a reflection of the red light on the rotating blades as they pass. However, this would be limited by the non-reflective surface of the blades themselves and only occur in relatively nearby locations.

Sensitivity of Receptors

63. For landscape receptors, susceptibility is judged based on the degree to which they are currently characterised by darkness. Value is judged based on similar factors as for the daytime assessment unless suggested otherwise. For example, identification of a Dark Sky Park which would increase value; or if value is based on scenic qualities which are not appreciable at night, the value may decrease.

For visual receptors, the value attached to night-time views are considered to be low unless there is a particular feature that can be best appreciated in the hours of darkness. This may include views of stars and the night sky that are only possible in particularly dark areas or views of well-known landmarks that are lit up at night. The susceptibility of visual receptors also differs at night reflecting the different activities people undertake in the hours of darkness. For example, drivers using roads at night tend to be more focused on the road and the area illuminated by their headlights than during the day and may have oncoming headlights, cats eyes or other reflective signage drawing their attention, resulting in lower susceptibility. This is particularly the case on unlit rural roads that may be narrow and winding. On the other hand, people taking part in activities requiring darkness, such as stargazing, would be of higher susceptibility.

ANNEX 1: GLOSSARY OF TERMS

Term	Definition
CLVIA	Cumulative Landscape and Visual Impact Assessment.
Cumulative Effects	Cumulative effects are the additional effects arising from changes caused by a development in conjunction with other past, present or reasonably foreseeable actions.
Direct Effect	A direct (or primary) effect may be defined as an effect that is directly attributable to the development.[6]
GLVIA3	*'Guidelines for Landscape and Visual Impact Assessment, Third Edition'*, published jointly by the Landscape Institute and Institute of Environmental Management and Assessment 2013.
Indirect Effect	An indirect (or secondary) effect is an effect that results indirectly from the proposed project as a consequence of the direct effect, often occurring away from the site, or as a result of a sequence of interrelationships or a complex pathway. They may be separated by distance or in time from the source of the effects. [7]
Key Characteristics	Those combinations of elements which are particularly important to the current character of the landscape and help to give an area its particularly distinctive sense of place.
LVIA	Landscape and Visual Impact Assessment.
Landscape Capacity	The amount of change which a particular landscape character type or area is able to accommodate without significant detrimental effects on its character. Capacity is likely to vary according to the type and nature of change proposed.
Landscape Character	The distinct and recognisable pattern of elements in the landscape that makes one landscape different from another, rather than better or worse. 8
Landscape Character Areas	These are single unique areas which are the discrete geographical areas of a particular landscape type. [9]
Landscape Character Types	These are distinct types of landscape that are relatively homogeneous in character. They are generic in nature in that they may occur in different areas in different parts of the country, but wherever they occur, they share broadly similar combinations of geology, topography, drainage patterns, vegetation and historical land use and settlement pattern, and perceptual and aesthetic attributes.
Landscape Effects	Effects on the landscape as a resource in its own right. [10]
Landscape Elements	Individual components which make up the landscape such as trees and hedges.

[6] The Landscape Institute/Institute of Environmental Management and Assessment; *Guidelines for Landscape and Visual Impact Assessment*; Spon; 2013; p155

[7] The Landscape Institute/Institute of Environmental Management and Assessment; *Guidelines for Landscape and Visual Impact Assessment*; Spon; 2013; p156

[8] The Landscape Institute/Institute of Environmental Management and Assessment; *Guidelines for Landscape and Visual Impact Assessment*; Spon; 2013; p156

[9] The Landscape Institute/Institute of Environmental Management and Assessment; *Guidelines for Landscape and Visual Impact Assessment*; Spon; 2013; p157

[10] The Landscape Institute/Institute of Environmental Management and Assessment; *Guidelines for Landscape and Visual Impact Assessment*; Spon; 2013; p157

Term	Definition
Landscape Features	Particularly prominent or eye-catching elements, like tree clumps, church towers or wooded skylines.
Landscape Quality or Condition	This is a measure of the physical state of the landscape. It may include the extent to which a typical character is represented in individual areas, the intactness of the landscape and the condition of individual elements. [11]
Landscape Receptor	Defined aspects of the landscape resource that have the potential to be affected by a proposal.
Landscape Resource	The combination of elements that contribute to landscape context, character and value.
Landscape Value	The relative value or importance attached to different landscapes by society on account of their landscape qualities. [12]
Level of Effect	Determined through the combination of sensitivity of the receptor and the proposed magnitude of change brought about by the development.
Magnitude (of effect)	A term that combines judgements about the size and scale of the effect, the extent of the area over which it occurs, whether it is reversible or irreversible and whether it is short or long term in duration.
Mitigation	Measures including any process, activity or design to avoid, reduce, remedy or compensate for adverse environmental impact or effects of a development.
Photomontage	A visualisation which superimposes an image of a proposed development upon a photograph or series of photographs.
Residential Visual Amenity	A collective term describing the views and visual amenity from a residential property, relating to the type, nature, extent and quality of views that may be experienced from the property and its 'domestic curtilage' including gardens and access driveway. Residential Visual Amenity is only one component of the overall Residential Amenity, others being for example noise, shadow flicker and access amongst others.
Residual Effects	Potential environmental effects remaining after mitigation.
Sense of Place	The essential character and spirit of an area: *genius loci* literally means 'spirit of the place'.
Sensitivity	A term applied to specific receptors, combining judgements of the susceptibility of the receptor to the specific type of change or development proposed and the value related to that receptor. [13]
Significant Effects	It is a requirement of the EIA Regulations to determine the likely significant effects of development on the environment which should relate to the level of an effect and the type of effect. Where possible significant effects should be mitigated. The significance of an effect gives an indication as to the degree of importance (based on the magnitude of the effect and sensitivity of the receptor) that should be attached to the impact described. Whether an effect should be considered significant is not absolute and requires the application of professional judgement.

[11] The Landscape Institute/Institute of Environmental Management and Assessment; *Guidelines for Landscape and Visual Impact Assessment*; Spon; 2013; p157

[12] The Landscape Institute; Technical Guidance Note 02/21 Assessing Landscape Value Outside National Designations

[13] The Landscape Institute/Institute of Environmental Management and Assessment; *Guidelines for Landscape and Visual Impact Assessment*; Spon; 2013; p157

Term	Definition
Type or Nature of Effect	Whether an effect is direct, indirect, temporary or permanent, positive (beneficial), neutral or negative (adverse) or cumulative.
Visual amenity	Value of a particular place in terms of what is seen by visual receptors taking account of all available views and the total visual experience.
Visual Effect	Effects on specific views and on the general visual amenity experienced by people. [14]
Visual Receptors	Individuals and/or defined groups of people who have the potential to be affected by a proposal.
Visualisation	Computer simulation, photomontage or other technique to illustrate the appearance of a development. [15]
Wildness	A quality of appearing to be remote, inaccessible and rugged with little evidence of human influence.
Wireframe or Wireline	A computer generated line drawing of the DTM (Digital Terrain Model) and the proposed development from a known location.
Zone of Theoretical Visibility (ZTV)	Area within which a proposed development may have an influence or an effect on visual amenity. [16]

[14] The Landscape Institute/Institute of Environmental Management and Assessment; *Guidelines for Landscape and Visual Impact Assessment*; Spon; 2013; p158

[15] The Landscape Institute/Institute of Environmental Management and Assessment; *Guidelines for Landscape and Visual Impact Assessment*; Spon; 2013; p158

[16] The Landscape Institute/Institute of Environmental Management and Assessment; *Guidelines for Landscape and Visual Impact Assessment*; Spon; 2013; p158

Appendix 7.1 – Transport Assessment



LAND AT BURNISTON MILL, BURNISTON, NORTH YORKSHIRE

Transport Assessment

February 2025

Europa Oil & Gas (Holdings) plc

TEMPORARY WELL SITE
LAND AT BURNISTON MILL
BURNISTON, NORTH YORKSHIRE

TRANSPORT ASSESSMENT

CONTROLLED DOCUMENT

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TEMPORARY WELL SITE
LAND AT BURNISTON MILL
BURNISTON, NORTH YORKSHIRE

TRANSPORT ASSESSMENT

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1. INTRODUCTION

1.1 This Transport Assessment (TA) has been prepared by Paul Basham Associates on behalf of Europa Oil & Gas (Holdings) plc to support a planning application for the construction and operation of a drilling rig, the appraisal of a subsurface hydrocarbons well, proppant squeeze, flow testing and retention of equipment on land east of The Mill Yard, Burniston Mill, Coastal Road, Burniston, Scarborough. The site is proposed to be accessed off the Coastal Road (A165). The site location is shown in **Figure 1** below, and a drilling phase layout plan attached within **Appendix A**.

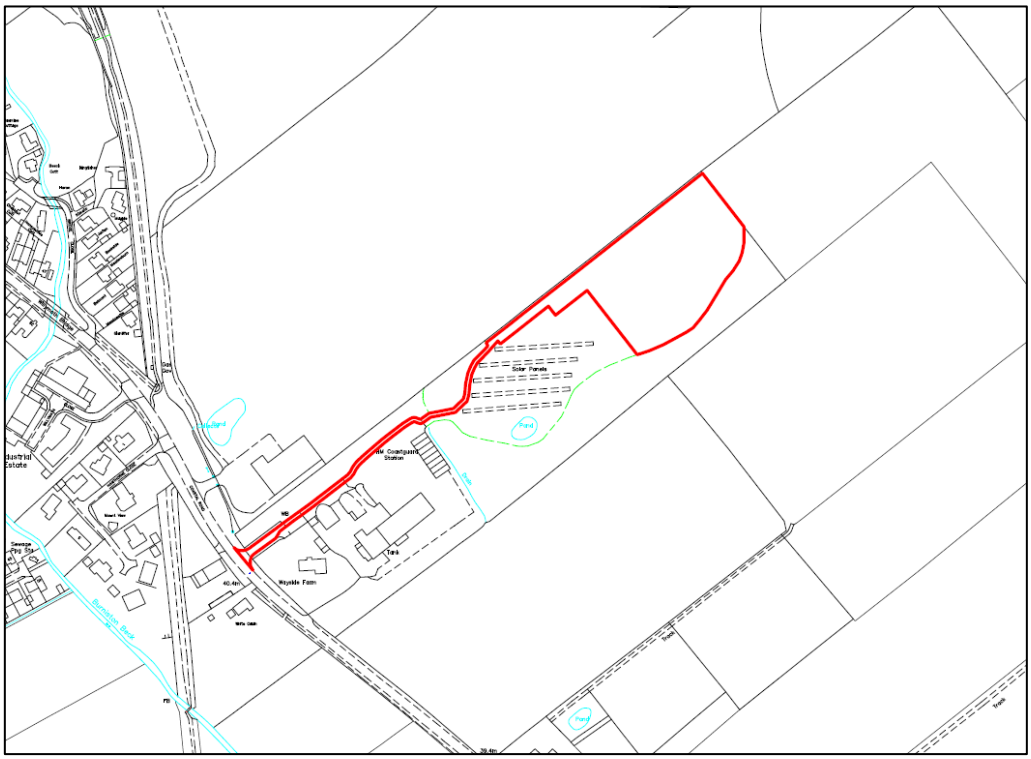


Figure 1: Site Location

Proposed Scheme

1.2 The proposed development covers approximately 1.2 hectares in area. The Site is located to the southeast of Burniston, adjacent to an industrial area and solar photovoltaic array. The project comprises four primary phases: construction, drilling, production testing, and site restoration. These phases are expected to span approximately 37 weeks in total. To allow flexibility for any delays related to equipment availability, Europa Oil and Gas Ltd is seeking a planning permission of three years.

Pre-Application Advice

1.3 Following a request by Europa in March 2024, North Yorkshire Council (NYC) issued pre-application planning advice on 11th June 2024. This confirmed the need for a Transport Statement covering construction traffic routes, trip generation, access management, and vehicle tracking, particularly for abnormal loads. NYC Highways advised that a scoping note should be prepared and submitted in order to agree on the extent of the road network and the issues to be covered in the Transport Statement.

1.4 Consequently, a Technical Note (TN) (document reference: 020.0958/TN/1) was prepared and submitted by Paul Basham Associates to the Highway Authority. The TN outlined the proposed transport approach, detailing access arrangements, phasing, anticipated vehicle movements, and hours of operation for the temporary wellsite at Burniston. The TN proposed to manage HGV traffic flows in accordance with an agreed Construction Traffic Management Plan (CTMP) to help ensure HGVs arrive and exit at staggered times and prevent congestion. The TN also proposed that, with these measures in place, junction capacity modelling would not be required.

1.5 In June 2024, NYC Highways responded positively to the TN, agreeing that junction capacity modelling would not be necessary if HGV traffic was effectively managed under an agreed CTMP. NYC requested additional details in the forthcoming TA, specifically regarding construction traffic routes. The council's response underscored the importance of minimising peak hour traffic impacts and ensuring safe, controlled access, particularly due to the site's proximity to residential areas and sensitive ecological areas. Construction traffic matters are set out accordingly within this TA.

Screening Opinion

1.6 Europa requested a screening opinion from NYC on 12th July 2024 to determine whether or not the proposed development was likely to generate significant effects and require an Environmental Impact Assessment (EIA). NYC issued its screening opinion on 1st August 2024. It concluded that the development would be likely to have significant effects upon the landscape and on transport routes. In respect of transport, the screening opinion stated "*that the proposed development could have a significant impact on the highway network, especially during the tourist season when the number of vehicles using the A165 Coast Road increases significantly. The location of the access road to the site is just outside the 30mph speed limit at Burniston village and it is considered the current visibility looking towards Scarborough could have a significant impact on highway safety for vehicles exiting the access road.*"

Screening Direction

1.7 Europa requested a screening direction from the Secretary of State (SoS) on 9th August 2024 on the matter of whether or not the proposed development is 'EIA development' within the meaning of the 2017 EIA Regulations. The SoS issued a Direction on 6th November 2024 which stated that the proposed development is not EIA development. The Written Statement that accompanied the Screening Direction stated:

"The vehicles entering or exiting the development site will access the road network through an existing access point that serves a number of industrial units and the solar farm to the west of the site. Therefore HGVs use would not be something new to the existing access point and the increase of HGV a day is not considered likely to be significant. Whilst there will be a temporary increase in traffic during the construction, drill and decommissioning periods, for the period the development is operational, there would be limited vehicle trips. Overall during the 37 weeks the level of vehicular movements associated with the development will increase slightly but not in EIA terms."

1.8 In response to whether there would be cumulative effects arising from transport and visual impact, the Direction concluded:

"The access road and highway network is currently used by solar panel maintenance and industry at The Mill Yard Burniston Mill. While there may be some additional impact on the local network, particularly during the summer months the addition of these HGV movements alongside those from existing development would be limited in EIA terms."

1.9 Notwithstanding the Screening Direction, Europa has voluntarily decided to submit an Environmental Statement which is proportionate and which focuses upon those matters which NYC, in their opinion, consider are likely to have significant effects, namely landscape and transport.

Purpose and Content of this Report

1.10 The purpose of this TA is to evaluate the anticipated transport impacts of the proposed temporary wellsite and to demonstrate how these impacts will be managed to minimise disruption to the local road network. This report builds upon feedback received during pre-application discussions and NYC's specific recommendations regarding access, traffic management, and environmental considerations.

1.11 This TA reviews how the proposed development accords with the National Planning Policy Framework (NPPF) and specifically paragraph 116, which states development should only be refused if it has an unacceptable impact on highway safety or the residual cumulative impacts on the road network would

be severe. In addition to the NPPF, the report considers the Scarborough Borough Local Plan (2011-2032) and the North Yorkshire Local Transport Plan (LTP4) (2016-2045), examining how the development complies with local, regional, and national planning objectives.

1.12 Building on the principles agreed during pre-application discussions with NYC Highways, this TA addresses the following elements:

- Policy and guidance: Review of national, regional, and local policies guiding transport development.
- Existing conditions: Analysis of current highway safety and local accessibility.
- Summary of development proposals: Outline of the proposed site development and its operational phases.
- Proposed access arrangements: Detailed look at the planned site access, including safety and suitability.
- Trip generation and vehicle distribution: Assessment of anticipated vehicle trips and distribution across the network.
- Transport impact: Evaluation of the development's impact on the local road network, including proposed mitigations.
- Summary and conclusions: A comprehensive summary of findings and recommendations.

2. POLICY REVIEW

2.1 This section of the report identifies the planning policy set out at national, regional and local levels that the development would adhere to:

- National Planning Policy Framework (NPPF) (December 2024)
- North Yorkshire Local Transport Plan (LTP4) 2016-2045
- Scarborough Borough Local Plan 2011-2032
- Minerals and Waste Joint Plan

National Planning Policy Framework

2.2 The revised National Planning Policy Framework (NPPF) was published in December 2024. The following NPPF paragraphs are particularly relevant to this TA:

> In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
>
> a) Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
> b) safe and suitable access to the site can be achieved for all users;
> c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
> d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.
>
> **(NPPF Para. 115)**

> Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.
>
> **(NPPF Para. 116)**

> Within this context, applications for development should:
> a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
> b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
> c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
> d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
> e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
>
> **(NPPF Para. 117)**

> All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.
>
> **(NPPF Para. 118)**

2.3 The Planning Practice Guidance (PPG) for Travel Plans, Transport Assessments, and Statements has also informed the scope of this report.

North Yorkshire Local Transport Plan (LTP4) (2016-2045)

2.4 The North Yorkshire Local Transport Plan (LTP4) outlines the long-term strategy for transport development in the region, covering the period from 2016 to 2045. The plan is designed to ensure that North Yorkshire's transport network supports economic growth, improves road safety, enhances access to services, and addresses environmental challenges such as climate change. LTP4 focuses on maintaining and improving existing transport infrastructure while promoting sustainable modes of travel, including walking, cycling, and public transport. It emphasises the importance of reducing transport-related emissions, managing congestion, and ensuring that rural areas remain well-connected. Through a combination of transport management, maintenance, and improvement initiatives, LTP4 aims to support the region's development while ensuring a high quality of life for residents and visitors.

2.5 LTP4 emphasises the importance of efficient and reliable transport networks to support economic growth. The plan calls for developments that facilitate future economic growth while minimising negative impacts on the transport network.

Mineral and Waste Joint Plan

2.6 The local amenity policies in the Minerals and Waste Joint Plan, adopted in 2022, aim to address the potential adverse impacts of minerals and waste developments on local communities.

2.7 Policy M17: Other spatial and locational criteria applying to hydrocarbon development includes transport related criteria for hydrocarbon developments to be permitted. This includes demonstrating suitable access to classified A or B roads, that the impact of the traffic would not be unacceptable, access to the site is appropriate, and on-site manoeuvring is achievable. The policy also emphasises minimising cumulative impacts by assessing seasonal variations in traffic flow

2.8 Policy D02: Local Amenity and Cumulative Impacts establishes that developments should demonstrate no unacceptable effects on community well-being due to noise, dust, visual intrusion, and other impacts like emissions and vibration. Where possible, impacts should be prevented or minimised through early engagement with local communities and the use of mitigation strategies.

2.9 **Policy D03: Transport of Minerals and Waste and Associated Traffic Impacts** focuses on reducing the reliance on road transport by encouraging alternatives like rail and water transport. When road transport is unavoidable, the policy requires that traffic volumes, routing, and site access be managed to prevent significant disruption to local communities and ensure road safety. Access improvements, appropriate vehicle routing, and the provision of on-site manoeuvring and parking facilities are necessary to meet these standards. Projects generating substantial road traffic must include a Transport Assessment to address sustainable transport options.

Scarborough Borough Local Plan (2011-2032)

2.10 The Scarborough Borough Local Plan provides the overarching framework for development within the borough until 2032. Adopted in 2017, the plan sets out a clear vision and strategy to guide sustainable growth, ensuring that the needs of the community are met while protecting the borough's natural and built environment. For transport, it places a particular emphasis on ensuring safe, efficient, and sustainable movement of people and goods, encouraging developments to reduce reliance on private cars and enhance connections through walking, cycling, and public transport.

Policy INF 1: Transport

2.11 The Local Plan promotes the development of a sustainable and efficient transport infrastructure. Policy INF 1 states that developments must provide for the safe movement of vehicles, cyclists, and pedestrians while minimising the need for car travel. Developments should also account for their cumulative impact on the transport network and contribute to improvements where necessary.

2.12 This Transport Assessment has been produced with careful consideration of the policies and objectives outlined in the NPPF, the Scarborough Borough Local Plan (2011-2032) and the North Yorkshire Local Transport Plan (LTP4) (2016-2045). The projected traffic generation, mitigation measures, and sustainable transport strategies detailed in this report align with the goals of these policies.

3. EXISTING CONDITIONS AND SITE ACCESSIBILITY

3.1 The proposed development site is situated southeast of Burniston and adjacent to an existing ground-mounted solar photovoltaic array. The site lies within a rural and agricultural setting, bordered by woodland to the south, a solar array to the west, and agricultural fields to the north and east. Access to the site is available from the A165 Coastal Road, which connects with Scarborough to the south and Whitby to the north. The local context of the site is found within **Figure 2**.



Figure 2: Site Context

3.2 The immediate area is predominantly rural, with small industrial units to the south and an animal feed mill approximately 200 metres southwest of the proposed wellsite. The closest residential properties include Wayside Farm, located about 320 metres from the site, and residences along Coastal Road, approximately 350 metres away. Existing vegetation partially screens the site, with woodland to the south and intermittent hedgerows along the northern boundary.

Existing Site Access

3.3 The existing site access is provided by an established metalled road off the A165 Coastal Road, which serves several small industrial units located south of the proposed wellsite. This access road connects to the A165, in the form of a bellmouth junction measuring 6.1m in width, supported by kerb radii of 10m on both sides. Existing conditions at the site access are shown in **Photograph 1.**



Photograph 1: Existing Access Road off A165 (source: Google Streetview)

Local Road Network

A165 Coastal Road/Burniston Road

3.4 The A165 Coastal Road/Burniston Road is a primary route running north-south along the eastern boundary of the site, providing regional connectivity for both local and seasonal tourist traffic. It is single carriageway road measuring approximately 7.5m in the vicinity of the access road, with a c.1m footway on the southern side. Within the vicinity of the site the posted speed limit is 60mph, however the speed limit reduces to 30mph approximately 60m; northwest of the existing access (**Photograph 1**). Existing conditions along Coastal Road are shown within **Photographs 2** and **3**.



Photograph 2: Coastal Road Looking Northwest (Source: Google Streetview)



Photograph 3: Coastal Road Looking Southeast (Source: Google Streetview)

Automatic Traffic Counts (ATC)

3.5 To understand the baseline conditions of Coastal Road in the vicinity of the site, traffic speeds and flows were recorded during both term time (21st – 27th September 2024) and summer holiday period (22nd – 28th August 2024). Data was collected for both periods to determine the volume of peak holiday traffic. Term time data has been used for the core analysis, as is standard practice for transport assessments. For the purposes of this report, the five-day average (Monday through Friday) has been used.

3.6 A summary of the ATC results is provided in **Table 1** with the full ATC outputs attached as **Appendix B**. As the proposed site construction works, drilling, flow testing and restoration will largely occur during the working week **Table 1** summarises the 5-day average traffic flows rather than the 7-day average. The 5-day average is generally higher in terms of vehicle volumes. However for the 85th percentile speeds, the 7 day data has been used as this was recorded to be slightly higher and ensures that a robust visibility splay assessment has been undertaken.

Survey Date	Direction	AM Peak (0800-0900) 5-day Average	% Change (AM Peak)	PM Peak (1700-1800) 5-day Average	% Change (PM Peak)	Daily Flow (24-hour 5-day Average)	Total Daily Flows	% Change (Daily Flow)	85th Percentile Speeds (higher of 5 or 7 days for robustness)
22nd – 28th August 2024	NW	149	-30.9%	299	+33.8%	3588	7260	+24.9%	43.0 mph
	SE	198	-29.8%	255	+25.5%	3672			43.3 mph
21st – 27th September 2024	NW	195	Baseline	198	Baseline	3039	5814	Baseline	44.0mph
	SE	257		190		2775			44.3mph

Table 1: ATC Survey Results on Coastal Road

3.7 The findings within **Table 1** confirm that Coastal Road has an average daily (5-day) flow of 7,260 vehicles during the tourist season (August) and 5,814 vehicles outside of the tourist season (September), reflecting a 24.9% increase in daily traffic during peak tourist season. In terms of peak hour traffic, the tourist season data shows a decrease in the AM peak and an increase in the PM peak, compared to the September data.

3.8 This seasonal variation in traffic volumes will be considered throughout **Section 5** to provide an accurate evaluation of potential impacts associated with the proposed development.

3.9 Vehicle speeds range from 43.0mph to 44.3mph, thus in accordance with the posted speed limit.

3.10 To assess if the tourist season affects the number of HGVs using Coastal Road, HGV volumes have been extracted from the ATC data as shown in **Table 2**.

Survey Date	Direction	AM Peak (0800-0900) 5-day Average	PM Peak (1700-1800) 5-day Average	Daily Flow (24-hour 5-day Average)
22nd – 28th August 2024	NW	22	21	382
	SE	29	19	374
21st – 27th September 2024	NW	21	15	405
	SE	44	33	395

Table 2: ATC Survey Results on Coastal Road (HGV Movements)

3.11 **Table 2** indicates that HGV movements vary slightly between the peak tourist season in August and the non-peak period in September, with higher volumes during September.

3.12 In terms of peak hour HGV movements, notable seasonal differences were observed. Southeastbound HGV movements increased significantly in September compared to August, with AM peak flows rising from 29 to 44 vehicles (a 51.7% increase) and PM peak flows increasing from 19 to 33 vehicles (a 73.7% increase).

3.13 These seasonal variations in HGV traffic will be factored into the Traffic Impact Assessment to ensure an accurate evaluation of the proposed development's traffic impact on Coastal Road and the surrounding highway network. The assessment will consider the slight increase in overall HGV movements in the non-tourist season, as well as the shift in peak hour distributions, to provide a robust analysis of potential traffic impacts.

3.14 In addition to the ATCs that provide insight into typical traffic volumes and speeds, it is also important to consider specific physical features along Coastal Road that may influence traffic flow and safety. As vehicles travel southward toward Scarborough, drivers have to cross a bridge and negotiate a hairpin bend, which requires careful navigation, especially for HGVs and larger vehicles. These features are shown within **Photographs 4** and **5** respectively and are considered in further detail within **Section 6**.



Photograph 4: Coastal Road Bridge (Source: Google Streetview)



Photograph 5: Coastal Road Bend (Source: Google Streetview)

A171 Scalby Road

3.15 The A171 Scalby Road is a major north-south route connecting Scarborough with Whitby and the surrounding areas, located approximately 800m northeast from the proposed wellsite. Scalby Road and Coastal Road connect at the Coastal Road/High Street/Scalby Road mini roundabout shown in **Photograph 6.** The suitability of this roundabout in relation to the proposed development is discussed within **Section 6.**



Photograph 6: Coastal Road/High Street/Scalby Road mini roundabout (Source: Google Streetview)

3.16 The road provides a key arterial link for both local and regional traffic and operates within the national speed limit outside urban areas, transitioning to lower limits as it approaches residential areas, including Burniston.

Personal Injury Accident (PIA) Data

3.17 To assess the safety and operation of the local road network, Personal Injury Accident (PIA) data has been obtained from North Yorkshire Council. The PIA data has been obtained for the latest available 5-year period (January 2019 to December 2023). An overview of the accidents within the vicinity of the site is provided in **Figure 3**, with the accident area covering approximately 1km north and south of the site.

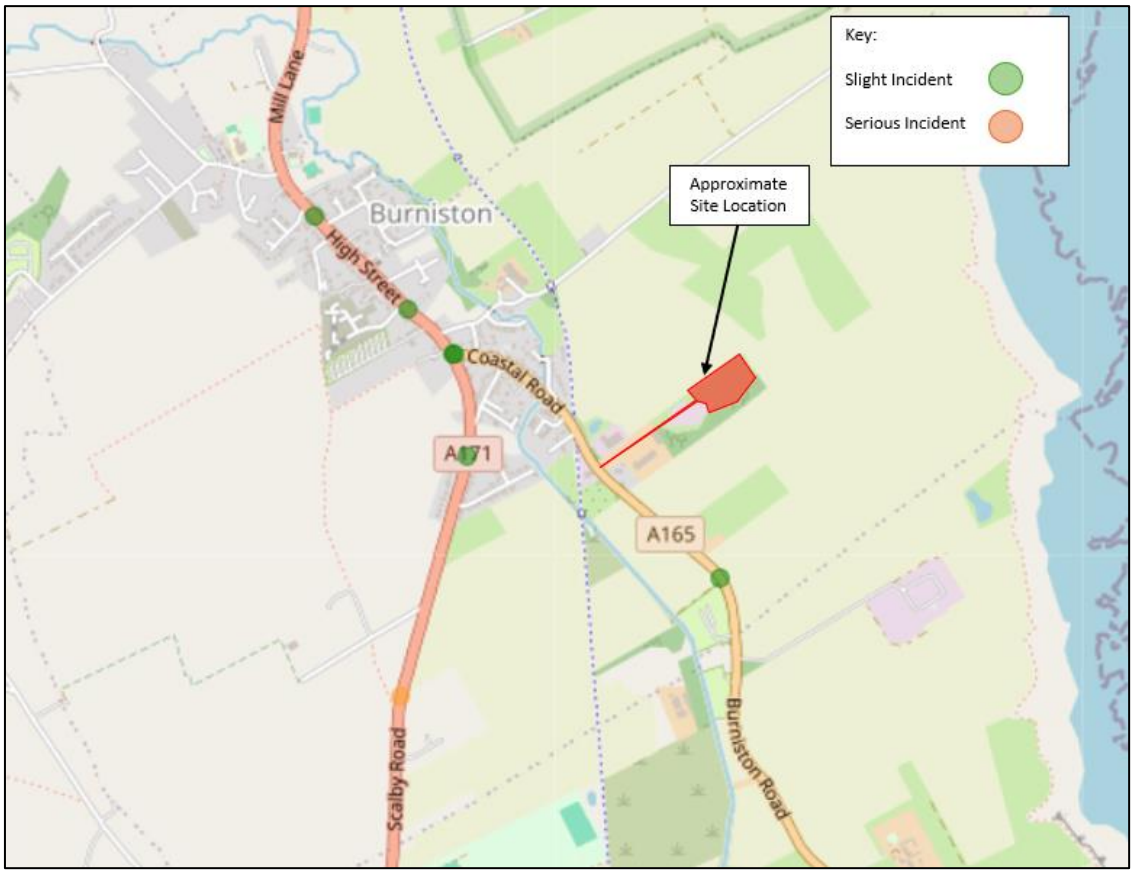


Figure 3: PIA Data

3.18 The PIA data reveals that there have been no accidents recorded at the proposed site access point along the industrial road connecting to Coastal Road. Six accidents occurred within the broader study area surrounding Burniston. Of these, five were classified as "slight" incidents and one as a "serious" incident.

3.19 The slight incidents, marked in green on the map, are distributed across Burniston, predominantly on High Street, Coastal Road, and Mill Lane. The serious incident, indicated in orange, occurred along Scalby Road (A171).

3.20 Although a number of accidents have been identified, these occurred over a 5-year period. It is also noted that none of these accidents involved goods vehicles or HGVs. The PIA data therefore does not highlight any specific or significant highway design concerns that would be exacerbated as a result of the proposed development.

Site Accessibility

3.21 As discussed previously, Coastal Road benefits from a footway approximately 1 metre wide on its southern side, providing pedestrian access to local residential areas within Burniston to the north and Scarborough to the south. This footway also connects to the nearest bus stops along Scalby Road, located approximately 750 metres from the site. These bus stops are served by the X93/X94 bus routes, offering hourly services to major destinations, including Scarborough, Whitby, and Middlesbrough.

3.22 Furthermore, a number of Public Rights of Way (PRoW) in the vicinity of the site local further enhance the pedestrian connectivity of the site, but the proposals do not impact upon any PRoW. These are shown in purple relative to the site within **Figure 4**.

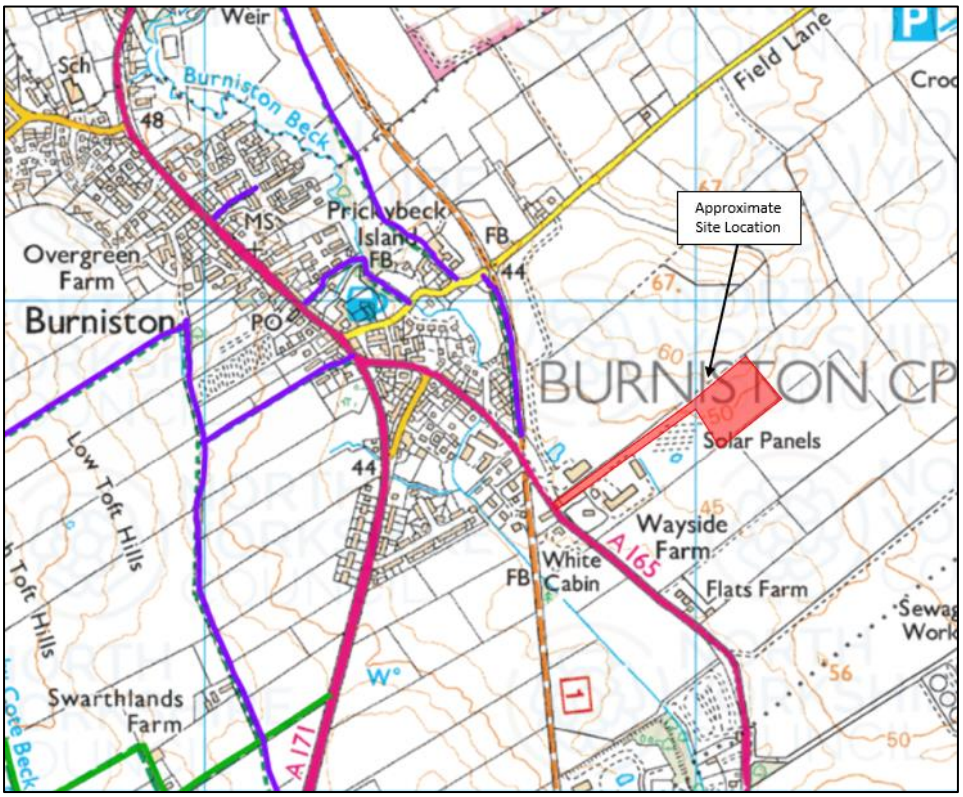


Figure 4: Public Right of Way Network

3.23 In relation to cycle infrastructure, National Cycle Network (NCN) Route 1 is located west of the site, with an off-road section accessible 100m north of the site location. The route runs across the length of the country between Scotland and Dover but in the vicinity of the site location, provides a route between Scarborough and Whitby. The location of NCN Route 1 in relation to the site is demonstrated in **Figure 5**.



Figure 5: National Cycle Network Route 1

3.24 It is anticipated that staff associated with the proposed development will primarily access the site via private car, van or HGV, as the specialised nature of the operations means that staff may be traveling from a considerable distance. Due to the specific skills required and the potential lack of proximity to the site, public transportation options may not be feasible for most personnel. However, car-sharing among staff members may be encouraged to minimise individual vehicle trips where possible.

4. PROPOSED DEVELOPMENT

4.1 The proposed development involves constructing a temporary wellsite for hydrocarbon appraisal on a 1.2-hectare site. This site will accommodate various facilities required for drilling, including a 38-metre drilling rig, storage tanks, control rooms, and equipment necessary for on-site processing and testing. The development temporary in nature, with a planning permission sought of up to three years (to account for potential delays). Once operations conclude, the site will be decommissioned and restored to its original state.

Phasing

4.2 The project will progress through four primary phases, each with specific operational requirements with the whole operation lasting approximately 37 weeks. These phases are summarised within **Table 3**.

Phase	Description	Approximate Timescale
Phase 1	Construction of the Drill Site	7 weeks
Phase 2	Operational Phase (includes the drilling phase and mobilisation and demobilisation of rig)	7 weeks
Phase 3	Operation Phase (Testing)	Up to 17 weeks
Phase 4	Site Restoration	6 weeks

Table 3: Phases of Development

Hours of Operation

4.3 During construction, site preparation and site restoration, the hours of operation would be restricted to the hours of 0700 – 1900 Monday to Friday and 0700 – 1300 on Saturdays. No working will occur during the night or on Sundays/Bank Holidays. During equipment assembly and site preparation for production testing, hours of operation are anticipated to be 0700 – 1900 Monday – Saturday.

4.4 Actual production testing will be 24hrs per day, 7-days per week with staff completing 12 hours shifts during this period.

Access Arrangements

4.5 The site will be accessed from Coastal Road via the existing road that connects to the A165. This road currently serves several industrial units and will be extended directly to the wellsite.

4.6 A variety of vehicles with differing dimensions will require access to the site as part of the proposed operations. While these vehicles vary in size, they are generally comparable to the dimensions of a HGVs. To ensure safe and efficient access, a vehicle tracking exercise has been conducted at the site access point, utilising an articulated HGV to confirm the adequacy of manoeuvring space. This vehicle tracking exercise can be found attached at **Appendix C**.

4.7 During all phases of the project, a Construction Traffic Management Plan (CTMP), detailed in **Section 7**, will be implemented to coordinate HGV movements. The CTMP will ensure that deliveries are staggered, preventing simultaneous arrivals and thereby minimising congestion along Coastal Road. The access will be only used infrequently for abnormal loads during the mobilisation and decommissioning phases, and prior notifications will be provided at the appropriate times to the police, highway authority, and relevant bodies to secure necessary approvals. Specific routing plans have been developed to guide all site traffic while abnormal load routing plans, discussed in **Section 6**, provide designated routes for larger, non-standard vehicles.

Visibility Splay Assessment

4.8 In order to assess visibility at the junction between Coastal Road and the existing industrial access, the speeds recorded as part of the ATC surveys (**Table 1**) have been considered. **Table 4** summarises the 85th percentile speeds recorded in the vicinity of the site and the associated visibility splay requirements in line with Design Manual for Roads and Bridges (DMRB) parameters.

ATC Survey Date	Direction	85th Percentile Speeds	Visibility requirements
21st – 27th September 2024	Northwestbound	44.0mph	120.6m
	Southeastbound	44.3mph	122m

Table 4: Visibility Splay Requirements

4.9 To meet these visibility requirements, an assessment of the available visibility has been conducted and is attached within **Appendix D**. In the primary direction towards Burniston, the necessary visibility distance of 122 metres is achievable using an x-distance of 4.5m.

4.10 In the secondary direction, however, visibility is constrained by the alignment of Coastal Road and the presence of an existing wall adjacent to the site access. While the Design Manual for Roads and Bridges (DMRB) guidance for HGVs specifies a 4.5m x-distance, the achievable sightline at this x-distance is approximately 56 metres. However, when utilising a 2.4m x-distance and a 0.3m offset from the kerbline to reflect the position of vehicles, the visibility splay of 120.6m is achievable.

4.11 This 56m distance aligns with speeds of around 37 mph, when using Manual for Streets parameters, which is applicable for lower-speed scenarios (below 40mph). Although this distance does not meet the full 120.6m required by DMRB standards, it provides a good level of visibility for vehicles at the site access.

4.12 It is also relevant to note that the wider estate currently accommodates HGV movements at this access point, and no recorded incidents have been reported within this area (**Figure 3**). This shows that the access currently operates safely despite the visibility available.

4.13 Given that the proposed development is temporary in nature and construction trips are limited, the available visibility in the secondary view, although somewhat restricted, still provides sufficient visibility at a 4.5m x-distance. This is achievable with a 2.4m x-distance and a 0.3m offset, in line with recorded speeds. Additionally, the use of banksmen could be used during construction phases to assist with safe vehicle movements if required. Therefore, the visibility splays are considered acceptable for the development proposals.

Parking

4.14 As shown within the site layout attached within **Appendix A**, car parking is provided inside the site but outside the drilling pad. In total, 12 parking spaces are provided. This provision is considered suitable for the expected number of staff on the site at any one time.

5. HIGHWAY IMPACT

5.1 The existing site is currently undeveloped. As such, all trips associated with this application are to be considered new vehicle movements to the surrounding highway network.

5.2 The TRICS database is typically used to estimate trip generation for development. However, the vehicle movements associated with this development will be highly variable by phase, largely driven by site specific activities such as rig mobilisation, drilling, and restoration.

5.3 Therefore, in this case, a bespoke trip generation methodology has been adopted, using real-world data from similar exploratory well sites. This provides an accurate reflection of the types and volumes of trips expected throughout the project's lifecycle.

5.4 As previously set out, the development comprises several phases, each of which have their own traffic generation profile. The forecast number of loads for each phase is presented in **Table 5**.

Phase	Weeks	Days (Excluding Sundays)	Number of Loads	Average Loads per Day	Maximum Loads per Day
Construction	7	42	334	8	18
Rig Mobilisation	1	6	80	13	17
Drilling	5	30	170	6	17
Rig De-mobilisation	1	6	80	13	17
Testing & Squeeze	2	12	65	5	5
Testing Production	15	90	75	<1	5
Restoration	6	36	350	10	17
Total	**37**	**222**	**1154**	**5**	**18**

Table 5: Summary of HGV Loads

5.5 **Table 5** shows the busiest periods in terms of traffic generation will be during rig mobilisation and demobilisation, with an average of 13 loads per day and a maximum of 18 per day. These figures double to calculate trips. In terms of the AM and PM Peak periods, as outlined within the CTMP, HGV movements will be avoided as far as practicably possible, thereby significantly reducing any potential traffic impact during these periods. As a result, only staff vehicle trips will occur during peak times. An estimated maximum of 5 trips during each peak period are expected. This will not create a significant impact on peak period traffic conditions.

5.6 While the majority of vehicle movements will involve conventional HGVs, there will occasionally be abnormal loads required for the delivery and removal of large or specialised equipment, such as drilling rigs. These abnormal loads are expected to be infrequent but may cause temporary disruption to the local highway network. As outlined in the CTMP all abnormal load movements will be scheduled outside of AM and PM peak hours to minimise impact on regular traffic flow.

5.7 Additionally, prior notification and suitable warnings will be provided to relevant authorities, including the police, the highway authority, and other regulatory bodies, to secure necessary clearances and ensure safe passage for these oversized vehicles. These precautionary measures will help manage any potential disruption, allowing for clearances, temporary traffic controls, and any additional safety requirements needed to accommodate abnormal loads.

5.8 In terms of a percentage impact assessment, based on the projected trip generation for each phase (Table 5), the highest daily trip generation is expected during the peak construction phases of rig mobilisation and demobilisation, with a maximum of 36 HGV movements and 10 staff vehicle movements per day, totalling 46 vehicle trips.

5.9 When assessed against the daily traffic flows recorded on Coastal Road, which average 7,260 vehicles during the tourist season (August) and 5,814 vehicles during the non-peak season (September), the combined 46 daily trips represent a minimal increase in total traffic. Specifically, this would add approximately 0.63% to daily vehicle volumes during the summer tourist season and 0.79% during the non-tourist season, which is significantly lower than the seasonal variations already observed on this route. This indicates that the project's traffic impact on the surrounding highway network will be negligible.

5.10 The 36 additional HGV trips represent an approximate 4.7% increase in daily HGV volumes during the summer tourist season and a 4.5% increase during the non-tourist season. Given the low percentage increase and the planned scheduling of HGV movements outside peak hours (as per the Construction Traffic Management Plan discussed in Section 6), this additional HGV traffic is not expected to significantly impact road safety or congestion along Coastal Road. It should also be noted that the solar array located to the west of the site (application reference: 13/02169/FL) was approved without scrutiny of the transport impacts of the development which would have used the same access as the proposed development.

Trip Distribution

5.11 The distribution of trips associated with the proposed development has been carefully considered to help reduce potential disruption to the surrounding highway network as much as possible. Given the nature of the site and the specific routing needs for HGVs and abnormal loads, trips will be directed primarily along designated routes that connect efficiently with the Strategic Road Network (SRN). This approach is discussed in more detail within **Section 6**.

Summary

5.12 The proposed development will introduce new vehicle movements to the surrounding highway network, with trip generation varying by phase. The bespoke trip generation methodology, derived from real-world data from similar exploratory well sites, provides an accurate assessment of traffic impacts. The peak daily trip generation is anticipated to occur during rig mobilisation and demobilisation, with a combined total of 46 vehicle trips per day, including 36 HGV movements.

5.13 When compared to existing traffic volumes on Coastal Road, these trips represent a minimal percentage increase in both total traffic and HGV volumes, adding up to 0.79% to daily vehicle volumes during non-peak season and approximately 4.5% to HGV volumes in peak construction phases. With planned mitigation measures, including the scheduling of HGV movements outside of peak AM and PM periods, the development is expected to integrate smoothly with existing road use, result in negligible impact on local traffic conditions.

6. VEHICLE ROUTING

6.1 The effective routing of vehicles, particularly HGVs and abnormal loads, is a critical component to minimise the impact on local communities and the surrounding highway network. This section outlines the designated routes for standard HGVs, and indicatively outlines the specialised routes for abnormal loads, albeit the relevant permissions will need to be obtained independent of the planning process.

HGV Routing

6.2 While the precise routes for HGVs are yet to be confirmed and will depend on the specific purpose of each individual trip, Coastal Road which the site fronts is an A road. However, the routes connecting the site to other A roads such as the A170 and A64 to the south and the A171 to the north have been evaluated for their suitability. These routes are shown within **Figure 6** and are discussed in turn.



Figure 6: HGV Routes

Northern Route (High Street)

6.3 The Northern Route, which passes directly through Burniston, provides another route for HGVs but has not been assessed in detail, as it is expected that the majority of trips will utilise the southern routes, given the site's location within the country and its proximity to the SRN to the south. Therefore, most traffic will require the southern connections to the A170, A64, and A1(M) for efficient access to regional and national destinations.

6.4 The CTMP (**Section 7**) specifies that HGV movements through Burniston along the Northern Route are to be avoided unless absolutely necessary, such as in cases of road closures or unforeseen route restrictions on the southern options.

Southern Route 1 (Coastal Road)

6.5 Southern Route 1 has been carefully selected to provide a direct and efficient route for HGVs traveling from the site to the A170 and A64, key regional transport links. This route strategically avoids the village of Burniston, minimising disruption to the village. By routing vehicles along Coastal Road/Burniston Road and then into Scarborough, Southern Route 1 bypasses rural residential areas. However, the route does pass through the more populated areas of Scarborough, utilising established primary roads, including Columbus Ravine, Northway, Valley Bridge Road, and Westborough.

6.6 The HGV routing towards the A170 and the A64 is the first southern route and utilises five different roads:

Section 1 – Coastal Road/Burniston Road

Section 2 – Columbus Ravine

Section 3 – Northway

Section 4 – Valley Bridge Road

Section 5 – Westborough

6.7 All of the sections on this route are considered suitable for large vehicles. The sections vehicles will take along this route are shown in **Figure 7**.

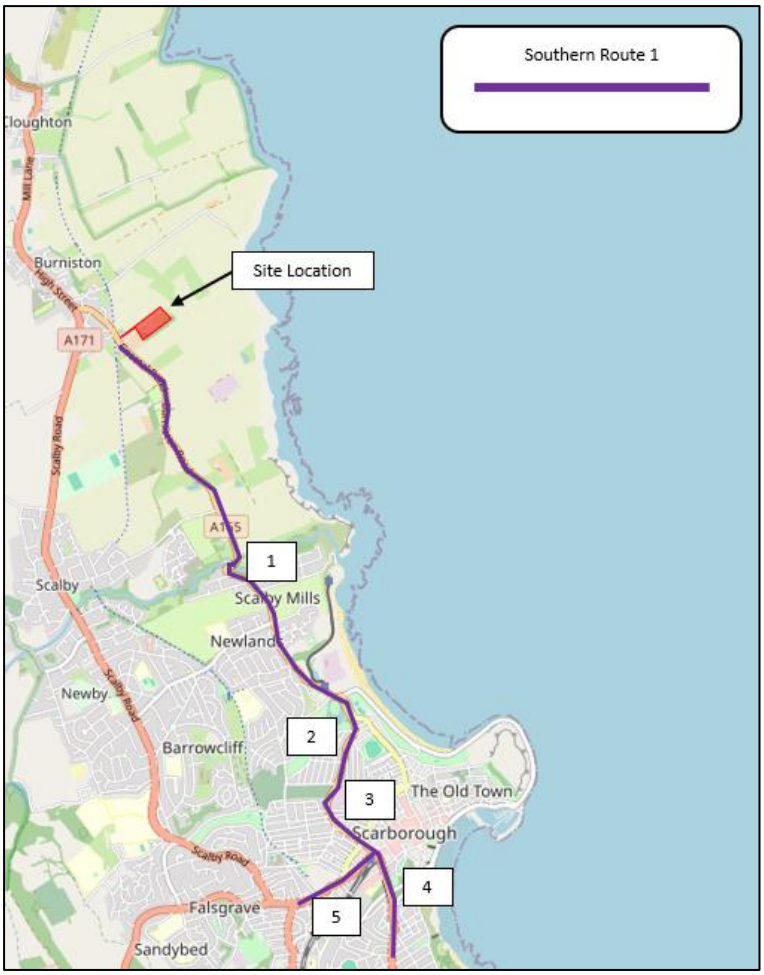


Figure 7: Southern Route 1

Section 1 – Coastal Road/Burniston Road

6.8 The first section of the route follows Coastal Road and Burniston Road, which serves as the primary access road from the site location to Scarborough. In the vicinity of the site location, Burniston Road is relatively straight and measures c.7-8m in width as shown within **Photographs 2** and **3**.

6.9 C.2km south of the site location, vehicles on Coastal Road are required to cross a bridge and negotiate a hairpin bend, which requires careful navigation. This is also the point at which the route becomes more urbanised with residential land uses either side of Burniston Road. These features are shown within **Photographs 4** and **5** respectively.

6.10 In terms of the bridge, there appears to be no weight restriction signage and as such HGVs should be able to utilise this route. With regard to the hairpin bend, a vehicle tracking exercise has been undertaken and shows that HGVs can effectively navigate these bends. This vehicle tracking can be found attached within **Appendix E**.

6.11 Burniston Road then continues for approximately 1.5km south until it reaches the Burniston Road/Peasholm Gap/Columbus Ravine Roundabout. During this section, the width of the road remains to be c.8m with no clear constraints associated with HGVs identified. The Burniston Road/Peasholm Gap/Columbus Ravine Roundabout is suitable for HGV traffic and is shown within **Photograph 7**.



Photograph 7: Burniston Road/Peasholm Gap/Columbus Ravine Roundabout (Source: Google Streetview)

Section 2 – Columbus Ravine

6.12 From this roundabout HGVs would then utilise Columbus Ravine for c.1.1km. Columbus Ravine is a primary road through a mixed-use built-up area of Scarborough. Although on-street parking is consistent, Columbus Ravine can accommodate large vehicles, with adequate useable road width of c.8-9m. Typical conditions along Columbus Ravine are shown within **Photograph 8**.



Photograph 8: Columbus Ravine (Source: Google Streetview)

6.13 One roundabout (Columbus Ravine/Dean Road) is present c.750m along this section of the route, which vehicles will be required to travel straight over to remain on Columbus Ravine. This roundabout can accommodate HGVs and is shown within **Photograph 9**.



Photograph 9: Columbus Ravine/Dean Road Roundabout (Source: Google Streetview)

6.14 At the end of this section, vehicles are required to continue straight at the Columbus Ravine/Prospect Road/Northway/Gladstone Road Roundabout. This roundabout can also accommodate HGVs and is shown within **Photograph 10**.



Photograph 10: Columbus Ravine/Prospect Road/Northway/Gladstone Road Roundabout (Source: Google Streetview)

Section 3 – Northway

6.15 At this roundabout, the route then transitions to Northway. Vehicles are required to utilise Northway for approximately 400m up to the signalised crossroads with Valley Bridge Road and Westborough. Northway can accommodate HGVs given its straight alignment and width of c.10m and two lanes of traffic. Typical conditions along Northway are shown within **Photograph 11**.



Photograph 11: Northway (Source: Google Streetview)

6.16 The remaining sections of this route are accessed from the signalised crossroads with Valley Bridge Road and Westborough. This signalised junction can accommodate HGVs as it allows controlled movements reducing potential conflicts with other road users. This junction is shown in **Photograph 12**.



Photograph 12: Northway/Valley Bridge Road/Westborough Signalised Crossroads (Source: Google Streetview)

Section 4 – Valley Bridge Road

6.17 Valley Bridge Road is accessed by proceeding straight ahead at the signalised crossroads (**Photograph 12**) with Valley Bridge Road and Westborough. This section serves as a key connector, providing direct access out of Scarborough's central area and linking to the A165. The A165 then connects to the broader strategic network.

Section 5 – Westborough

6.18 Westborough is accessed via a right-hand turn at the signalised crossroads with Valley Bridge Road, as shown in **Photograph 12**. This section of the route leads directly onto the A64, providing an efficient route toward York. Westborough offers ample road width and is designed to handle high traffic volumes, making it well-suited for HGV movements. Additionally, for vehicles heading toward other regional destinations, Westborough also provides access to the A170, facilitating flexible routing options.

Route Summary

6.19 Southern Route 1 provides an efficient path for HGVs traveling from the site to major regional transport links, including the A170 and A64, while minimising the impact on smaller residential areas such as Burniston. By routing vehicles along Coastal Road/Burniston Road into Scarborough, the route bypasses the village of Burniston and utilises Scarborough's established primary roads, including Columbus Ravine, Northway, Valley Bridge Road, and Westborough. These roads are well-suited for larger vehicles.

<u>Southern Route 2 (Scalby Road)</u>

6.20 Southern Route 2 provides an alternative route for HGVs traveling from the site to the A170 and A64, with a more direct link to the Strategic Road Network, including the A1(M). This route has been carefully selected to offer efficient site access while minimising the impact on residential areas.

6.21 Southern Route 2 passes briefly through Burniston but avoids most of the village and also avoids the centre of Scarborough by directing traffic along larger, well-established roads such as Scalby Road and Seamer Road.

6.22 The route comprises five sections: Coastal Road, Scalby Road, Stepney Road, Falsgrave Road, and Seamer Road, as shown in **Figure 8**. Each section has been assessed and confirmed suitable for large vehicles, providing sufficient width, structural capacity, and infrastructure to support the movement of HGVs. This route is ideal for vehicles accessing the A1(M) and other major highways, balancing efficient access with reduced impact on residential areas.

6.23 The HGV routing for the second southern route and utilises five different roads:

Section 1 – Coastal Road

Section 2 – Scalby Road

Section 3 – Stepney Road

Section 4 – Falsgrave Road

Section 5 – Seamer Road

6.24 All of the sections on this route are considered suitable for large vehicles. The sections vehicles will take along this route are shown in **Figure 8**.

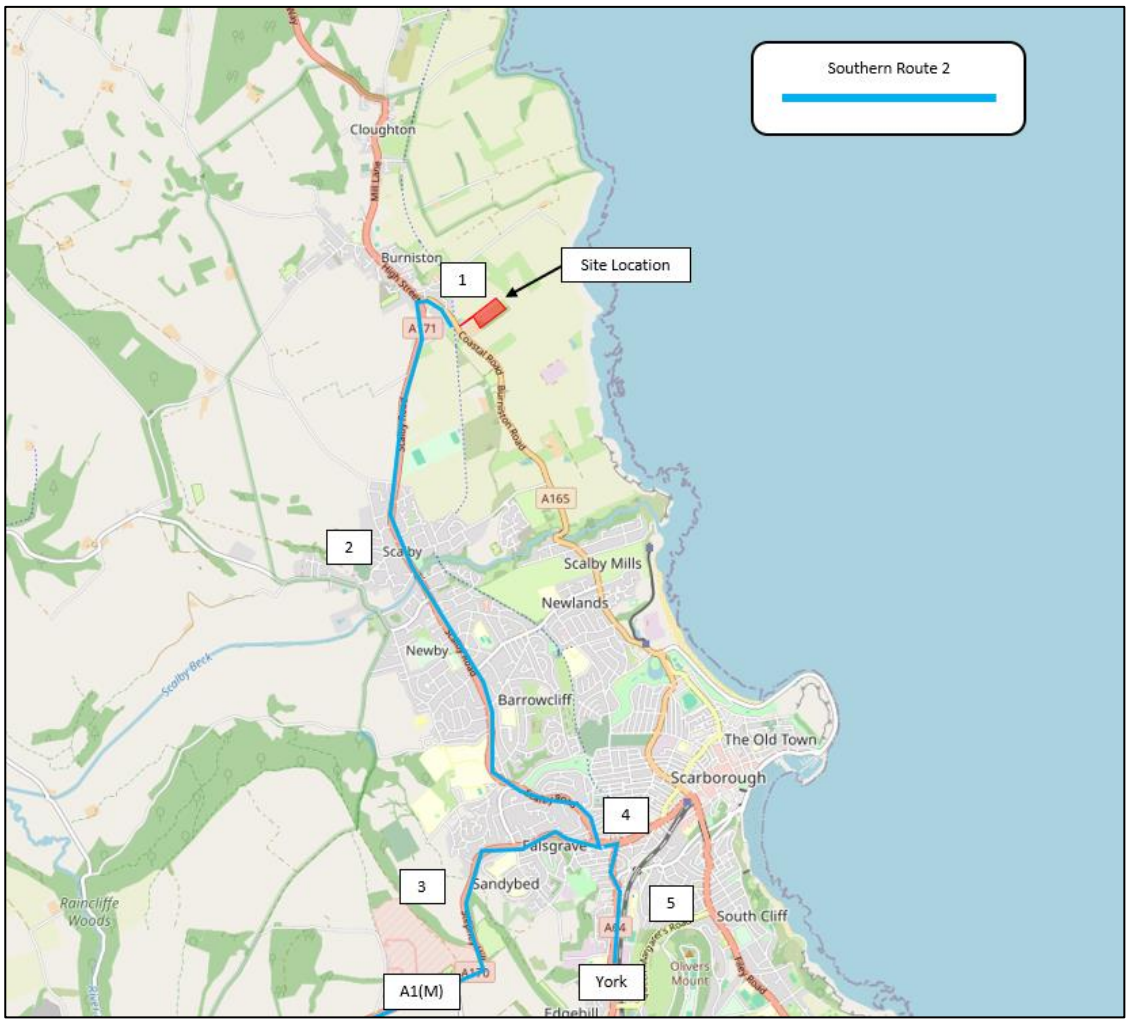


Figure 8: Southern Route 2

Section 1 – Coastal Road

6.25 The initial section of Southern Route 2 begins with a northward turn onto Coastal Road from the access. Coastal Road measures 7-8m in width and is therefore suitable for HGV traffic. Approximately 600m north of the access is the Coastal Road, Scalby Road, and High Street roundabout (**Photograph 6**). Concerns were raised at the pre-application stage by the highways officer in relation to the suitability

of this roundabout for HGV traffic. Therefore, a vehicle tracking exercise has been undertaken which, detailed in **Appendix E**, indicates that HGVs can utilise the roundabout concurrently which represents a worst-case scenario. This demonstrates Coastal Road's suitability for project-related traffic.

Section 2 – Scalby Road

6.26 Once through the roundabout, the route transitions to Scalby Road (A171), a key road measuring c.7.5m offering ample width for HGVs, with well-defined lanes for approximately 6km. The road is subject to a 60mph speed limit between Burniston and Scalby, before transitioning to a 30mph speed limit for the remainder of the route.

6.27 While the road does experience moderate levels of traffic, Scalby Road's direct connection to Stepney Road makes it an efficient link to the SRN, bypassing Scarbrough town centre. Typical conditions along Scalby Road are shown within **Photograph 13**.



Photograph 13: Scalby Road (Source: Google Streetview)

6.28 Approximately 5.5km along Scalby Road, vehicles will be required to navigate the Scalby Road/Manor Road roundabout. The roundabout is small, but the deflection does not preclude HGV traversal. Existing conditions at the roundabout are shown within **Photograph 13** with a vehicle tracking exercise attached within **Appendix E**.



Photograph 14: Scalby Road/Manor Road roundabout (Source: Google Streetview)

6.29 Past the roundabout the route continues for a further c.350m before reaching the Scalby Road/Falsgrave Road/Stepney Road signalised junction. This signalised junction is suitable for HGVs as it allows controlled movements reducing potential conflicts with other road users. This signalised junction is shown within **Photograph 14**.



Photograph 15: Scalby Road/Falsgrave Road/Stepney Road Signalised Junction (Source: Google Streetview)

Section 3 – Stepney Road (A170)

6.30 From the Scalby Road/Falsgrave Road/Stepney Road signalised junction, HGVs would turn right onto Stepney Road (A170), a well-established arterial route providing efficient access away from Scarborough towards the west and connecting directly to the SRN. Stepney Road has a width of approximately 6 metres and shares similar characteristics with other primary roads in Scarborough, with sufficient lane width and road markings suitable for larger vehicles, including articulated HGVs.

6.31 The route's consistency in width reduces potential disruptions from road narrowing or challenging turns, ensuring a smooth transition for HGV traffic towards the A1(M). The connectivity Stepney Road offers to the motorway network reinforces that it provides a direct link to regional and national destinations. Existing conditions along Stepney Road in the vicinity of Scarborough are shown in Photograph 16.



Photograph 16: Stepney Road (Source: Google Streetview)

Section 4 – Falsgrave Road

6.32 Vehicles accessing Falsgrave Road would do so by making a left turn at the Scalby Road/Falsgrave Road/Stepney Road signalised junction. Falsgrave Road features a width of approximately 10 metres, with two designated eastbound lanes, creating an accessible and well-structured path for HGVs. This section connects vehicles quickly to Seamer Road (A64), requiring HGVs to travel along Falsgrave Road for only a short stretch of around 150 metres before reaching the signalised junction with Seamer Road (A64).

6.33 The layout and design of Falsgrave Road align with the needs of heavy vehicles, supporting both the manoeuvrability and safety of HGV traffic. Conditions along Falsgrave Road, as well as the Falsgrave Road/Seamer Road (A64) signalised junction, are illustrated in **Photographs 17** and **18**.



Photograph 17: Falsgrove Road (Source: Google Streetview)



Photograph 18: Falsgrove Road/Seamer Road Signalised Junction (Source: Google Streetview)

Section 5 – Seamer Road (A64)

6.34 Seamer Road is accessed via a right-turn at the Falsgrove Road/Seamer Road Signalised Junction and serves as a critical route out of Scarborough towards York, directly linking the site with the A64. Measuring approximately 10 metres in width, Seamer Road is designed to accommodate high-capacity traffic, including HGVs. Its straightforward alignment and wide lanes support efficient traffic flow. Given

its role as a primary exit route from Scarborough, Seamer Road is suitable for the regular HGV traffic expected with this project, ensuring a direct and minimally disruptive route to York and beyond. Existing conditions along Seamer Road (A64) are depicted in **Photograph 19**.



Photograph 19: Seamer Road (Source: Google Streetview)

Route Summary

6.35 Southern Route 2 provides an optimal pathway for HGVs accessing the Strategic Road Network from the site, achieving a balance between operational efficiency and minimal community disruption. This route's strategic design, which briefly intersects Burniston but bypasses Scarborough's dense urban core, aligns with the objectives of maintaining traffic flow while safeguarding local residential areas.

6.36 Each section—Coastal Road, Scalby Road, Stepney Road, Falsgrave Road, and Seamer Road—has been scrutinised for HGV suitability, with ample road widths and infrastructure making it suitable for large vehicle traffic.

HGV Routing Summary and Proposed Route

6.37 Given the site's location and proximity to the SRN particularly the A1(M) to the south, the majority of HGV traffic associated with the development is proposed to use Southern Route 2. This route has been carefully evaluated and identified as the most suitable option, providing an efficient connection to SRN while minimising travel through residential areas. Southern Route 2 briefly intersects with the Coastal Road/High Street/Scalby Road roundabout at the edge of Burniston but avoids the core residential areas

within Burniston, thus significantly reducing potential impacts on the local community compared to other alternatives. Consequently, Southern Route 2 is recommended as the primary route for HGVs. This route balances efficient site access with community impact management by providing a secure and sustainable connection to the SRN, particularly to the A170, A64, and A1(M).

6.38 Although Southern Route 1 is technically feasible, it traverses Scarborough's densely populated areas, including sections with high pedestrian activity, on-street parking, and mixed-use traffic, particularly along Columbus Ravine and Westborough. These areas already handle public transport and HGV movements, but the volume of foot traffic and overall activity make Southern Route 1 less desirable for consistent HGV use. Furthermore, Southern Route 1 meets technical standards for HGV access, featuring controlled signal junctions, adequate lane widths, and suitable turning radii at roundabouts. Nevertheless, the high level of activity along this route, combined with its proximity to sensitive residential and commercial areas, suggests it should be avoided for regular HGV movements if possible.

6.39 Should the Local Highway Authority express a preference for avoiding Burniston altogether, Route 1 remains a viable alternative, though it is recommended that Route 2 be prioritised due to its efficiency and reduced impact on populated areas.

Abnormal Load Routing

6.40 The proposed development will occasionally require the transport of abnormal loads, particularly for the delivery and removal of large or specialised equipment such as drilling rigs, storage tanks, and heavy machinery needed during various phases of the project. Abnormal loads differ from standard HGV movements due to their size, weight, and the logistical challenges they present, often requiring special routing, traffic management, and regulatory clearances.

6.41 This section indicatively outlines proposed route for abnormal loads and would be confirmed through a Written Route Survey conducted by the appointed contractor post-planning. This survey will assess the route's suitability and identify any necessary adjustments regarding street furniture and structural capacity.

6.42 Abnormal load movements will be scheduled with advance notification to the police, highway authority, and other relevant bodies, allowing for any necessary clearances, route adjustments, and temporary traffic controls if required.

6.43 Following a review of the routes outlined in the HGV routing section, Southern Route 2 is recommended for abnormal load movements due to its alignment with the site's location and proximity to the A1(M)

for south and westward travel. Southern Route 1 poses several constraints that could complicate the transport of abnormal loads, including structural limitations at the Scalby Beck River bridge (Location 1), challenging bends along Burniston Road (Location 2), and areas of high pedestrian activity in Scarborough's tourist zones (Location 3) and town centre (Location 4). The locations of these constraints are shown within **Figure 9**.

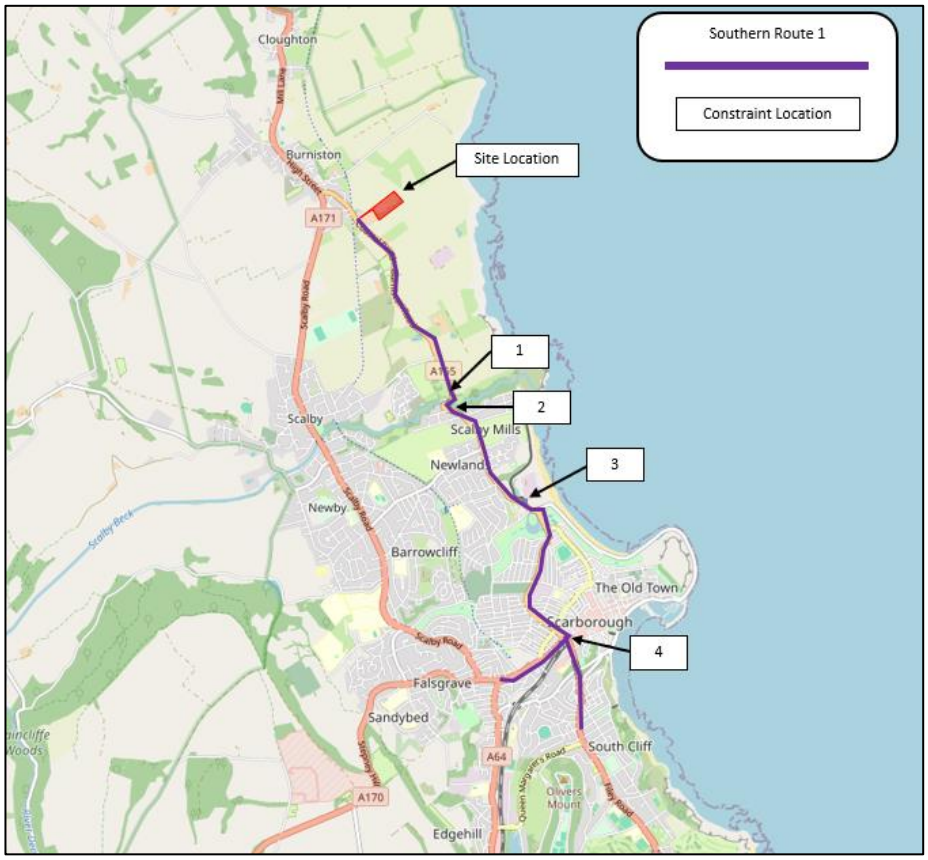


Figure 9: Southern Route 1 (Abnormal Load Constrained Locations)

6.44 Therefore, Southern Route 2 is indicatively proposed as the preferred route for abnormal loads, pending confirmation from the appointed contractor. Final route suitability will be determined through a Written Route Survey post-planning, allowing the contractor to assess specific requirements, confirm structural capacities, and make any necessary adjustments.

7. CONSTRUCTION TRAFFIC MANAGEMENT PLAN

7.1 This Construction Traffic Management Plan (CTMP) has been developed to mitigate potential impacts of construction-related traffic on the local highway network and surrounding community. The CTMP outlines measures for managing HGV and abnormal load movements, scheduling deliveries, and implementing traffic management protocols to ensure the safe, efficient, and minimal-impact transportation of materials and equipment throughout the project lifecycle. This plan will be actively managed and adapted as site activities progress.

Prior to Commencement

7.2 In total, the works associated with the development are anticipated to last approximately 37 weeks. In practice, there are likely to be periods of inactivity between phases. The applicant recognises the importance of effective consultation and communication with neighbouring residents and stakeholders prior to commencing any works. Notifications will include details of the start date, anticipated phases, and contact information for community members to raise any questions or concerns as the project progresses.

7.3 A formal introductory letter will be issued to immediate residents and businesses, providing an overview of the site activities, timeframes for each construction phase, and key contact details for the site management team. This letter will outline the nature of the development and provide guidance on what to expect during construction.

7.4 The construction process is anticipated to proceed through the following key stages:

- Construction and Enabling Works: Initial preparation of the site, including access setup, construction of temporary access roads, and installation of essential infrastructure.
- Rig Mobilisation: Delivery and assembly of drilling rigs and other large equipment necessary for the primary operation phase.
- Drilling Phase: Active drilling operations supported by ongoing site management and logistical support.
- Testing and Squeeze Phase: Evaluation of well functionality, with additional equipment setup as required to support testing.
- Testing Production: Extended production testing and monitoring, with minimal additional construction activities.
- Rig De-mobilisation: Controlled deconstruction and removal of drilling rigs and other temporary structures from the site.

- **Site Restoration and Landscaping**: Final site restoration, including removal of temporary facilities, regrading, and landscaping as required to return the site to its intended post-development state.

Working Practice On-Site

7.5 Vehicle loads will be sheeted where appropriate with materials then loaded and unloaded onsite and would be done so safely by a trained professional. Hard hats will be compulsory on-site, with signage provided within the compound to this regard. In addition, all visitors to the site will be required to sign in at the site office to ensure all adequate safety measures are met.

7.6 All vehicle engines will be turned off while waiting to load or unload to reduce emissions, noise, and fuel consumption. This policy applies to all site-related vehicles and will be enforced by on-site personnel.

Working Hours

7.7 The standard working hours for site construction and preparation are as follows:

- 0700-1900 Monday to Friday
- 0700-1300 Saturday
- No work or deliveries on Sundays or Bank Holidays

7.8 All HGV deliveries will strictly adhere to the designated delivery times as specified in this CTMP. No HGV movements will occur outside of the stipulated working hours (0700-1900 Monday to Friday, 0700-1300 on Saturday, and no work on Sundays or Bank Holidays), and peak-hour restrictions will be observed.

7.9 During equipment assembly and preparation for production testing, working hours will extend from 0700-1900 Monday to Saturday. For actual production testing, operations will run 24 hours per day, 7 days a week, although the site will typically be manned only during regular working hours from Monday to Friday, with occasional weekend staffing as required. Less than 1 HGV movement per day would take place during this phase.

7.10 In exceptional circumstances, if additional working hours outside the prescribed times are required, prior agreement will be sought in writing from the Local Planning Authority.

Scheduling and Peak-Hour Restrictions

7.11 To reduce the impact on local traffic, all HGV and abnormal load movements will be scheduled outside of peak hours (08:00-09:00 and 17:00-18:00). However, in some instances, delivery during these times may be unavoidable due to logistical requirements.

Site Access Control and Monitoring

7.12 Site access will be strictly controlled, with the access into the wellsite gated to manage vehicle movements. Staff will be stationed at access points during high-activity periods to ensure safe and efficient entry and exit of vehicles. In addition, a log of all HGV and abnormal load movements will be maintained to monitor compliance and address any concerns proactively.

7.13 A 10mph speed limit will be enforced for all vehicles using the wellsite. This speed restriction will ensure safe and controlled vehicle movements at the site entrance, minimising potential hazards for site personnel.

Designated Routes for Construction Traffic

7.14 The CTMP designates Southern Route 2 as the preferred route for all standard HGV traffic, utilising the A170 and A171 for efficient access to the SRN. This route minimises interactions with sensitive areas and residential streets. HGV movements north through Burniston Village will be prohibited unless absolutely necessary.

7.15 For abnormal loads, Southern Route 2 is also the preferred route, pending confirmation through a Written Route Survey conducted by the contractor. The survey will identify any adjustments needed for street furniture, clearance, and structural capacity to ensure safe passage.

Notification and Coordination for Abnormal Loads

7.16 Given the size and weight of some of the loads required, advance notification to be provided to local authorities, the police, and any relevant stakeholders. Coordination with these bodies will allow for the necessary clearances, potential temporary road closures, and other traffic controls required for safe transit if required. Temporary signage and traffic control measures, such as escorts or spotters, will be arranged as needed to ensure public safety and minimise disruptions.

Use of Banksmen

7.17 Banksmen are operatives trained to direct vehicle movements on or around the site. Large vehicles will require some assistance whilst manoeuvring within the site. Banksmen will be used when required to ensure that these and any other manoeuvres are conducted in a safe manner.

Wheel Washing Facilities

7.18 To ensure that mud and debris is not carried onto the surrounding highway network, no vehicles will drive onto uncovered soils. A vehicle marshal will be used to inspect the wheels of all vehicles prior to leaving the site, and to hose off mud, dust or prior to the vehicle leaving the site if required. No water arising from wheel cleaning will discharge onto the public highway.

7.19 In the event that either the nature of the works or the weather conditions mean that there is a likelihood of wheel washing not being sufficient then a road sweeper will be employed at the applicant's expense.

Dust/Dirt Mitigation

7.20 No demolition works are required on-site and as such it is assumed the likely source of any dust will be from vehicles transporting materials to and from the site and from soil stripping and the creation of the earth bunds. The number of HGV movements is not expected to exceed 18 vehicles per day. All stone-carrying lorries will be fully covered during transit to prevent dust and debris from being blown onto adjacent land or the highway. This measure is in place to minimise dust emissions and protect local air quality. Mitigation in the form of wheel washing facilities will be present on site to mitigate significant dirt. Dust levels will be constantly monitored and if dust becomes a more significant issue than currently anticipated further measures will be taken. Further details can be found within the Air Quality Assessment submitted under separate cover.

Pollution Mitigation

7.21 Vehicles will be managed using a vehicle booking system to ensure no idling on the highway.

7.22 Any hydrocarbons will be stored on site in a secure tanker with the contents operated by trained personnel only.

Communication and Community Engagement

7.23 Communication with local residents and businesses will be a priority throughout the works period. Advance notification of expected peak traffic days, abnormal load movements, or any temporary traffic control measures will be provided to the community, allowing them to make any necessary arrangements. Regular updates will also be issued to keep stakeholders informed and mitigate any concerns that may arise.

Monitoring and Compliance

7.24 If HGV operators fail to comply with the designated hours, approved access route, or other site requirements, corrective actions will be implemented. Repeated violations will result in written warnings to the operators, and any necessary adjustments to maintain compliance will be discussed with site management. The applicant will be responsible for implementing the plan and making any necessary adjustments to align with evolving site activities. A regular review process will be established to ensure the CTMP remains effective, with feedback from local authorities and the community incorporated as appropriate.

8. SUMMARY AND CONCLUSIONS

8.1 This Transport Assessment (TA) has been prepared by Paul Basham Associates on behalf of Europa Oil & Gas (Holdings) plc to support a planning application for the construction and operation of a drilling rig for the appraisal of subsurface hydrocarbons testing well and retention of equipment on land east of The Mill Yard, Burniston Mill, Coastal Road, Burniston, Scarborough.

8.2 Addressing pre-application feedback from North Yorkshire Council (NYC), the TA focuses on transport impacts, highway safety, local amenity, and environmental protection. The project will comprise four phases—construction, drilling, production testing, and site restoration—with operational requirements designed to limit local impact. The construction, operational and restoration period will cover up to 37 weeks in total, although there will be periods of inactivity between phases.

8.3 The assessment aligns with relevant transport and development policies from the National Planning Policy Framework (NPPF), Joint Minerals and Waste Local Plan, Scarborough Borough Local Plan (2011-2032), and North Yorkshire Local Transport Plan (LTP4). It adheres to objectives for sustainable transport, road safety, and preservation of local amenities, supporting NYC's planning objectives for economic growth, environmental protection, and enhanced accessibility.

8.4 Located adjacent to Burniston Village, the proposed site is accessible from the A165 Coastal Road within a predominantly rural area. Automatic Traffic Count data has highlighted a seasonal traffic increase of around 24.9% during peak tourist season, which has been considered in the production of this Transport Assessment.

8.5 The accident data analysis for the local road network surrounding the site revealed that six personal injury accidents occurred within the study area over a five-year period from January 2019 to December 2023. Of these, five incidents were classified as "slight" and one as "serious", with no recorded accidents involving goods vehicles. The incidents were predominantly distributed in Burniston, along High Street, Coastal Road, and Mill Lane. No accidents were recorded at the proposed site access point, nor did the data indicate any issues that would be exacerbated by the proposed development.

8.6 Site access is provided from Coastal Road and is suitable to accommodate large vehicles. In terms of visibility, the required 122m visibility splay is achievable in the primary direction towards Burniston. In the secondary direction, visibility is constrained due to the alignment of Coastal Road and an adjacent wall. While full DMRB standards require a 4.5m x-distance and 120.6m visibility, only 56m is achievable at this x-distance. However, applying a 2.4m x-distance with a 0.3m offset allows the 120.6m visibility splay to be met. The surrounding estate currently accommodates HGV movements at this access point without recorded incidents, indicating that the existing access operates safely. The visibility splays are therefore considered acceptable for the proposed temporary use.

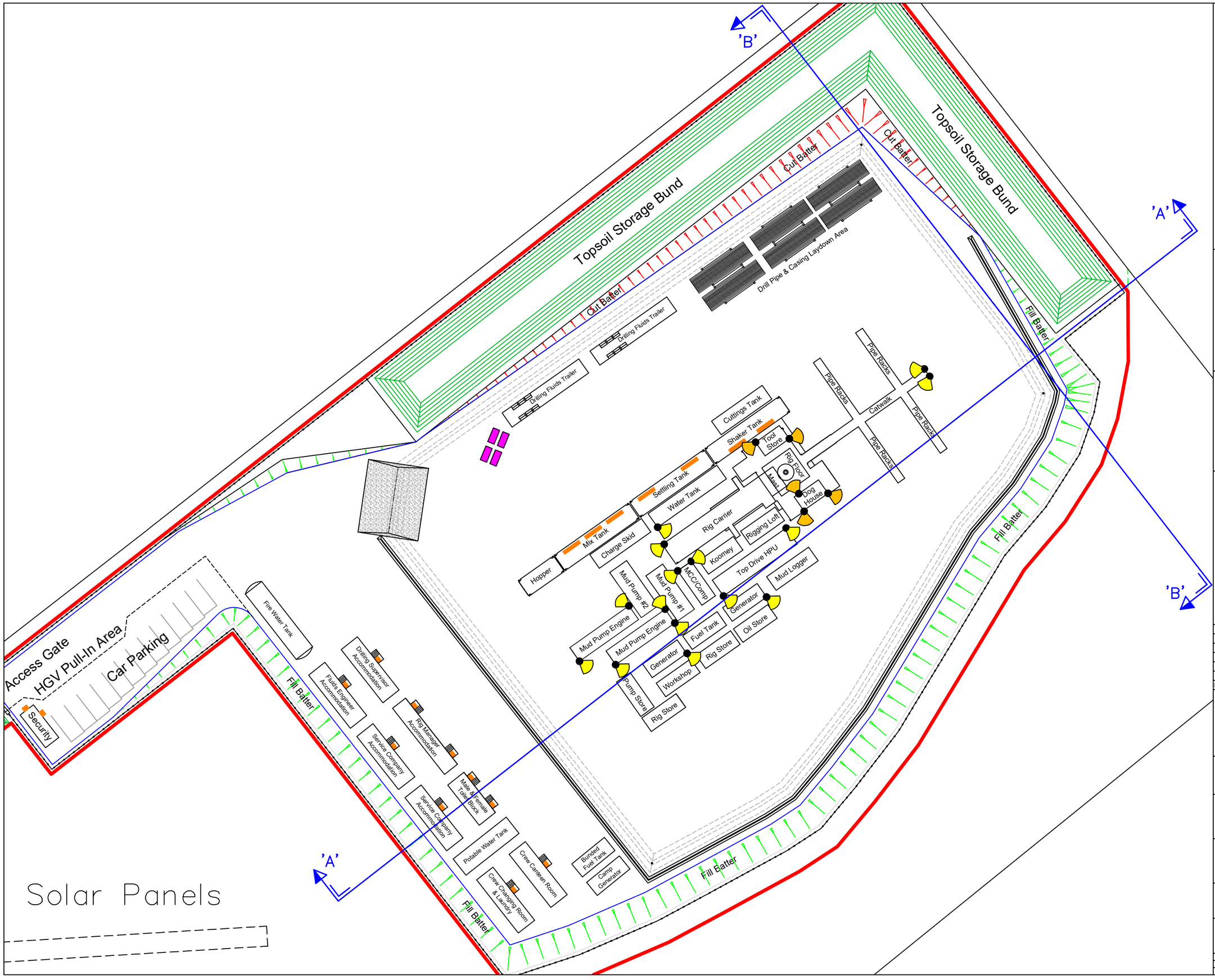
8.7 The trip generation analysis shows that traffic volumes will vary by phase, with the busiest periods occurring during the rig mobilisation and demobilisation stages. During these peak times, the site will generate an estimated maximum of 46 trips per day which represents approximately 0.63% added to daily vehicle volumes during the tourist season and 0.79% during the non-tourist season, which is significantly lower than the seasonal variations already observed on this route. In terms of HGV vehicles, the site will generate 36 HGV trips per day, representing a 4.7% increase in HGV traffic during the tourist season and 4.5% in the non-tourist season. Overall, with mitigation strategies from the Construction Traffic Management Plan, including staggered scheduling and peak-hour avoidance, the project's traffic generation is expected to integrate smoothly with the existing highway network, posing minimal impact on local road conditions.

8.8 The assessment proposes two designated routes (Southern Routes 1 and 2) for efficient HGV access to the Strategic Road Network. Southern Route 2, with its direct connection to key regional transport links, is preferred for avoiding populated areas. Specific provisions for abnormal loads have been developed, with routing constraints identified on Route 1 due to limited road space in high-traffic tourist areas and other physical limitations. The final route will be confirmed by the appropriate contractor post planning.

8.9 To manage traffic flow, vehicle scheduling, and abnormal load movements, a detailed Construction Traffic Management Plan has been established. The Construction Traffic Management Plan outlines peak-hour restrictions, and notification protocols to inform the local community and stakeholders.

8.10 This TA demonstrates that the proposed hydrocarbon exploration at Burniston Mill can be conducted with minimal impact on the surrounding transport network. The proposed Construction Traffic Management Plan aligns with NYC's planning policies, minimising transport-related impacts. This assessment confirms that safe and suitable access can be achieved and that the development will integrate smoothly with the local road network without a severe impact. We would therefore encourage NYC to look favourably on this application in relation to highways.

Appendix A



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KEY:

- PLANNING APPLICATION BOUNDARY
- CUT BATTER
- FILL BATTER
- PERIMETER CONTAINMENT DITCH
- SECURITY FENCING

LIGHTING DETAILS:

- LXFL20WBV2 (1 X 20W / 1613 ml)
- DRILLING RIG 300W LED FLOODLIGHT
- DRILLING RIG 212W HIGH BAY FLOODLIGHT
- DRILLING RIG 75W LINEAR LED
- MOBILE LIGHTING TOWER 4 X 300W LED (OR SIMILAR SPECIFICATION)

ABBREVIATIONS:

HPU: HYDRAULIC POWER UNIT
KOOMEY: ACCUMULATOR
V-DOOR: RAMP FROM CATWALK TO RIG FLOOR

NOTES:

CROSS-SECTION VIEW DETAILS INDICATED BY THE DIRECTION THE ARROWS ARE FACING, FROM POINT 'A' TO POINT 'A', AS SHOWN BELOW:

'A' 'A'

FOR SECTION DETAILS, REFER TO PLAN NO: ZG-EOG-CLTN-PA-08

REVISION HISTORY

REV	DATE	BY	DETAILS	APR
–	–	–	–	–
–	–	–	–	–
–	–	–	–	–
–	–	–	–	–
0	OCT24	JF	FIRST ISSUE	JF

ZETLAND GROUP
FROM CONCEPTION TO COMPLETION

ZETLAND GROUP LIMITED
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SITE: CLOUGHTON WELLSITE, BURNISTON, NORTH YORKSHIRE

PROJECT: APPLICATION FOR PLANNING PERMISSION

TITLE: SITE LAYOUT PLAN - INDICATIVE DRILLING PHASE

CLIENT: EUROPA OIL & GAS LIMITED

Scale:	1:500
Size:	A3
Sheet:	1 of 1

DWG. No: ZG-EOG-CLTN-PA-07

Appendix B

Burniston ATC



Direction: Southeastbound

Hour Beginning	Sat 21/09/2024	Sun 22/09/2024	Mon 23/09/2024	Tue 24/09/2024	Wed 25/09/2024	Thu 26/09/2024	Fri 27/09/2024	5-Day Ave.	7-Day Ave.
00:00	11	5	3	8	5	8	3	5	6
01:00	8	12	2	5	4	4	3	4	5
02:00	2	8	1	4	3	3	0	2	3
03:00	1	2	1	0	1	1	0	1	1
04:00	2	7	4	6	6	4	0	4	4
05:00	14	8	14	18	20	14	5	14	13
06:00	26	22	41	46	46	32	16	36	33
07:00	47	35	139	126	163	119	48	119	97
08:00	113	61	292	293	304	280	114	257	208
09:00	183	141	221	199	214	196	74	181	175
10:00	243	246	215	231	260	207	109	204	216
11:00	274	234	220	206	269	208	190	219	229
12:00	244	208	202	203	227	194	251	215	218
13:00	250	197	242	222	223	190	272	230	228
14:00	244	245	232	292	254	189	295	252	250
15:00	241	240	206	258	345	156	345	262	256
16:00	212	208	207	263	312	107	336	245	235
17:00	202	169	178	245	258	29	238	190	188
18:00	185	131	106	170	171	20	220	137	143
19:00	105	99	79	105	86	13	112	79	86
20:00	88	55	51	68	55	2	90	53	58
21:00	50	29	42	42	43	9	62	40	40
22:00	31	20	13	17	15	7	31	17	19
23:00	16	11	13	8	10	1	15	9	11
Total									
12H(7-19)	2438	2115	2460	2708	3000	1895	2492	2511	2444
16H(6-22)	2707	2320	2673	2969	3230	1951	2772	2719	2660
18H(6-24)	2754	2351	2699	2994	3255	1959	2818	2745	2690
24H(0-24)	2792	2393	2724	3035	3294	1993	2829	2775	2723
AM Peak	11:00	10:00	08:00	08:00	08:00	08:00	11:00	08:00	11:00
	274	246	292	293	304	280	190	257	229
PM Peak	13:00	14:00	13:00	14:00	15:00	12:00	15:00	15:00	15:00
	250	245	242	292	345	194	345	262	256

Paul Castle Associates

Direction: Northwestbound

Hour Beginning	Sat 21/09/2024	Sun 22/09/2024	Mon 23/09/2024	Tue 24/09/2024	Wed 25/09/2024	Thu 26/09/2024	Fri 27/09/2024	5-Day Ave.	7-Day Ave.
00:00	12	26	3	2	4	7	3	4	8
01:00	5	12	2	3	5	4	4	4	5
02:00	7	14	3	6	2	4	1	3	5
03:00	6	9	3	2	6	2	0	3	4
04:00	7	6	3	4	6	7	3	5	5
05:00	9	11	21	20	24	14	18	19	17
06:00	36	13	53	47	47	48	36	46	40
07:00	49	33	147	155	142	147	139	146	116
08:00	108	87	185	209	203	204	173	195	167
09:00	160	174	210	249	245	186	216	221	206
10:00	228	252	274	284	259	197	292	261	255
11:00	249	284	238	299	292	228	259	263	264
12:00	214	276	261	295	287	256	240	268	261
13:00	219	246	267	255	227	209	213	234	234
14:00	228	280	212	307	312	206	272	262	260
15:00	228	277	269	303	293	223	300	278	270
16:00	224	254	233	294	280	123	308	248	245
17:00	229	183	235	238	269	45	201	198	200
18:00	163	114	141	155	167	45	169	135	136
19:00	96	109	77	115	114	20	119	89	93
20:00	76	65	73	70	66	22	70	60	63
21:00	67	37	41	64	56	20	64	49	50
22:00	40	16	30	42	37	17	46	34	33
23:00	34	10	14	17	7	9	25	14	17
Total									
12H(7-19)	2299	2460	2672	3043	2976	2069	2782	2708	2614
16H(6-22)	2574	2684	2916	3339	3259	2179	3071	2953	2860
18H(6-24)	2648	2710	2960	3398	3303	2205	3142	3002	2909
24H(0-24)	2694	2788	2995	3435	3350	2243	3171	3039	2954
AM Peak	11:00	11:00	10:00	11:00	11:00	11:00	10:00	11:00	11:00
	249	284	274	299	292	228	292	263	264
PM Peak	17:00	14:00	15:00	14:00	14:00	12:00	16:00	15:00	15:00
	229	280	269	307	312	256	308	278	270

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Sat 21/09/2024	Sun 22/09/2024	Mon 23/09/2024	Tue 24/09/2024	Wed 25/09/2024	Thu 26/09/2024	Fri 27/09/2024	5-Day Ave.	7-Day Ave.
00:00	23	31	6	10	9	15	6	9	14
01:00	13	24	4	8	9	8	7	7	10
02:00	9	22	4	10	5	7	1	5	8
03:00	7	11	4	2	7	3	0	3	5
04:00	9	13	7	10	12	11	3	9	9
05:00	23	19	35	38	44	28	23	34	30
06:00	62	35	94	93	93	80	52	82	73
07:00	96	68	286	281	305	266	187	265	213
08:00	221	148	477	502	507	484	287	451	375
09:00	343	315	431	448	459	382	290	402	381
10:00	471	498	489	515	519	404	401	466	471
11:00	523	518	458	505	561	436	449	482	493
12:00	458	484	463	498	514	450	491	483	480
13:00	469	443	509	477	450	399	485	464	462
14:00	472	525	444	599	566	395	567	514	510
15:00	469	517	475	561	638	379	645	540	526
16:00	436	462	440	557	592	230	644	493	480
17:00	431	352	413	483	527	74	439	387	388
18:00	348	245	247	325	338	65	389	273	280
19:00	201	208	156	220	200	33	231	168	178
20:00	164	120	124	138	121	24	160	113	122
21:00	117	66	83	106	99	29	126	89	89
22:00	71	36	43	59	52	24	77	51	52
23:00	50	21	27	25	17	10	40	24	27
Total									
12H(7-19)	4737	4575	5132	5751	5976	3964	5274	5219	5058
16H(6-22)	5281	5004	5589	6308	6489	4130	5843	5672	5521
18H(6-24)	5402	5061	5659	6392	6558	4164	5960	5747	5599
24H(0-24)	5486	5181	5719	6470	6644	4236	6000	5814	5677
AM Peak	11:00	11:00	10:00	10:00	11:00	08:00	11:00	11:00	11:00
	523	518	489	515	561	484	449	482	493
PM Peak	14:00	14:00	13:00	14:00	15:00	12:00	15:00	15:00	15:00
	472	525	509	599	638	450	645	540	526

Paul Castle Associates

Burniston ATC, Coastal Road



Direction: Northwestbound

Hour Beginning	Thu 22/08/2024	Fri 23/08/2024	Sat 24/08/2024	Sun 25/08/2024	Mon 26/08/2024	Tue 27/08/2024	Wed 28/08/2024	5-Day Ave.	7-Day Ave.
00:00	4	3	12	12	14	5	8	7	8
01:00	1	7	9	10	4	1	3	3	5
02:00	3	3	8	3	4	5	4	4	4
03:00	6	6	3	5	8	6	2	6	5
04:00	6	6	6	5	5	10	9	7	7
05:00	16	17	11	6	12	26	20	18	15
06:00	45	49	40	21	22	43	45	41	38
07:00	149	115	65	33	68	126	135	119	99
08:00	165	152	120	98	114	157	159	149	138
09:00	220	228	215	204	314	242	218	244	234
10:00	255	287	247	275	353	277	295	293	284
11:00	235	250	273	281	301	258	249	259	264
12:00	261	253	234	297	308	274	229	265	265
13:00	251	275	270	285	293	275	266	272	274
14:00	250	302	243	318	322	300	297	294	290
15:00	284	304	271	312	339	318	309	311	305
16:00	358	346	287	300	329	363	345	348	333
17:00	283	282	294	252	307	307	314	299	291
18:00	254	258	214	185	253	200	227	238	227
19:00	154	189	199	149	170	132	161	161	165
20:00	109	111	124	125	102	119	125	113	116
21:00	77	80	75	51	62	87	69	75	72
22:00	41	49	57	38	24	39	50	41	43
23:00	20	30	27	16	17	19	18	21	21
Total									
12H(7-19)	2965	3052	2733	2840	3301	3097	3043	3092	3004
16H(6-22)	3350	3481	3171	3186	3657	3478	3443	3482	3395
18H(6-24)	3411	3560	3255	3240	3698	3536	3511	3543	3459
24H(0-24)	3447	3602	3304	3281	3745	3589	3557	3588	3504
AM Peak	10:00	10:00	11:00	11:00	10:00	10:00	10:00	10:00	10:00
	255	287	273	281	353	277	295	293	284
PM Peak	16:00	16:00	17:00	14:00	15:00	16:00	16:00	16:00	16:00
	358	346	294	318	339	363	345	348	333

Paul Castle Associates

Direction: Southeastbound

Hour Beginning	Thu 22/08/2024	Fri 23/08/2024	Sat 24/08/2024	Sun 25/08/2024	Mon 26/08/2024	Tue 27/08/2024	Wed 28/08/2024	5-Day Ave.	7-Day Ave.
00:00	8	7	12	12	10	7	5	7	9
01:00	1	3	10	14	6	1	4	3	6
02:00	3	1	5	4	4	3	4	3	3
03:00	1	2	0	5	2	4	0	2	2
04:00	1	5	3	9	5	6	4	4	5
05:00	11	14	10	8	8	11	16	12	11
06:00	51	42	26	20	26	55	56	46	39
07:00	119	126	65	54	54	126	130	111	96
08:00	231	203	125	81	129	229	199	198	171
09:00	255	271	211	234	228	263	264	256	247
10:00	372	333	330	317	427	334	344	362	351
11:00	313	351	333	301	412	321	324	344	336
12:00	282	329	316	336	360	305	294	314	317
13:00	280	335	302	322	441	306	282	329	324
14:00	240	348	268	304	338	342	301	314	306
15:00	253	333	282	258	299	335	294	303	293
16:00	258	310	210	280	293	305	320	297	282
17:00	237	269	245	241	252	242	276	255	252
18:00	164	240	210	192	166	196	225	198	199
19:00	153	156	168	142	118	104	137	134	140
20:00	85	111	115	87	83	80	88	89	93
21:00	64	72	77	59	34	47	50	53	58
22:00	25	32	36	20	15	31	29	26	27
23:00	16	11	18	12	5	8	13	11	12
Total									
12H(7-19)	3004	3448	2897	2920	3399	3304	3253	3282	3175
16H(6-22)	3357	3829	3283	3228	3660	3590	3584	3604	3504
18H(6-24)	3398	3872	3337	3260	3680	3629	3626	3641	3543
24H(0-24)	3423	3904	3377	3312	3715	3661	3659	3672	3579
AM Peak	10:00	11:00	11:00	10:00	10:00	10:00	10:00	10:00	10:00
	372	351	333	317	427	334	344	362	351
PM Peak	12:00	14:00	12:00	12:00	13:00	14:00	16:00	13:00	13:00
	282	348	316	336	441	342	320	329	324

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Thu 22/08/2024	Fri 23/08/2024	Sat 24/08/2024	Sun 25/08/2024	Mon 26/08/2024	Tue 27/08/2024	Wed 28/08/2024	5-Day Ave.	7-Day Ave.
00:00	12	10	24	24	24	12	13	14	17
01:00	2	10	19	24	10	2	7	6	11
02:00	6	4	13	7	8	8	8	7	8
03:00	7	8	3	10	10	10	2	7	7
04:00	7	11	9	14	10	16	13	11	11
05:00	27	31	21	14	20	37	36	30	27
06:00	96	91	66	41	48	98	101	87	77
07:00	268	241	130	87	122	252	265	230	195
08:00	396	355	245	179	243	386	358	348	309
09:00	475	499	426	438	542	505	482	501	481
10:00	627	620	577	592	780	611	639	655	635
11:00	548	601	606	582	713	579	573	603	600
12:00	543	582	550	633	668	579	523	579	583
13:00	531	610	572	607	734	581	548	601	598
14:00	490	650	511	622	660	642	598	608	596
15:00	537	637	553	570	638	653	603	614	599
16:00	616	656	497	580	622	668	665	645	615
17:00	520	551	539	493	559	549	590	554	543
18:00	418	498	424	377	419	396	452	437	426
19:00	307	345	367	291	288	236	298	295	305
20:00	194	222	239	212	185	199	213	203	209
21:00	141	152	152	110	96	134	119	128	129
22:00	66	81	93	58	39	70	79	67	69
23:00	36	41	45	28	22	27	31	31	33
Total									
12H(7-19)	5969	6500	5630	5760	6700	6401	6296	6373	6179
16H(6-22)	6707	7310	6454	6414	7317	7068	7027	7086	6900
18H(6-24)	6809	7432	6592	6500	7378	7165	7137	7184	7002
24H(0-24)	6870	7506	6681	6593	7460	7250	7216	7260	7082
AM Peak	10:00	10:00	11:00	10:00	10:00	10:00	10:00	10:00	10:00
	627	620	606	592	780	611	639	655	635
PM Peak	16:00	16:00	13:00	12:00	13:00	16:00	16:00	16:00	16:00
	616	656	572	633	734	668	665	645	615

Paul Castle Associates

Appendix C

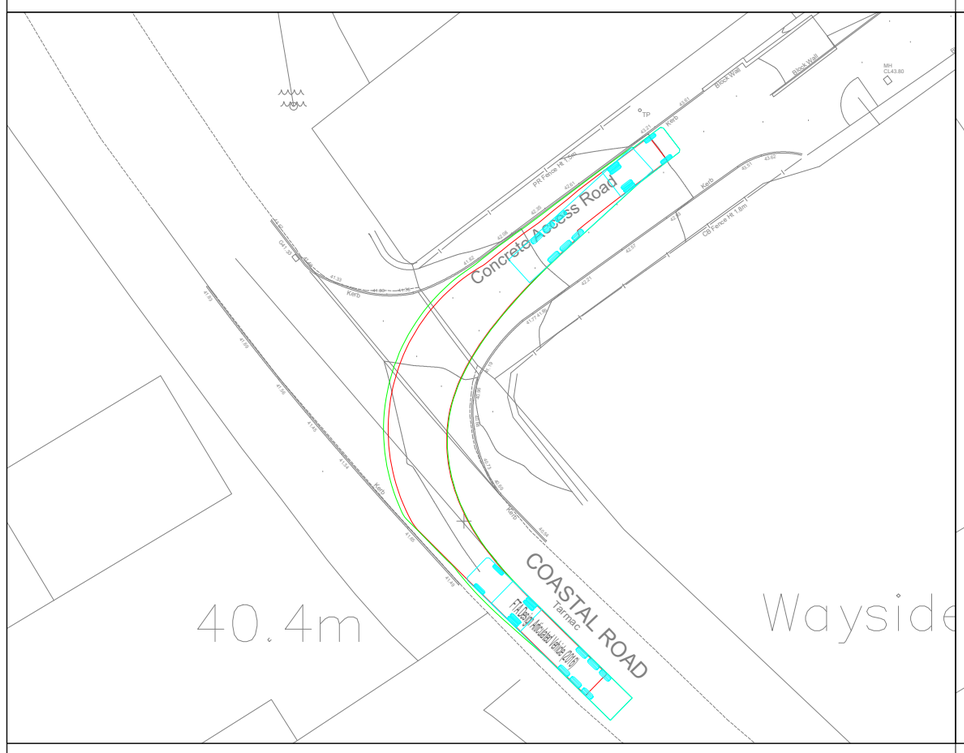
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LEFT IN



LEFT OUT



RIGHT IN

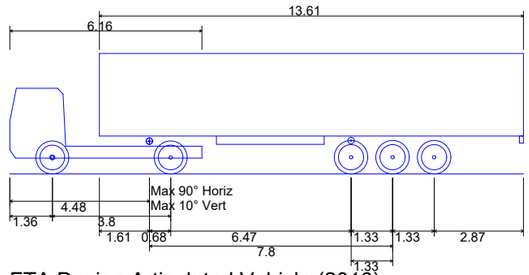


RIGHT OUT

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VEHICLE PROFILE



FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m



PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

Rev	Description	Date	By	App'd
P01	FIRST ISSUE	08.11.24	AJF	JNR

Project Name
LAND AT BURNISTON MILL, BURNISTON, NORTH YORKSHIRE

Project Phase
PRELIMINARY

Title
SITE ACCESS VEHICLE TRACKING

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Client
EUROPA Oil & Gas

Date Created	Drawn By	Approved By	Suitabilty Code
08.11.24	AJF	JNR	-

PBA Project Number	Scale	
020.0958	1:500	(AT A3)

PBA Drawing No:	Revison
020.0958-0002	P01

Appendix D

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6. VISIBILITY SPLAYS ARE BASED ON THE RECORDED 85TH PERCENTILE SPEEDS OF 44.0MPH NORTHWESTBOUND AND 44.3MPH SOUTHEASTBOUND ALONG COASTAL ROAD, AND DESIGN MANUAL FOR ROADS AND BRIDGES GUIDANCE.
7. HIGHWAY BOUNDARY TO BE CONFIRMED.

KEY

- VISIBILITY SPLAYS (RECORDED SPEEDS)
- ACHIEVABLE SECONDARY DIRECTION VISIBILITY UTILISING 4.5M X-DISTANCE
- APPROXIMATE SPEED LIMIT CHANGE LOCATION
- INDICATIVE HIGHWAY BOUNDARY

NORTH

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

Rev	Description	Date	By	App'd
P02	ADDED HIGHWAY BOUNDARY	08.11.24	AJF	JNR
P01	FIRST ISSUE	04.11.24	AJF	JNR

Project Name: LAND AT BURNISTON MILL, BURNISTON, NORTH YORKSHIRE

Project Phase: PRELIMINARY

Title: VISIBILITY SPLAY ASSESSMENT

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Client: EUROPA Oil & Gas

Date Created	Drawn By	Approved By	Suitabilty Code
04.11.24	AJF	JNR	-

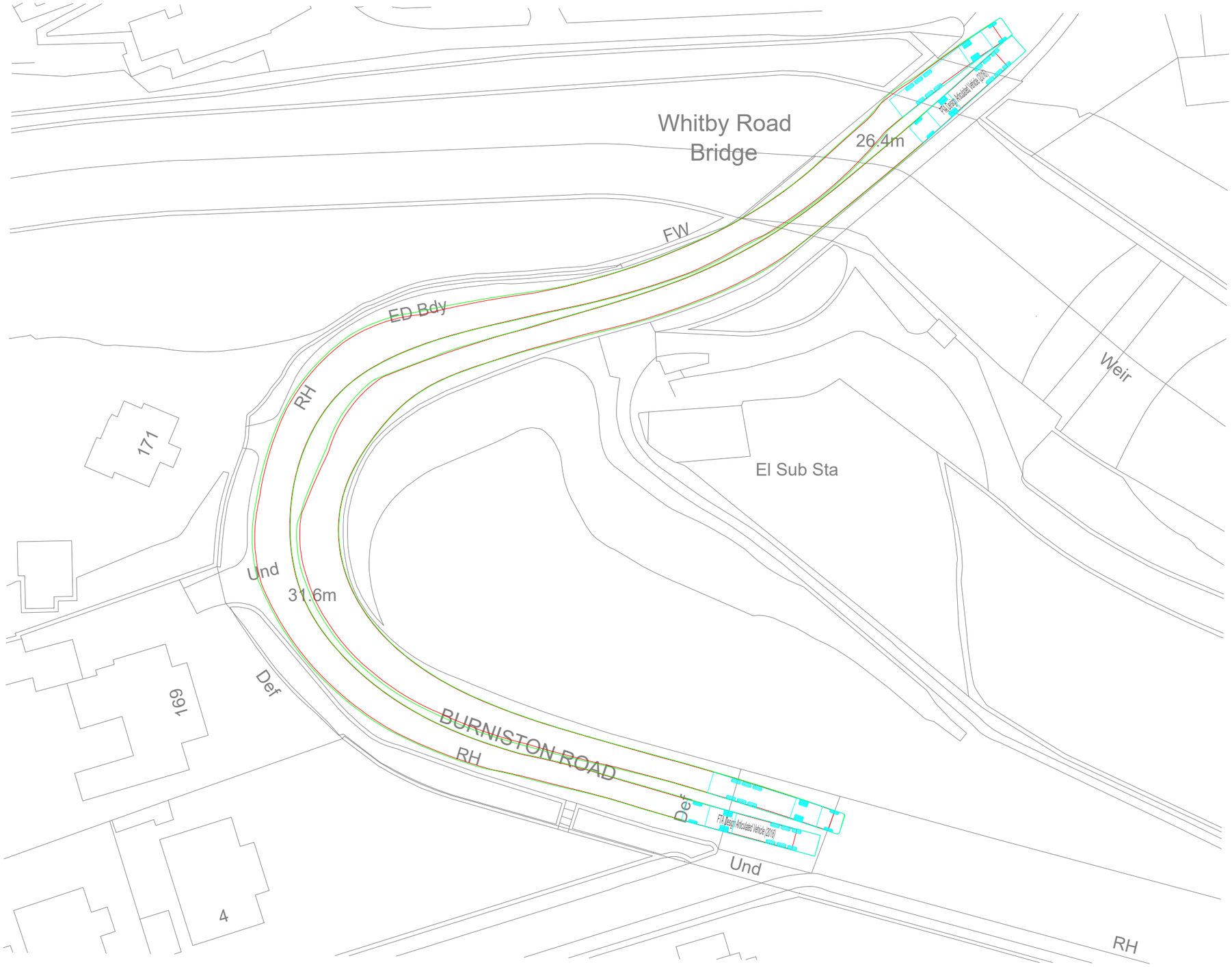
PBA Project Number	Scale	
020.0958	1:500	(AT A3)

PBA Drawing No:	Revison
020.0958-0001	P02

QMS2011/v8/210723/JM

Appendix E

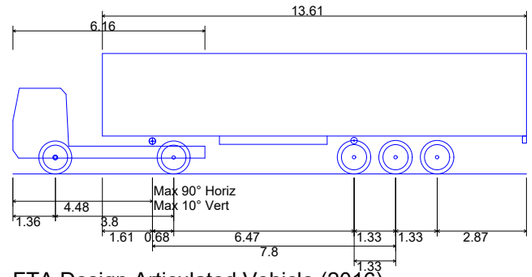
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VEHICLE PROFILE



FTA Design Articulated Vehicle (2016)	
Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

NORTH

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
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Rev	Description	Date	By	App'd
P01	FIRST ISSUE	08.11.24	AJF	JNR

Project Name
LAND AT BURNISTON MILL, BURNISTON, NORTH YORKSHIRE

Project Phase
PRELIMINARY

Title
BURNISTON ROAD BEND VEHICLE TRACKING

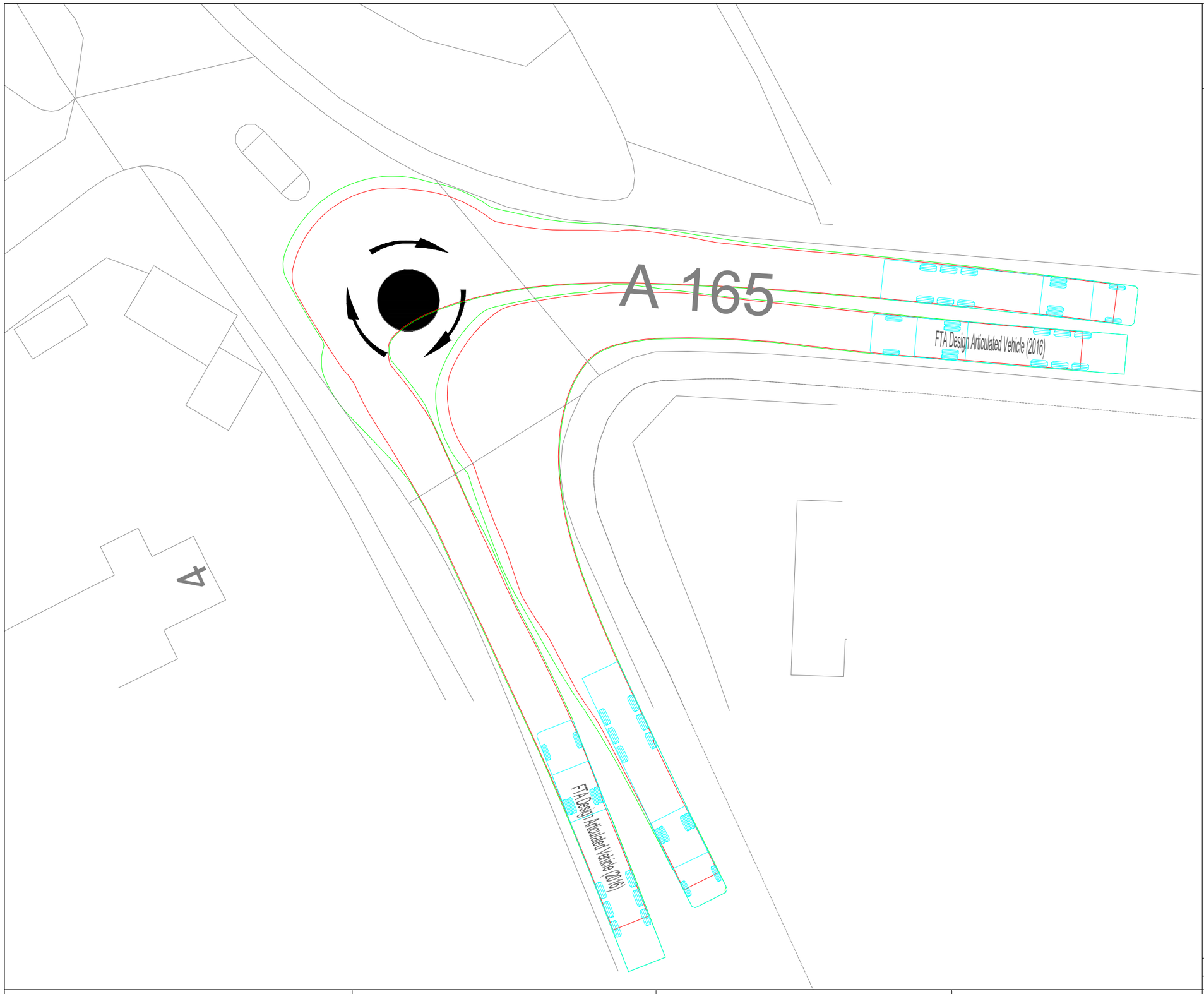
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Client
EUROPA Oil & Gas

Date Created	Drawn By	Approved By	Suitabilty Code
08.11.24	AJF	JNR	-

PBA Project Number	Scale	
020.0958	1:500	(AT A3)

PBA Drawing No:	Revison
020.0958-0004	P01

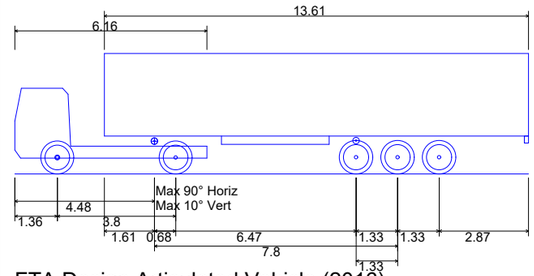


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VEHICLE PROFILE



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Rev	Description	Date	By	App'd
P01	FIRST ISSUE	08.11.24	AJF	JNR

Project Name
LAND AT BURNISTON MILL, BURNISTON, NORTH YORKSHIRE

Project Phase
PRELIMINARY

Title
COASTAL ROAD/SCALBY ROAD/ HIGH STREET ROUNDABOUT VEHICLE TRACKING

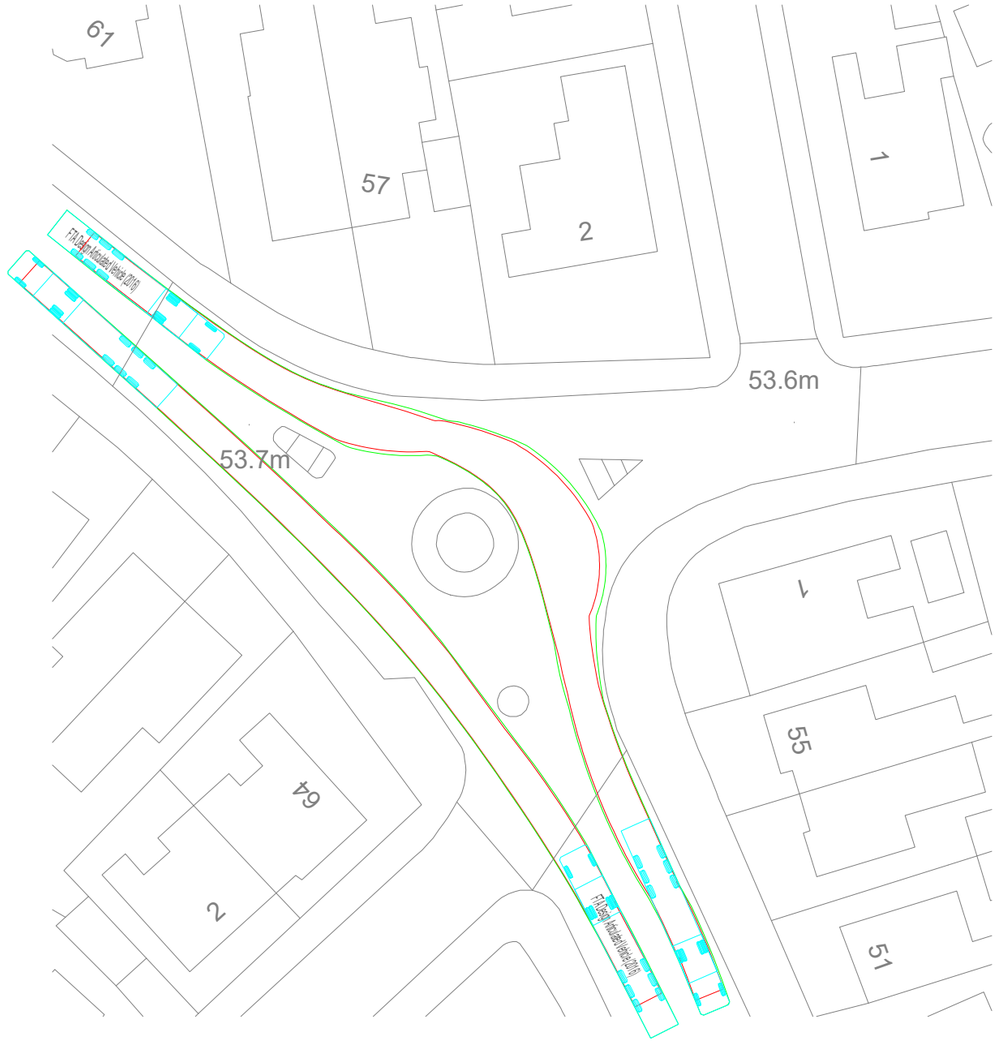
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Client
EUROPA Oil & Gas

Date Created	Drawn By	Approved By	Suitabilty Code
08.11.24	AJF	JNR	-

PBA Project Number	Scale	
020.0958	1:250	(AT A3)

PBA Drawing No:	Revison
020.0958-0003	P01

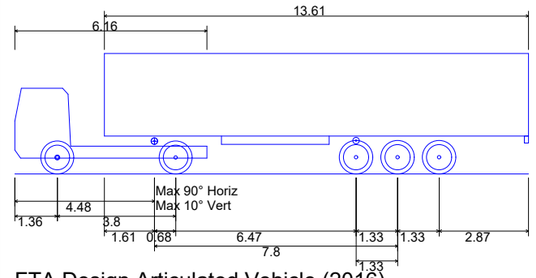


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VEHICLE PROFILE



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NORTH

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Rev	Description	Date	By	App'd
P01	FIRST ISSUE	08.11.24	AJF	JNR

Project Name
LAND AT BURNISTON MILL, BURNISTON, NORTH YORKSHIRE

Project Phase
PRELIMINARY

Title
SCALBY ROAD MANOR ROAD ROUNDABOUT VEHICLE TRACKING

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Date Created	Drawn By	Approved By	Suitabilty Code
08.11.24	AJF	JNR	-

PBA Project Number	Scale	
020.0958	1:500	(AT A3)

PBA Drawing No:	Revison
020.0958-0005	P01