

Statement in response to questions within the Matters, Issues and Questions Document from Great and Little Barugh Parish Council, Brawby Parish Meeting and Edstone Parish Meeting.

63. Has sufficient consideration been given to the potential impact on the strategic road network from hydrocarbon development and are there any outstanding concerns from Highways England or the Highways Authority?

As a neighbouring and consultee Parish Council to the site at Kirby Misperton, we would like to convey our experiences following the commencement of works at KM8 from the 19th September 2017 which we feel needs to be taken into consideration for future shale gas exploration in North Yorkshire.

To provide some background into our specific road network, the village of Great Barugh is on the C20 and Little Barugh is on a virtually single track road across to Kirby Misperton. These roads are frequently used by horse riders, dog walkers, cyclists and pedestrians. Over the years we have had ongoing issues with speeding through both villages, there has been a number of RTA's and the road to Little Barugh is not on a gritting route. We have contacted NYCC numerous times regarding our issues but are no further forward. Safety on the roads for residents and other road users is paramount. In previous correspondence to NYCC regarding both the planning application at KM8 and the JMWP, we have stressed continually our concerns over the suitability of our road networks to withstand the unprecedented and unquantifiable needs should this industry roll out at the scale that companies such as Ineos propose.

The Traffic Management Plan for the KM8 application has not been fit for purpose. The plan was drawn up to recognise the requirement for a safe route, protecting road users, residents and to considering daily routines of local people ie school runs. The A169 was the designated route, the only stipulation for diversions was a major incident on the A169 such as an RTA. From the commencement of works, this was not our experience. On Tuesday 19th September diversions were put in place by NYCC sending all departing Flamingo Land theme park traffic right through the tiny road to Little Barugh and Great Barugh. The diversion to Flamingo Land from the A169 was a 15 mile detour via the A170 Pickering to Kirkbymoorside and back via Great Barugh

and Little Barugh. Incidentally the road via Little Barugh is signed as being unsuitable for coaches.

The well site at Kirby Misperton is somewhat unique in that it has three possible entrances, the stipulated entrance is on Habton Road. We learned that the entrance at Little Barugh was being used as an alternative route, this entrance is no more than a track which crosses a public foot path. This track was not included in the TMP and no consultation was given to the Parish Council regarding this or any potential diversionary routes. The entrance at Little Barugh was used daily and was in conflict with the footpath users, the local residents.

These minor roads are not suited to additional heavy traffic. The village of Great Habton was also not included in the TMP, yet had numerous convoys of HGV's coming through, negotiating a narrow, sharp left turn in a small village. Some of these HGV's on leaving the site returned via Great Barugh, heading for Kirbymoorside and the north, presumably for via Sutton Bank not via the A169 as in the TMP. We contacted NYCC on numerous occasions regarding our serious concerns but were told that North Yorkshire Police made the decisions regarding diversions. This casts doubt on the validity of the TMP as any protections for neighbouring communities are null and void. Any 'breaches' of the TMP were not recognised as breaches as many related to the North Yorkshire Police decisions.

How can something as vitally important as a Traffic Management Plan be enforced? No authority is taking full responsibility for this, the buck is passed from pillar to post. The MWJP needs to recognise the requirement for sustainable protections in future Traffic Management Plans or they are not fit for purpose.

We would like to point out that the existing conventional well sites are not a true representation of new greenfield development for shale gas. For the future roll out of this industry, the infrastructure will be required with significant additional lorry movements to what we have experienced. The well sites will be larger and a requirement for a greater number of sites in order for the industry to be economically viable. Water will be required to be tankered in to each one as there will be no pipeline in situ. Can the roads in Ryedale support the vastly increased additional heavy traffic movements associated with this industry? We firmly believe not. We have the A170, a busy road throughout the year with the added risk of Sutton Bank and passing through

small villages and market towns. The A64 frequently sees stationary traffic due to the high volume of road users, even during the winter months. Our network of roads between the two, other than the A169, are B roads but predominantly C roads. These roads are frequently used by tourists, cyclists, horse-riders, locals and the farming community and are simply not designed or maintained well enough to support additional traffic for heavy industry.

It is our belief that with the cumulative impact of this industry on North Yorkshire the current road infrastructure is inadequate and the potential impacts on the network are significant.

56. Taking account of the Written Ministerial Statement of 16 September 2015, does the hydrocarbon section of the Plan provide the right balance between supporting appropriate hydrocarbon development (taking account of economic and social benefits) and protecting the environment and sensitive receptors from its potential impacts?

Great and Little Edstone Parish have expressed concerns over the visual impacts of the industry. From Great Edstone the tower at Flamingo Land theme park and zoo can be easily seen from 6 miles away, therefore multiple rigs and sites across the Vale of Pickering will be visible and have an adverse effect on the rural vista. This is already identified in the Ryedale Local Plan under SP13 as ‘an area of local important landscapes’.

Combined authorities realise that on any site there will be more than 18 months drilling with the prospect of a well being re-fracked every 3 – 5 years. With the intended roll out on a large scale by companies such as Ineos, we could expect many years of continuous drilling in order for the industry to be economically viable. Protection for the environment and sensitive receptors is paramount and can only be assured by the application of a stringent Plan. To ensure that distances from receptors, locations of sites and monitoring, regulations and enforcement of regulation are included as material planning considerations for this industry.