



Appendices - Presentations

A number of presentations were made during the focused engagement work. These are included here and are comprised of the following:

- Members Briefing Presentation
- Community Group Presentation
- Technical Group Presentation
- Combined Groups Presentation
- Executive Briefing Presentation

Let's Talk

PLAN SELBY

COUNCILLORS' BRIEFING

COUNCILLORS' BRIEFING

ADRIAN SPAWFORTH

ARB MRTPI RIBA AoU

Managing Director - Spawforths

**THIS IS ONE OF OUR
WORKSHOP SLIDES**

WHO ARE SPAWFORTHS?

- Yorkshire based Town Planners, Masterplanners and Engagement Consultants
- Established in 1988 in Wakefield
- Undertaken over 3500 projects across the UK
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WHAT ARE WE DOING & HOW ARE WE DOING IT?

WHAT ARE KEY RISKS OR CHALLENGES?

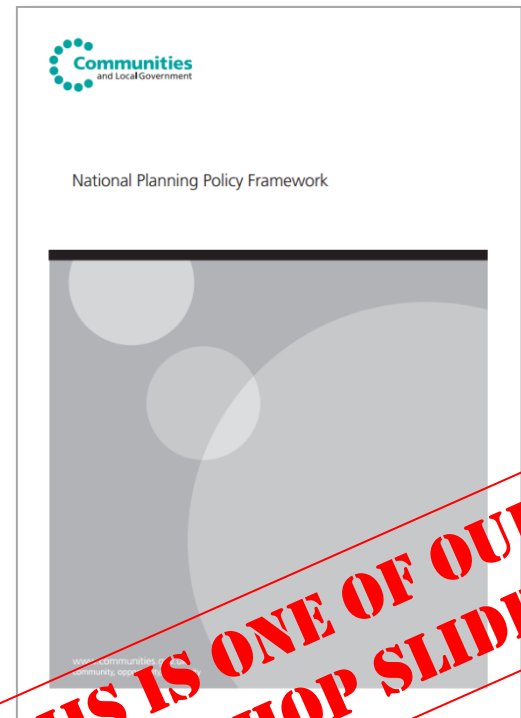
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- Setting some clear, long term objectives for each of the three towns

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WHY ARE WE DOING IT?

- National Planning Policy Framework (NPPF)



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WHY ARE WE DOING IT?

155. Early and meaningful engagement and collaboration with neighbourhoods, local organisations and businesses is essential. A wide section of the community should be proactively engaged, so that Local Plans, as far as possible, reflect a collective vision and a set of agreed priorities for the sustainable development of the area, including those contained in any neighbourhood plans that have been made.

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THE SELBY MISSION STATEMENT

“Being at the heart of a strong partnership which succeeds in meeting the needs and aspirations of the people and communities we serve. Enabling people to do more for themselves. Being enterprising with fewer resources and working with others so that people choose Selby district as a place to do business, enjoy life and make a difference.”

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THE SELBY PRIORITIES

The priorities identified by the Council are to make the Selby district a great place...to **do business**, to **enjoy life** and to **make a difference**. These priorities will be supported by Selby District Council delivering great value.”

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THE SELBY VISION

“By 2027 Selby District will be a distinctive rural District with an outstanding environment, a diverse economy and attractive, vibrant towns and villages. Residents will have a high quality of life and there will be a wide range of housing and job opportunities to help create socially balanced and sustainable communities, which are less dependant on surrounding towns and cities”

Selby Core Strategy Adopted October 2013

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WHAT WE ARE NOT DOING

- This is not an opportunity for lobbying – your facilitators have absolutely no influence on the decision making and planning process
- We are not preparing a masterplan for each town at this stage although the information gathered will be used to inform the initial stages of later masterplanning work and further community engagement
- We will not be offering any views as a planning and masterplanning consultancy. We will facilitate debate and explain terminology and possible implications

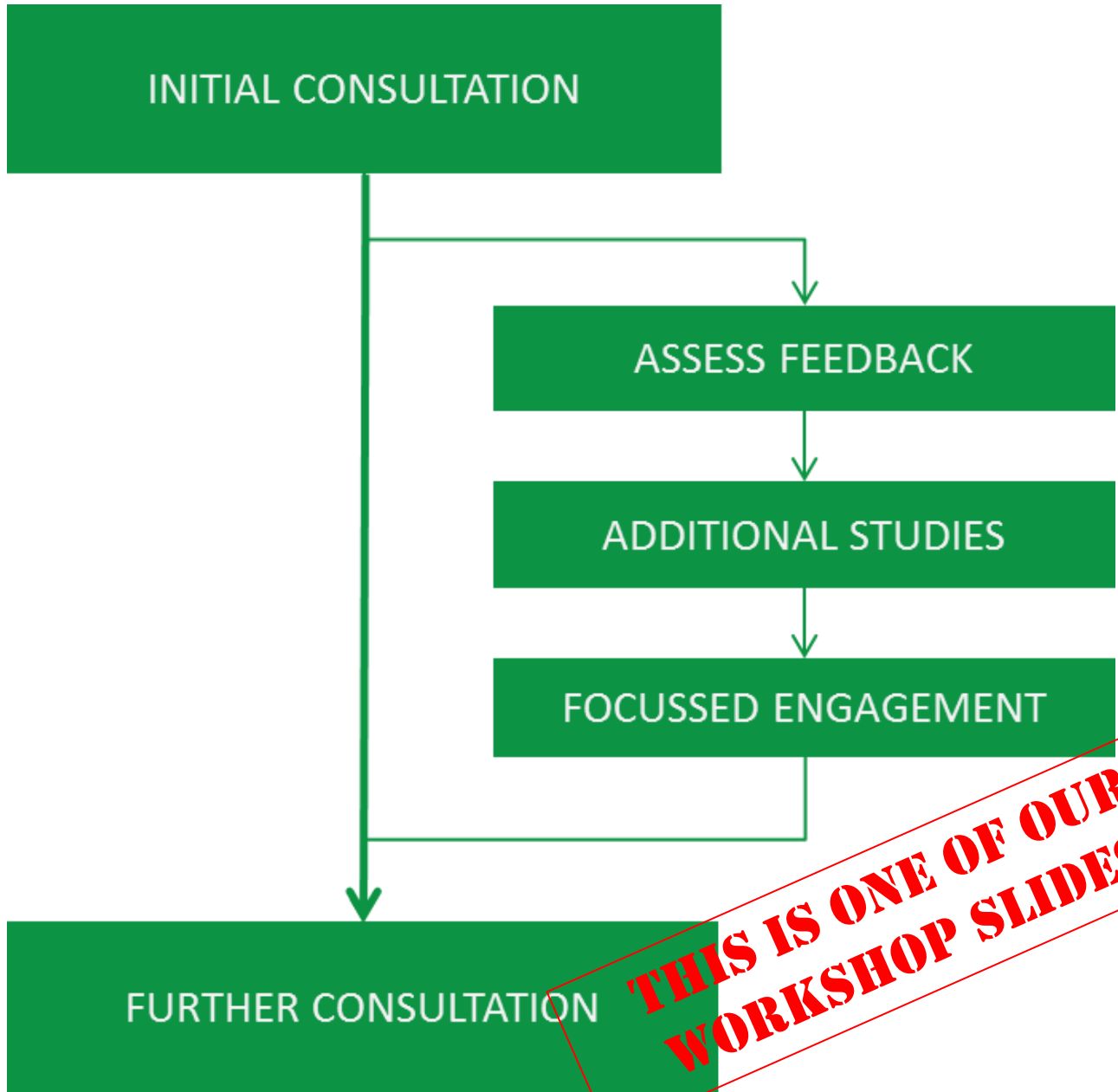
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The Engagement Process

The Overall Process



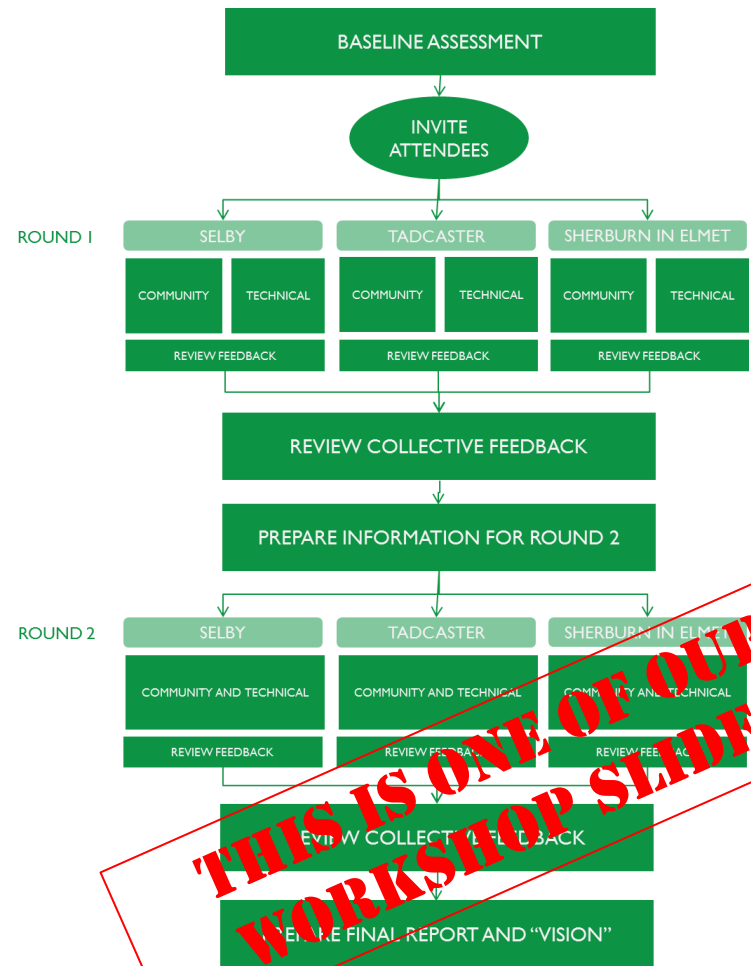
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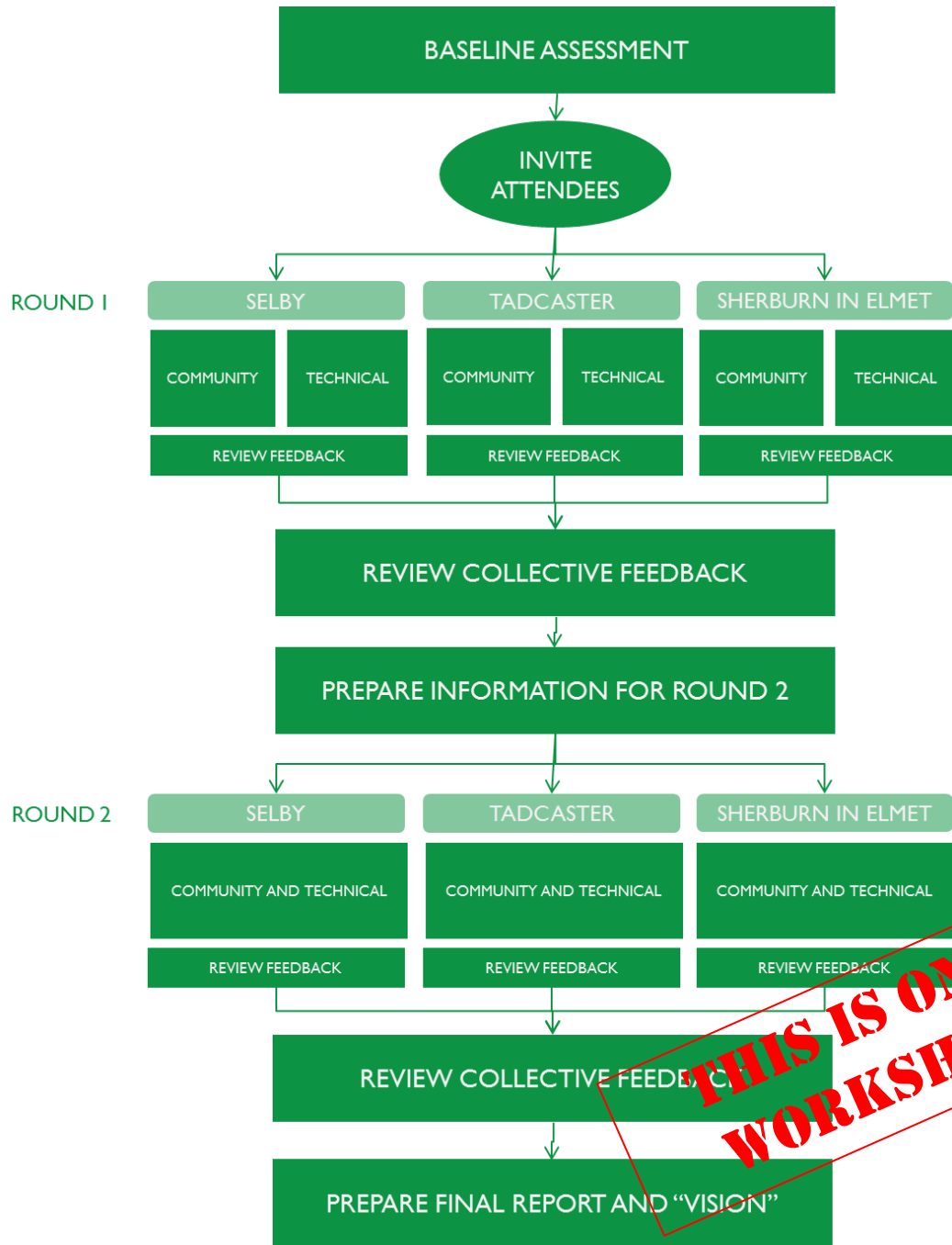
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The Engagement Process

The Current Stage



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A Few Definitions....

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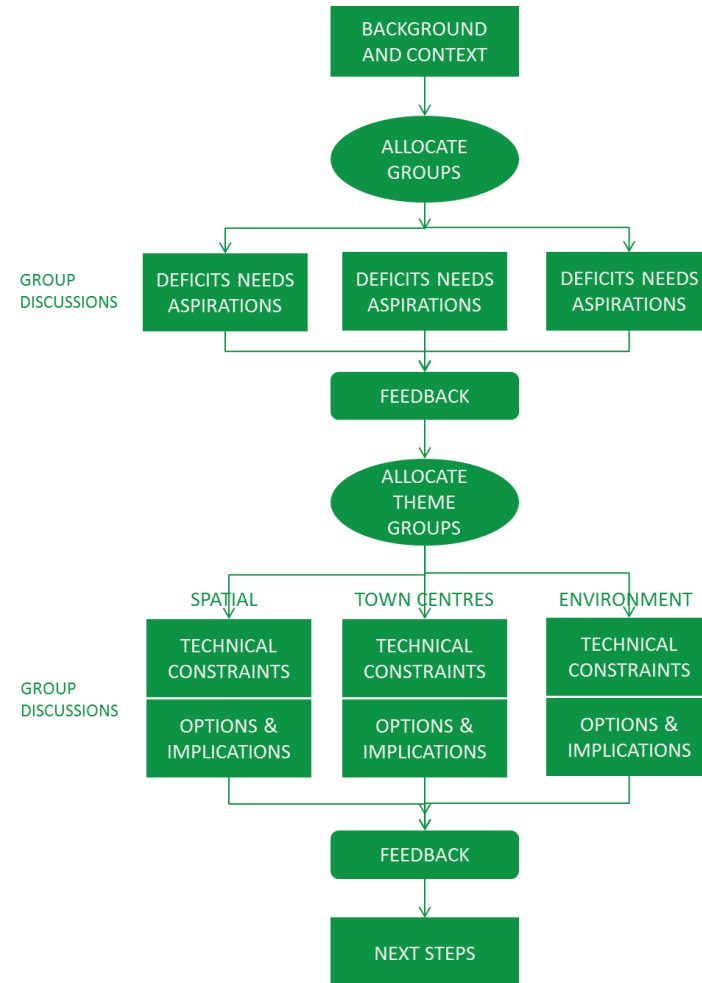
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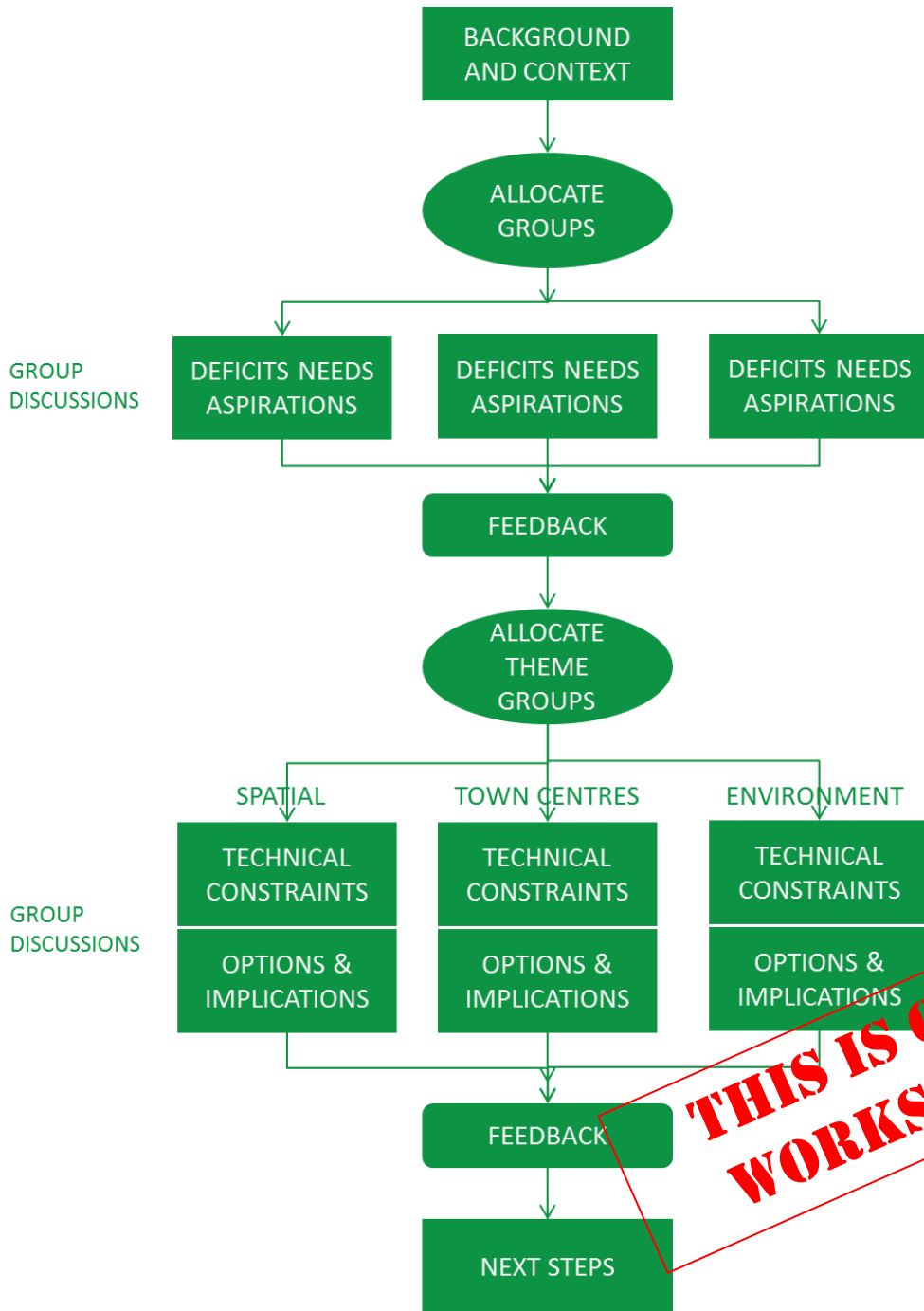
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The Engagement Process

Round I: Community Meetings



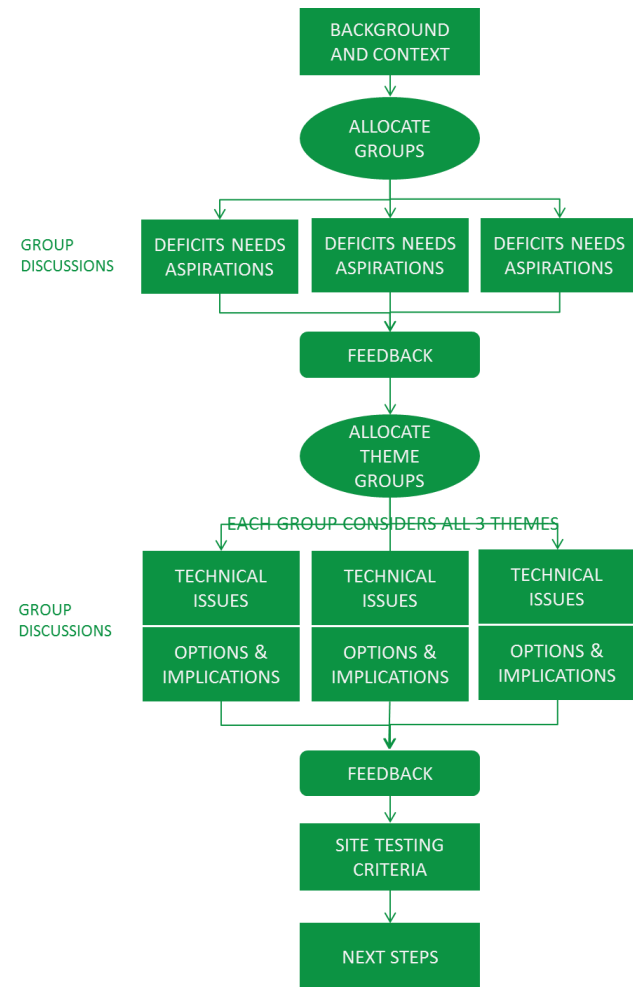
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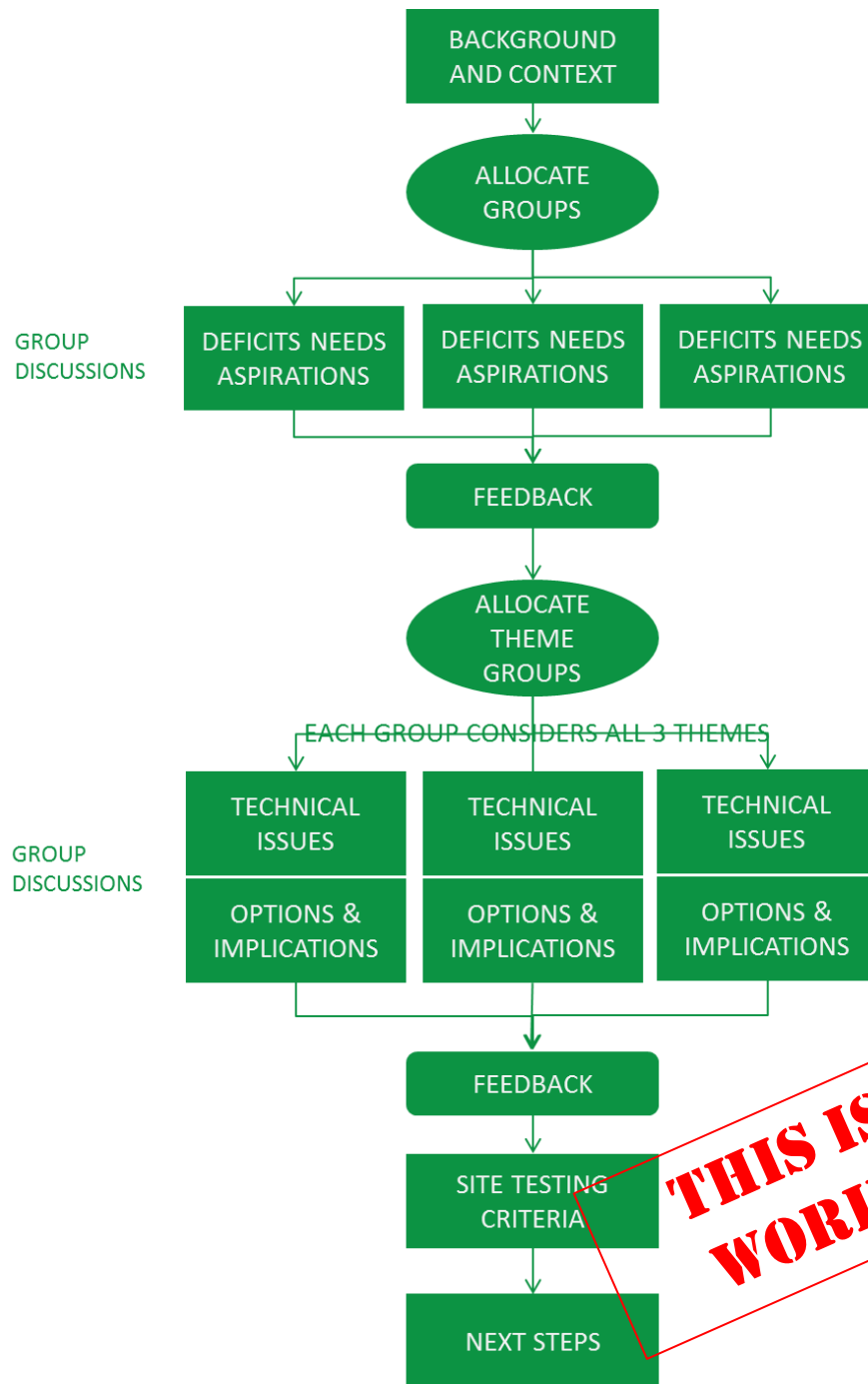
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The Engagement Process

Round I: Technical Meetings



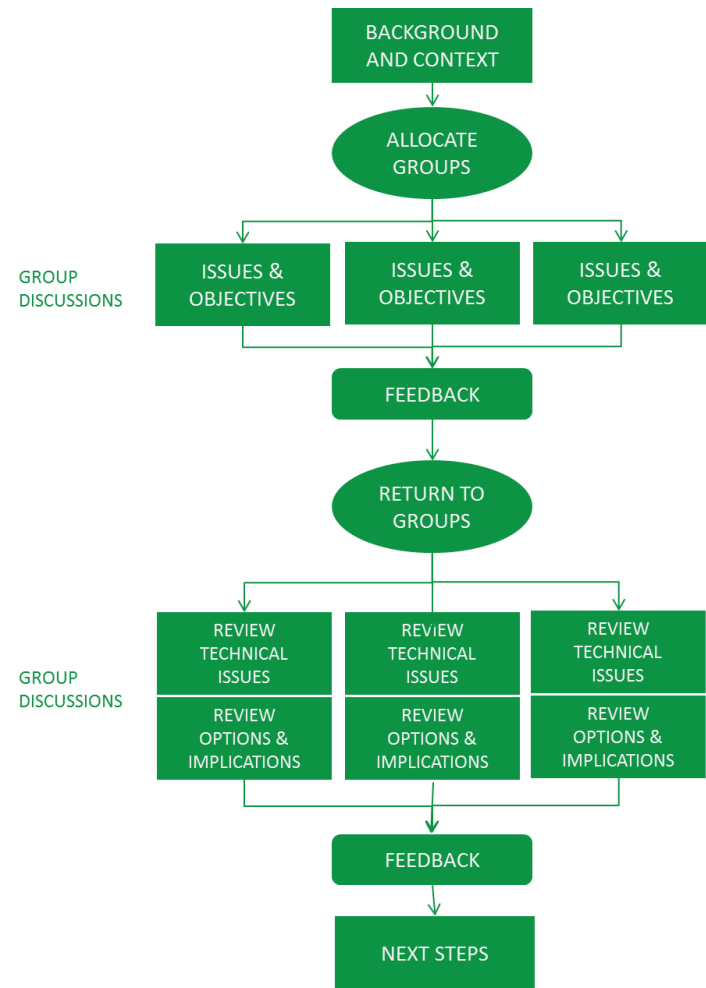
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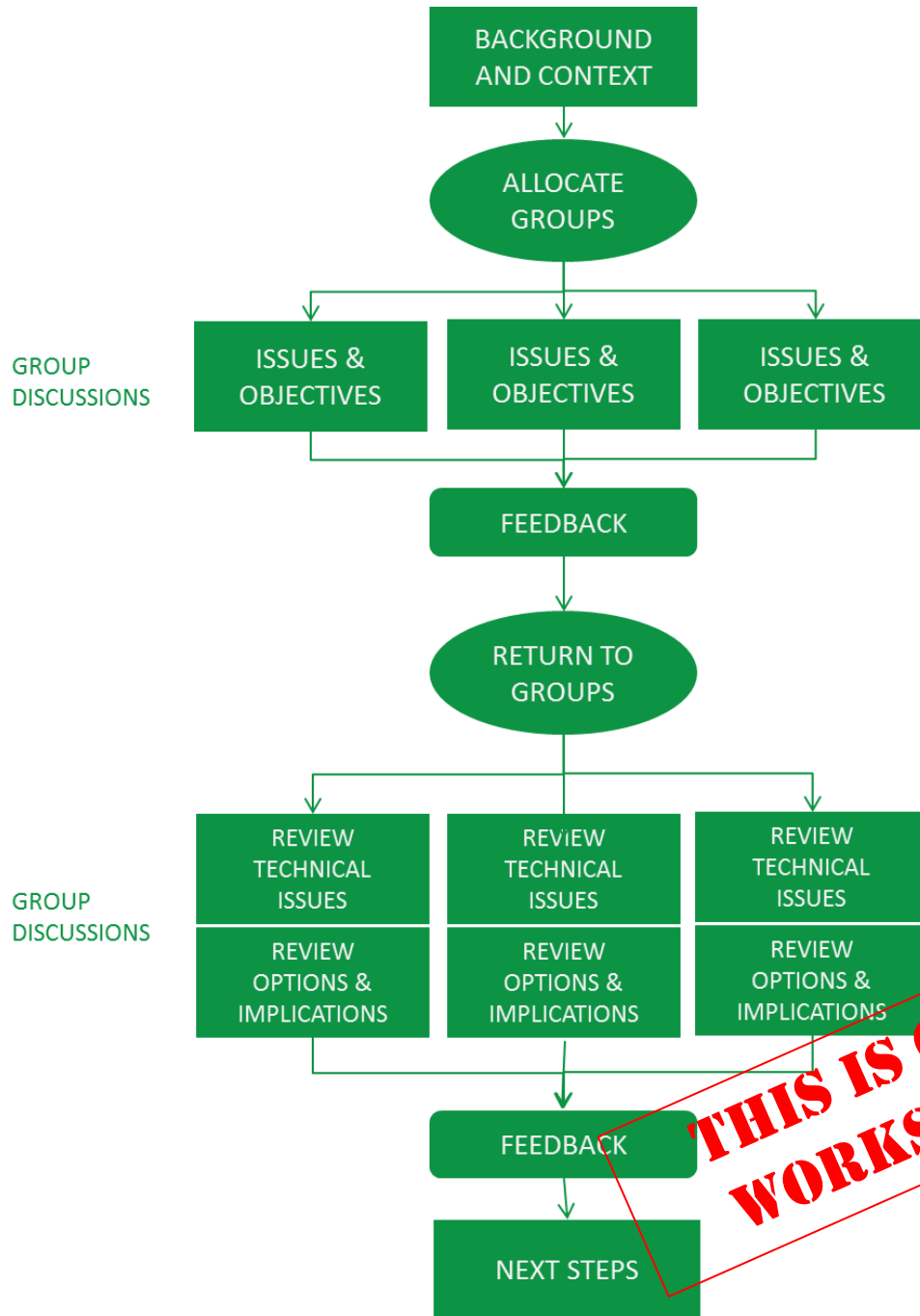
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The Engagement Process

Round 2: Combined Meetings



THIS IS ONE OF OUR WORKSHOP SLIDES



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Today's Agenda Round 1 Community Group

Background and Context	10
Working Group Allocations	5
Community Deficits Needs and Aspirations Feedback Session	75
Theme Group Formation	5
Technical Constraints Options and Implications Feedback Session	75
Next Steps	10

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Today's Agenda: Round 1 Technical Group

Background and Context	10
Working Group Allocations	5
Baseline Feedback Session	60
Group Formation	5
Technical Constraints Options and Implications Feedback Session	75
Site Testing Criteria	20
Next Steps	10

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Today's Agenda: Round 2 Combined Group

Introduction	10
Working Group Allocation	5
Review of Issues and Objectives	40
Feedback Session	20
Return to Groups	5
Review of Emerging Technical and Delivery Issues	55
Review of Options and Implications	
Feedback Session	15
Next Steps	20

**THIS IS ONE OF OUR
WORKSHOP SLIDES**

Information and Support Materials

- Fact Sheets
- Drawings
- Feedback Sheets

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WORKSHOP SLIDES**

Achievability Tests

- Technical Issues
- Land Assembly
- Viability
- Ability to Phase
- Trajectory
- Market Mix and Market Demand

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**FURTHER DISCUSSION
NEEDED ON KEY ISSUES TO
BE EXPLORED**

WHAT ARE THE KEY RISKS AND ISSUES?

Difficult Issues:Tadcaster

- The need for and location of a new small food store in Tadcaster
- The need for additional land for housing in or around the town to ensure delivery
- The potential need to release Green Belt to provide for housing land.
- The potential of housing on the Council's town centre car park (put forward as a potential housing site at the Initial Consultation)

Difficult Issues: Selby

- The need for and location of additional retail and leisure facilities
- The designation (or not) of Strategic Countryside Gaps
- The deliverability of large scale housing in higher risk areas for flooding
- The potential need to accommodate additional housing to provide for the Core Strategy's third phase of housing in Tadcaster
- Changes to the town centre and shopping street designations

Difficult Issues: Sherburn in Elmet

- The potential need to accommodate additional housing to provide for the Core Strategy's third phase of housing in Tadcaster
- Changes to the town centre and shopping street boundaries
- The need for better services and facilities
- Traffic calming

Key Risks - Sheet 1 of 2

- The community feels they have had inadequate amount of time to consider the matters and respond in full
- The engagement is being held at the “wrong time of year”
- There are too many participants in the groups and participants feel that they have not had a chance to be heard
- Key representatives from influential groups are unable to attend the events
- The community wishes to open up the planning debate from first principles and challenge the evidence base preventing the debate moving on to the next level
- The participants are not aware of earlier engagement or have not participated until now

Key Risks - Sheet 2 of 2

- A small number of participants seek a disproportionate amount of time at the events, preventing other views from being heard
- A small number of participants try to dominate the event by claiming greater authority and knowledge than other participants
- Participants claim their views represent the views of all their group/community
- The fact sheets are not comprehensive enough
- The fact sheets are too technical

Let's Talk

PLAN SELBY

COMMUNITY GROUPS

KEITH DAWSON

Director Selby Council

WHO'S WHO?

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Adrian Spawforth	Managing Director	Spawforths - Facilitator
Gavin Winter	Associate	Spawforths - Facilitator
Avril Sanderson	Associate	Spawforths - Facilitator

ADRIAN SPAWFORTH

ARB MRTPI RIBA AoU

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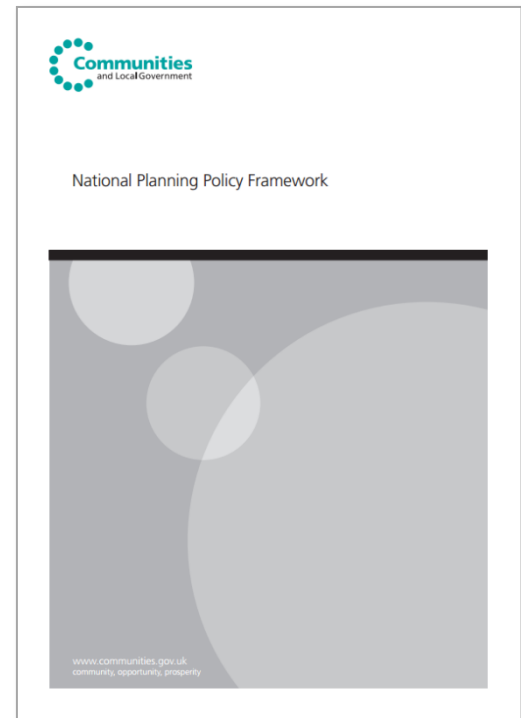
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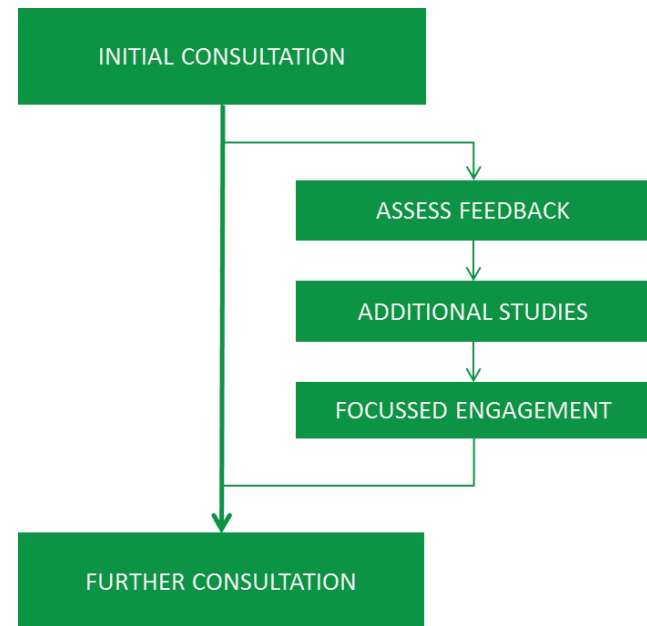
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The Engagement Process

The Overall Process



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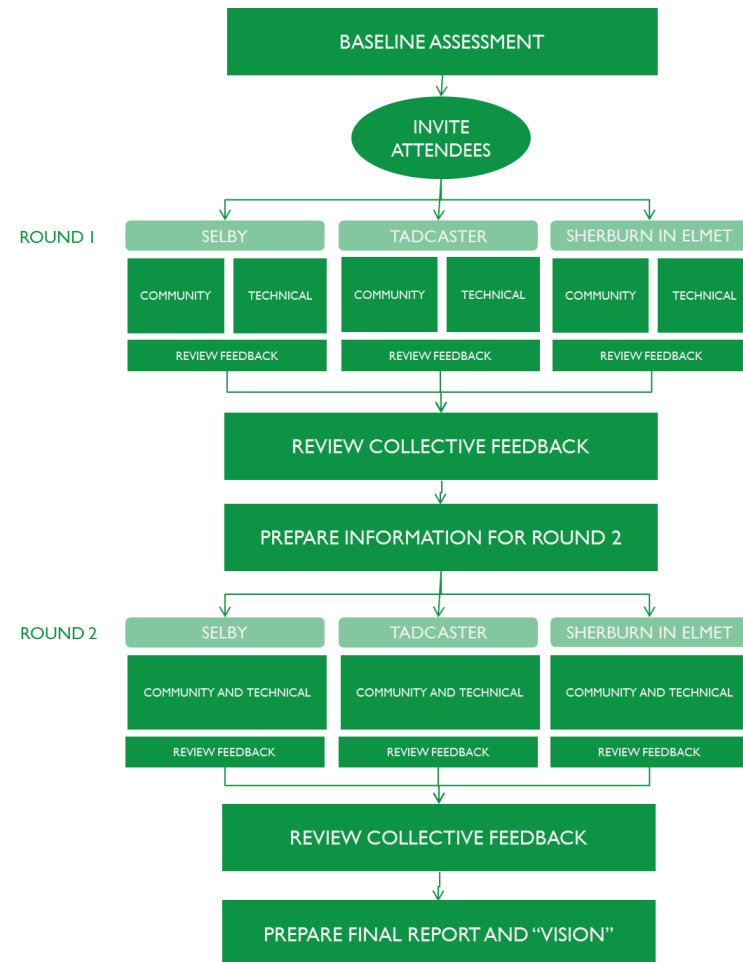
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ASPIRATIONS AND FUNDING

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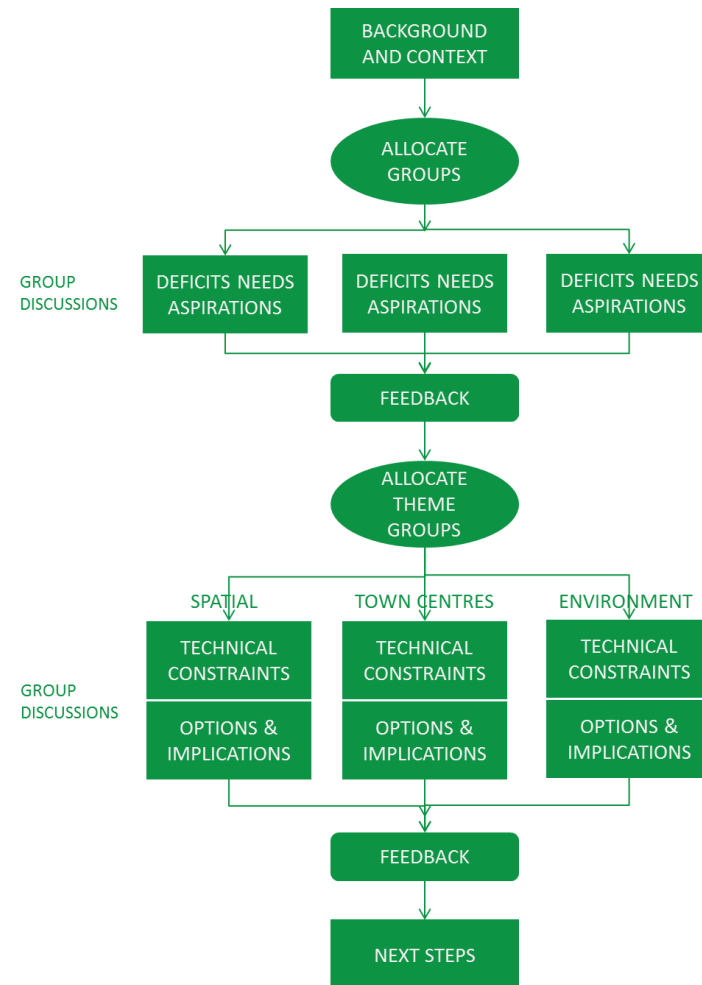
The Engagement Process

The Current Stage



The Engagement Process

Round I: Community Meetings



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A FINAL NOTE ON TIME KEEPING

Let's Talk

PLAN SELBY

1st SESSION WORKSHOPS

DEFICITS, ISSUES & ASPIRATIONS

Let's Talk

PLAN SELBY

1st SESSION FEEDBACK

DEFICITS, ISSUES & ASPIRATIONS

Let's Talk

PLAN SELBY

2ND SESSION WORKSHOPS

TECHNICAL ISSUES & OPTIONS

Let's Talk

PLAN SELBY

2ND SESSION FEEDBACK

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PLAN SELBY

SITE SELECTION

Framework for Site Selection

- ARUP Report on Methodology and Criteria
- Stage 1: Initial Sift
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Let's Talk

PLAN SELBY

NEXT STEPS

Further Information

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Spawforths
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East Ardsley
Wakefield
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Telephone 01924 873873

www.spawforths.co.uk

gavin.winter@spawforths.co.uk

Let's Talk

PLAN SELBY

TECHNICAL GROUPS

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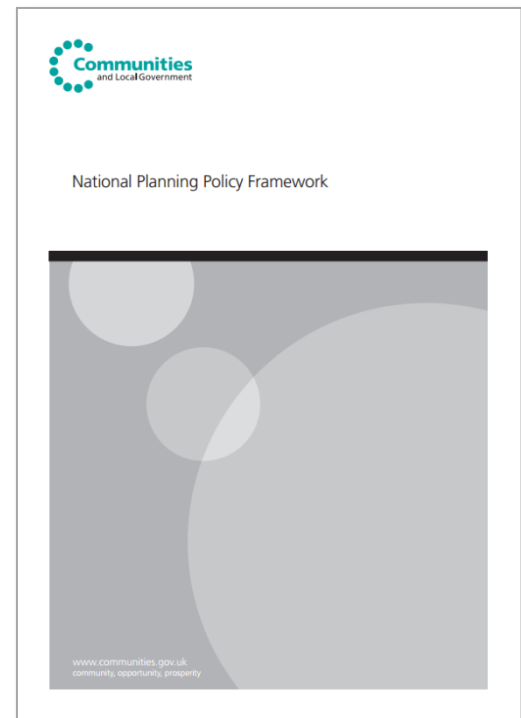
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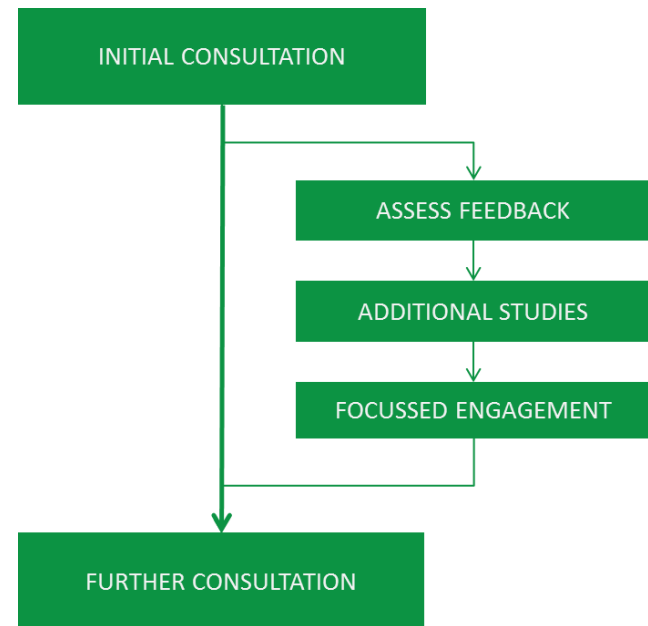
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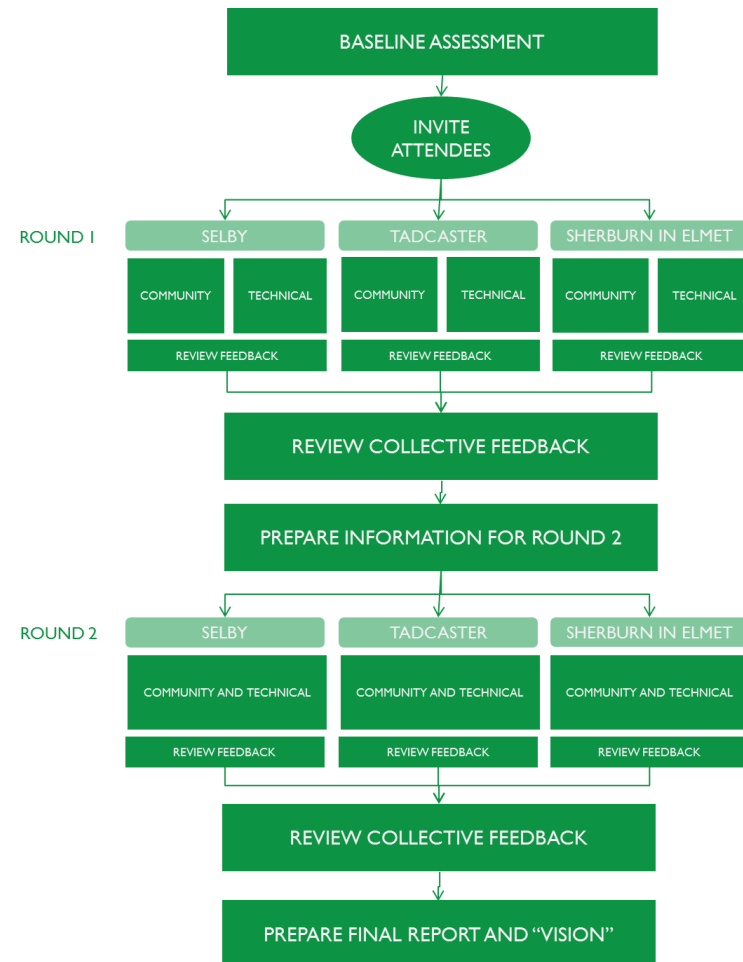
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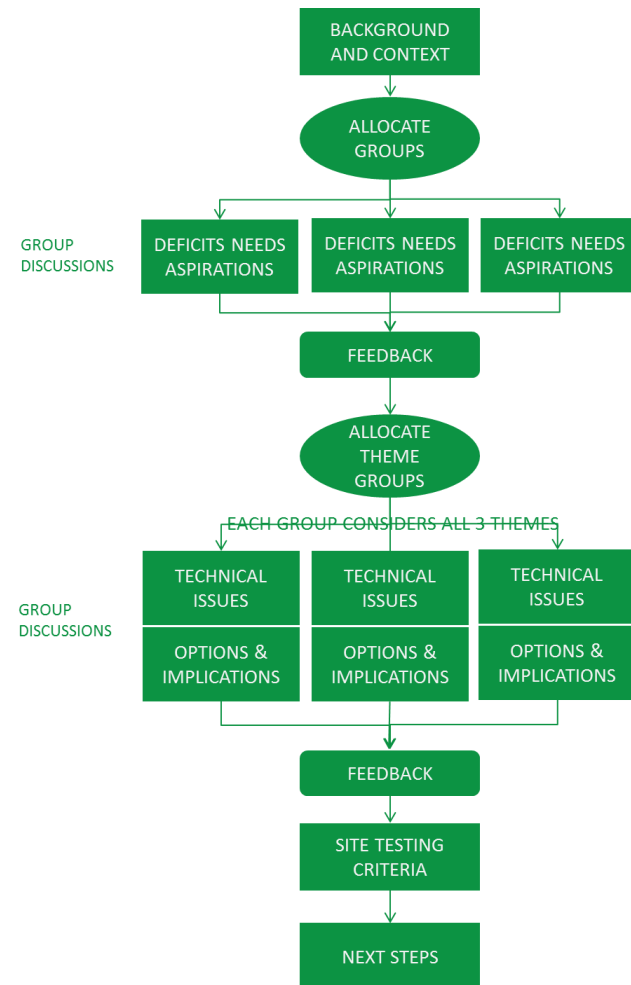
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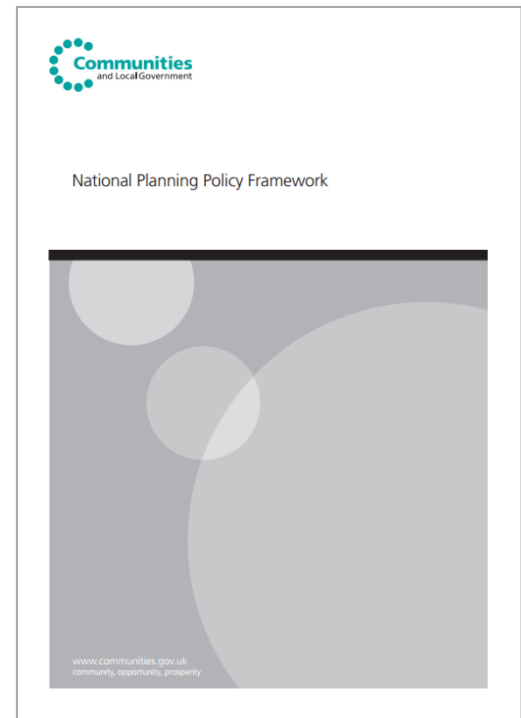
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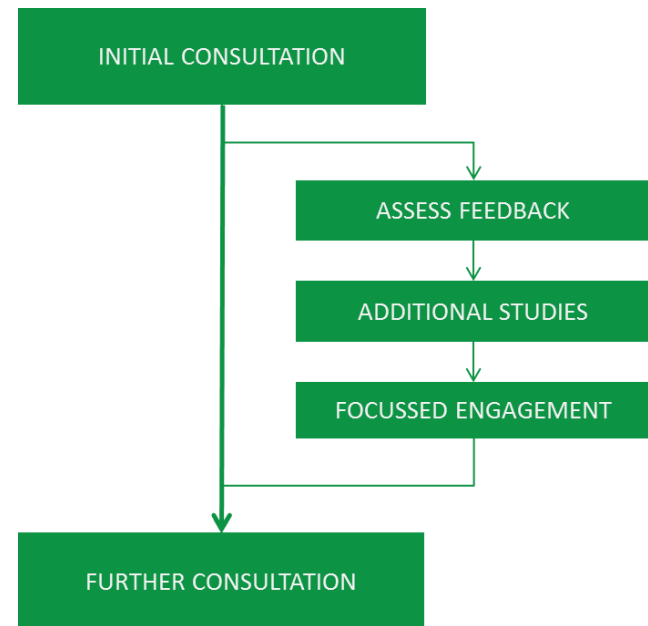
- Please allow all participants the opportunity to speak
- Please recognise that there will be a range of different and often competing views and that we wish to hear all viewpoints
- If you speak for a number of organisations, please advise the wider group
- Please do not make personal attacks on other participants or groups and please avoid language that other participants might find offensive
- Please ask for clarification if you don't understand any of the terminology – **you won't be the only one in the room!**
- If your facilitators use jargon, feel free to make them explain what they mean
- If you need more detail on any issue, then we may ask that we provide this after the event to ensure all topics are covered in the limited time we have

ASPIRATIONS AND FUNDING

- A number of projects have been identified in the past that may not have yet been delivered due to funding cuts and delivery issues
- This is not a delivery workshop and we are unable to make any commitments about possible future funding availability
- We are exploring whether projects identified a few years (pre-recession?) are still a community and/or landowner/developer priority

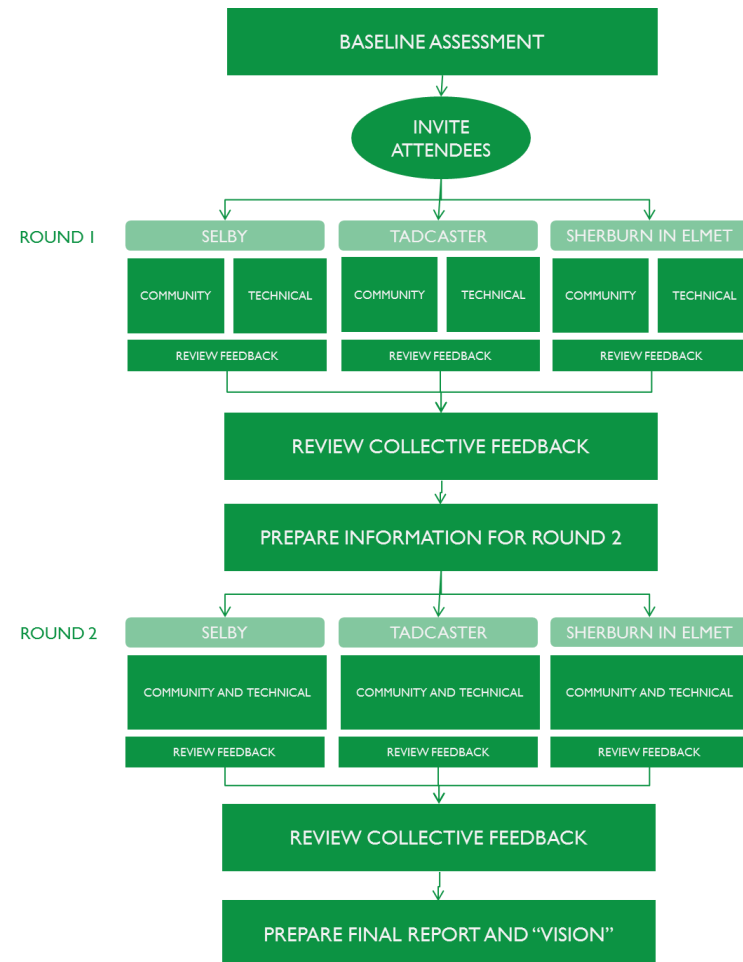
The Engagement Process

The Overall Process



The Engagement Process

The Current Stage



Today's Agenda: Round 2 Combined Group

Introduction	10
Review of Round 1 Feedback and Responses	60
Break	10
Setting Objectives	60 to 90
Next Steps	10

Information and Support Materials

- Fact Sheets
- Drawings
- Feedback Sheets

A FINAL NOTE ON TIME KEEPING

Further Information

Adrian Spawforth / Gavin Winter
Spawforths
Junction 41 Business Court
East Ardsley
Wakefield
WF3 2AB

Telephone 01924 873873

www.spawforths.co.uk

gavin.winter@spawforths.co.uk

Let's Talk

PLAN SELBY

EXECUTIVE BRIEFING

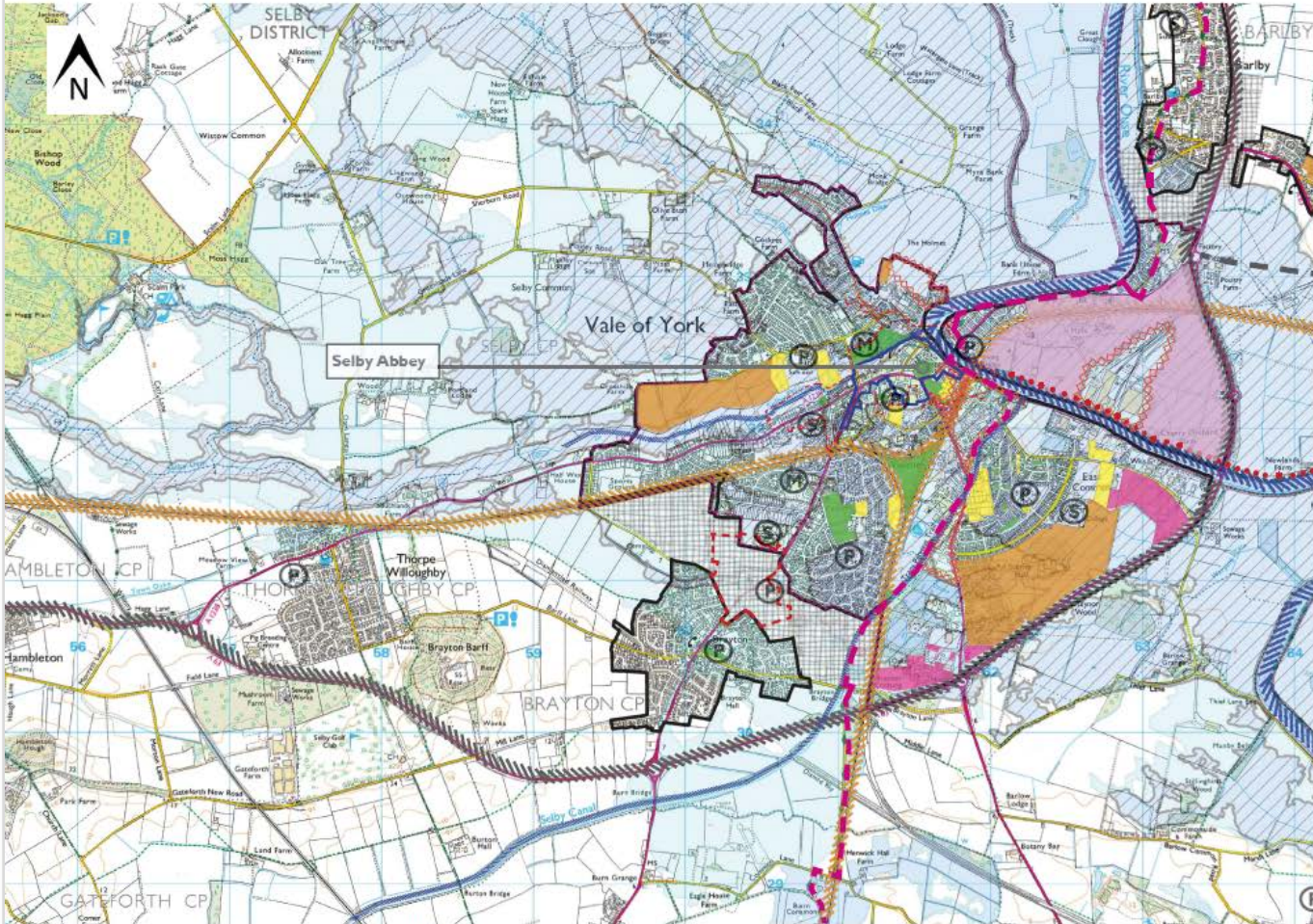
ADRIAN SPAWFORTH

BA(Hons) BArch(Hons) MA ARB RIBA MRTPI

Managing Director of Spawforths

SELBY

TECHNICAL ISSUES



- KEY**
- Current Urban Boundaries:
 - Development Limit
 - Shopping and Commercial Centre
 - Selby Urban Area
 - Allocations:
 - Existing Housing Allocation in Selby District Local Plan Proposals Map
 - Existing Employment Allocation in Selby District Local Plan Proposals Map
 - Olympia Park Mixed Use Strategic Development
 - Osgoodby Bypass Preferred Route
 - Designations:
 - Special Policy Area
 - Conservation Area
 - EA Flood Zones May 2015
 - Flood Zone 3
 - Flood Zone 2
 - Areas Benefiting from Flood Defences
 - Landscape:
 - Local Amenity Space
 - Recreation Open Space
 - Trans Pennine Trail
 - Strategic Countryside Gap (SCG)
 - Perceived Boundaries between Areas:
 - Railway
 - River
 - Major Road/Bypass
 - Infrastructure:
 - Essential Educational Infrastructure (P, S)
 - Essential Medical Infrastructure (M)

NOTE: Town Centre Issues are mapped on Engagement Plan Ref SM12

SELBY MARKET TOWNS | TECHNICAL ISSUES : SPATIAL, SELBY

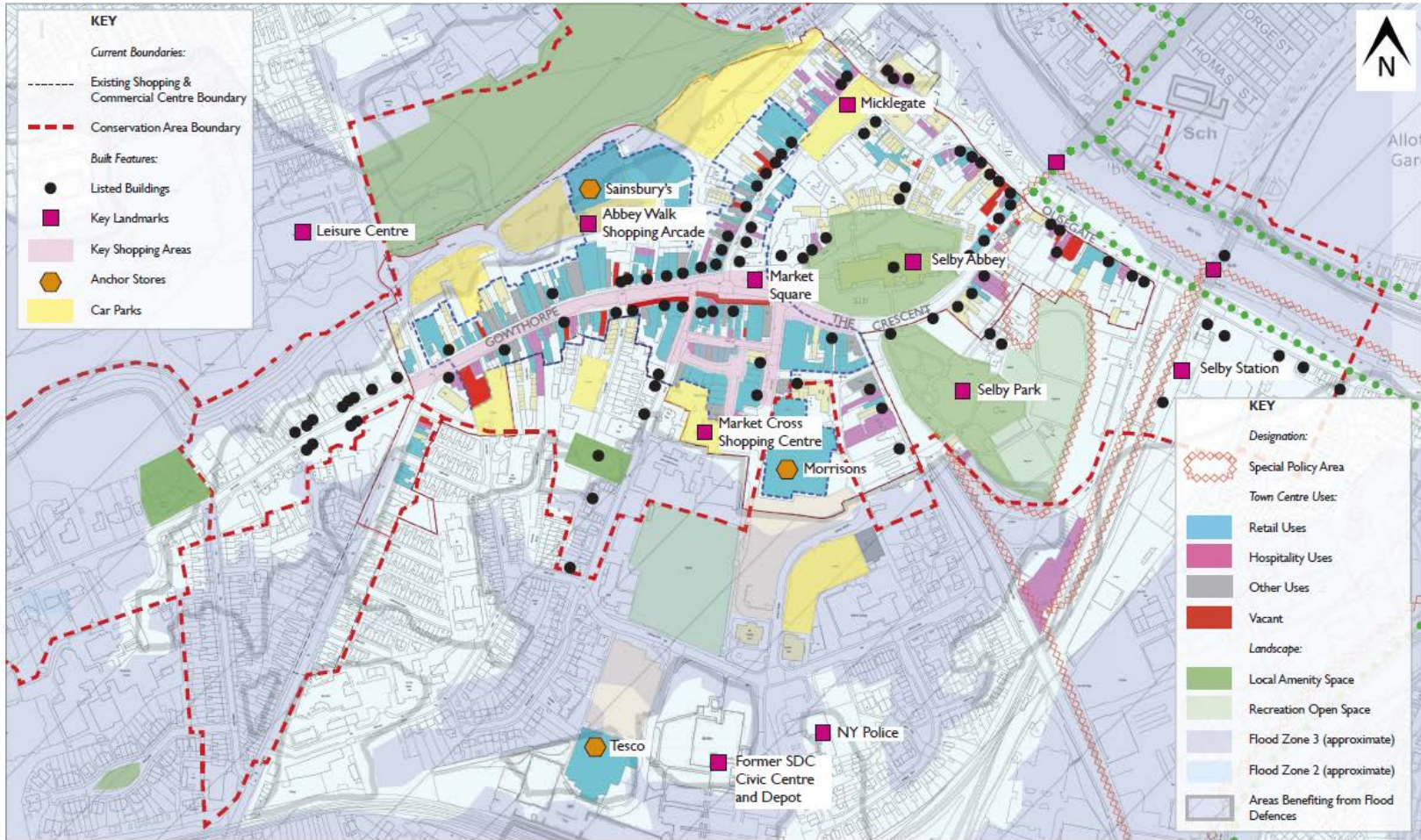
CLIENT: Selby District Council
 SCALE: not to scale
 DATE: June 2015

STATUS: Engagement
 REVISION: A
 DRAWN BY: AMS
 CHECKED BY: APS

FILE NAME: PD-MP-SPA-P2899-5IL-1000-0002-A
 PSD NAME: EX-TADCASTER BASE
 PRODUCED USING: Adobe Photoshop

ENGAGEMENT PLAN REFERENCE: SM8





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Base mapping taken from GVA Report Appendix 9 - Recommended Town Centre Boundaries

SELBY MARKET TOWNS | TECHNICAL ISSUES : TOWN CENTRE, SELBY

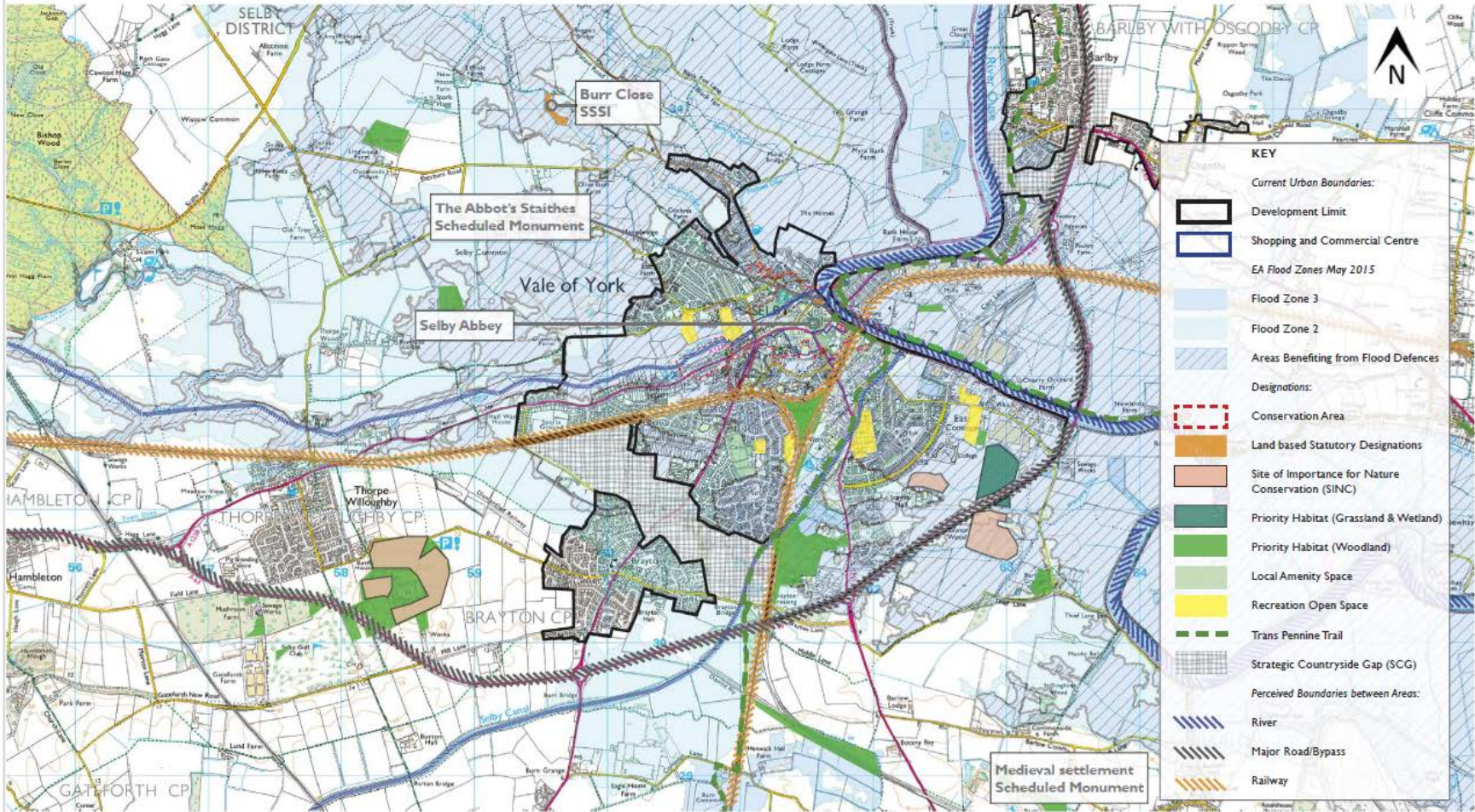
CLIENT: Selby District Council
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 DATE: June 2015

STATUS: Engagement
 REVISION: A
 DRAWN BY: AMS
 CHECKED BY: APS

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 PSD NAME: EX-TADCASTER BASE
 PRODUCED USING: Adobe Photoshop
 NOTES:

ENGAGEMENT PLAN REFERENCE: SM11





KEY

- Current Urban Boundaries:
- Development Limit
- Shopping and Commercial Centre
- EA Flood Zones May 2015
- Flood Zone 3
- Flood Zone 2
- Areas Benefiting from Flood Defences
- Designations:
- Conservation Area
- Land based Statutory Designations
- Site of Importance for Nature Conservation (SINC)
- Priority Habitat (Grassland & Wetland)
- Priority Habitat (Woodland)
- Local Amenity Space
- Recreation Open Space
- Trans Pennine Trail
- Strategic Countryside Gap (SCG)
- Perceived Boundaries between Areas:
- River
- Major Road/Bypass
- Railway

SELBY MARKET TOWNS | TECHNICAL ISSUES : NATURAL ENVIRONMENT & HERITAGE, SELBY

CLIENT: Selby District Council
 SCALE: not to scale
 DATE: June 2015

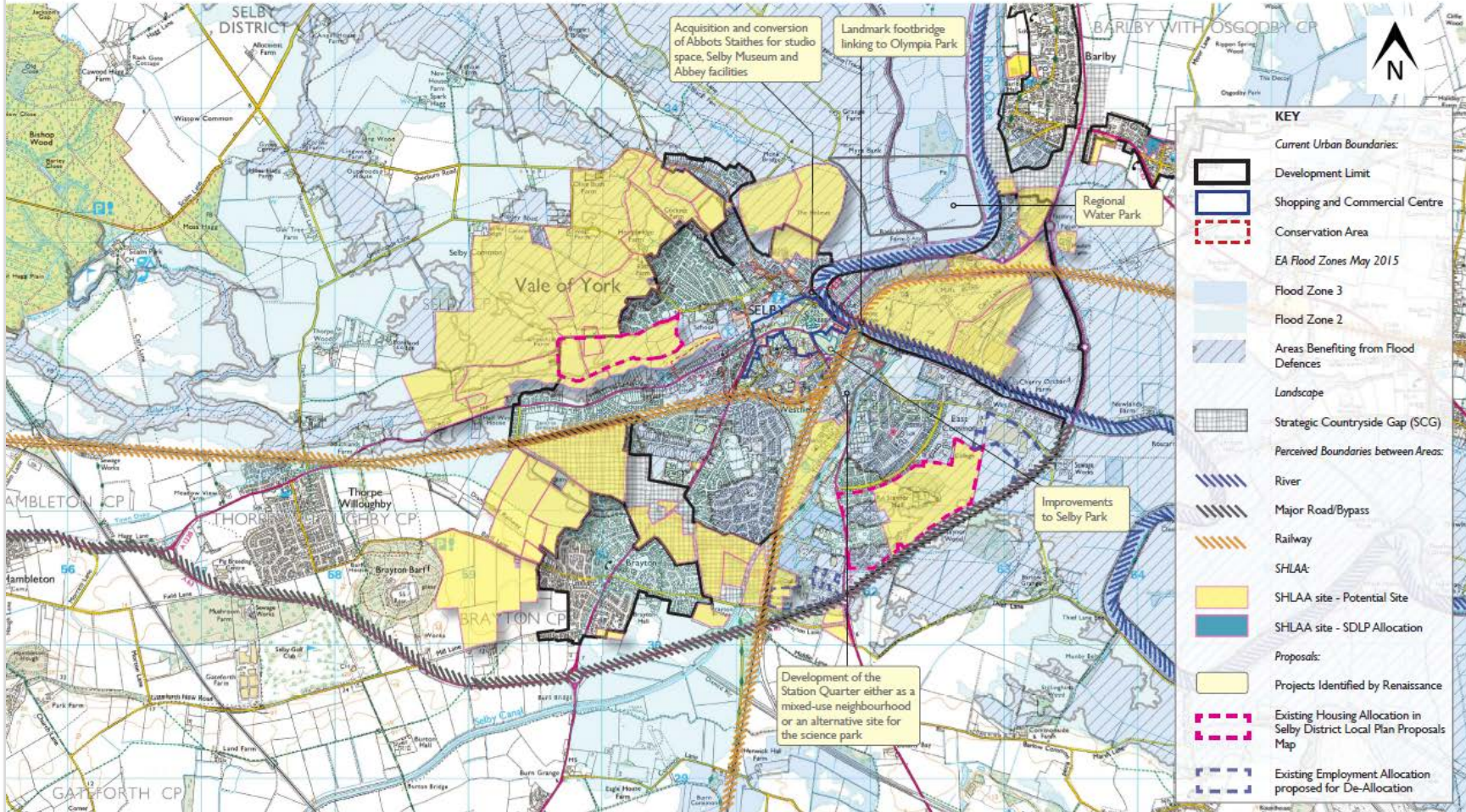
STATUS: Engagement
 REVISION: A
 CHECKED BY: AMS
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 PSD NAME: EX-TADCASTER BASE
 PRODUCED USING: Adobe Photoshop
 NOTES:

ENGAGEMENT PLAN REFERENCE: SM14



OPTIONS



- KEY**
- Current Urban Boundaries:
 - Development Limit
 - Shopping and Commercial Centre
 - Conservation Area
 - EA Flood Zones May 2015
 - Flood Zone 3
 - Flood Zone 2
 - Areas Benefiting from Flood Defences
 - Landscape
 - Strategic Countryside Gap (SCG)
 - Perceived Boundaries between Areas:
 - River
 - Major Road/Bypass
 - Railway
 - SHLAA:
 - SHLAA site - Potential Site
 - SHLAA site - SDLP Allocation
 - Proposals:
 - Projects Identified by Renaissance
 - Existing Housing Allocation in Selby District Local Plan Proposals Map
 - Existing Employment Allocation proposed for De-Allocation

SELBY MARKET TOWNS | OPTIONS : SPATIAL, SELBY

CLIENT: Selby District Council
 SCALE: not to scale
 DATE: June 2015

STATUS: Engagement
 REVISION: A
 DRAWN BY: AMS
 CHECKED BY: APS

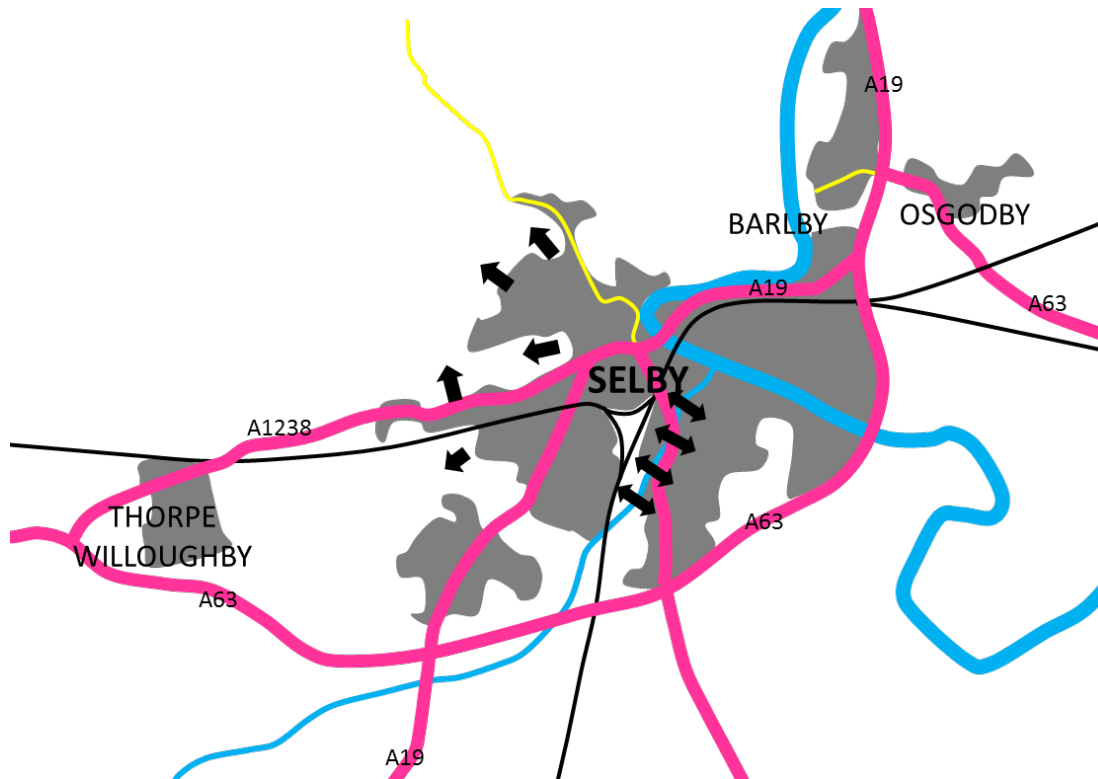
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 PRODUCED USING: Adobe Photoshop
 NOTES:

ENGAGEMENT PLAN REFERENCE: SM17



OPTION I

Modest Expansion of the Selby Urban Area



A number of individual sites come forward independently with the emphasis being placed on land to the north and west of the town, along the canal corridor and some incursion into the strategic gap between Selby and Brayton

OPTION I

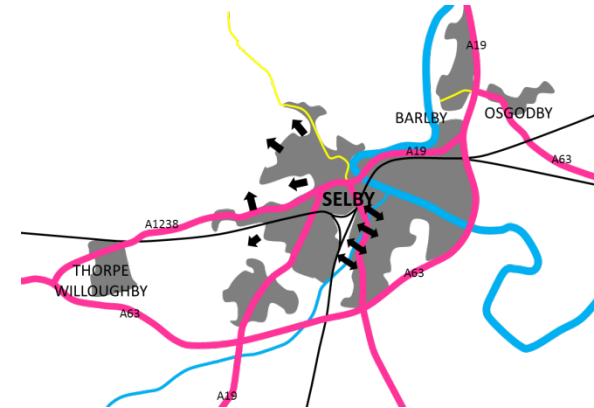
Modest Expansion of the Selby Urban Area

Potential Advantages (as discussed in the workshops)

- The sites are contiguous with the Selby urban area
- Each site can potentially come forward without waiting for any strategic infrastructure to be built

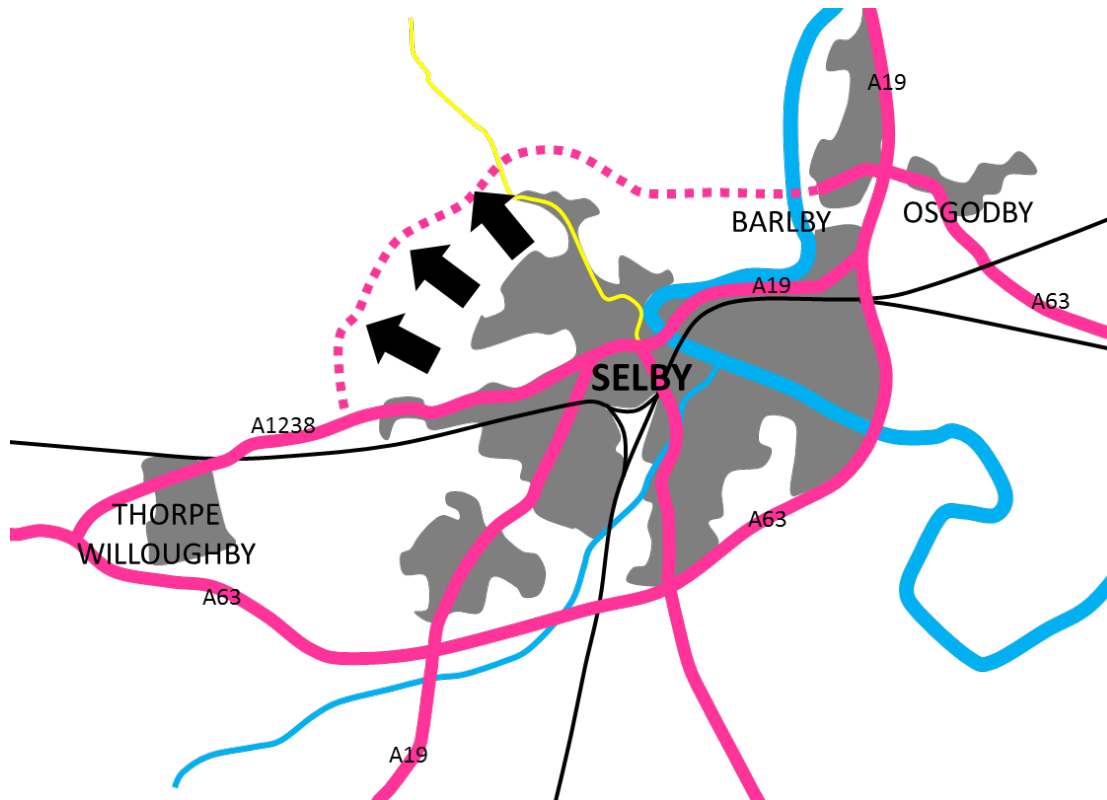
Potential Disadvantages (as raised in the workshops)

- Connectivity between the sites and the existing urban area may be limited if not planned for in a comprehensive manner
- Individual sites may prejudice the ability for more strategic infrastructure and highways to be constructed at a later stage to accommodate longer term growth
- South west expansion into the Brayton gap was of significant concern to a number of attendees who felt that the role of the gap in preserving the identity of Brayton as an independent settlement would be seriously compromised



OPTION 2

Green Gap and Western Extension



The sites that are being promoted around Cross Hills Lane and to the north of Selby might be brought together as an initial phase of a much larger expansion of the town over the next 20 to 30 years. The individual sites could be brought forward independently but within a comprehensive framework and without prejudicing the alignment of a future bypass

OPTION 2

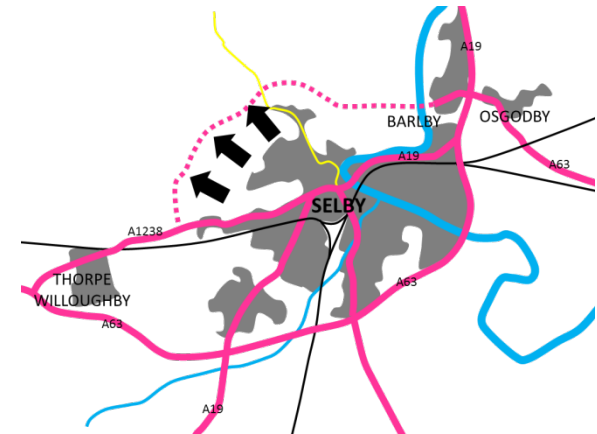
Sustainable Urban Extension to North West

Potential Advantages (as discussed in the workshops)

- Allows for long term strategic growth of the town
- Avoids the green gap between Selby and Brayton
- When completed, would help resolve many of the traffic issues in the town centre

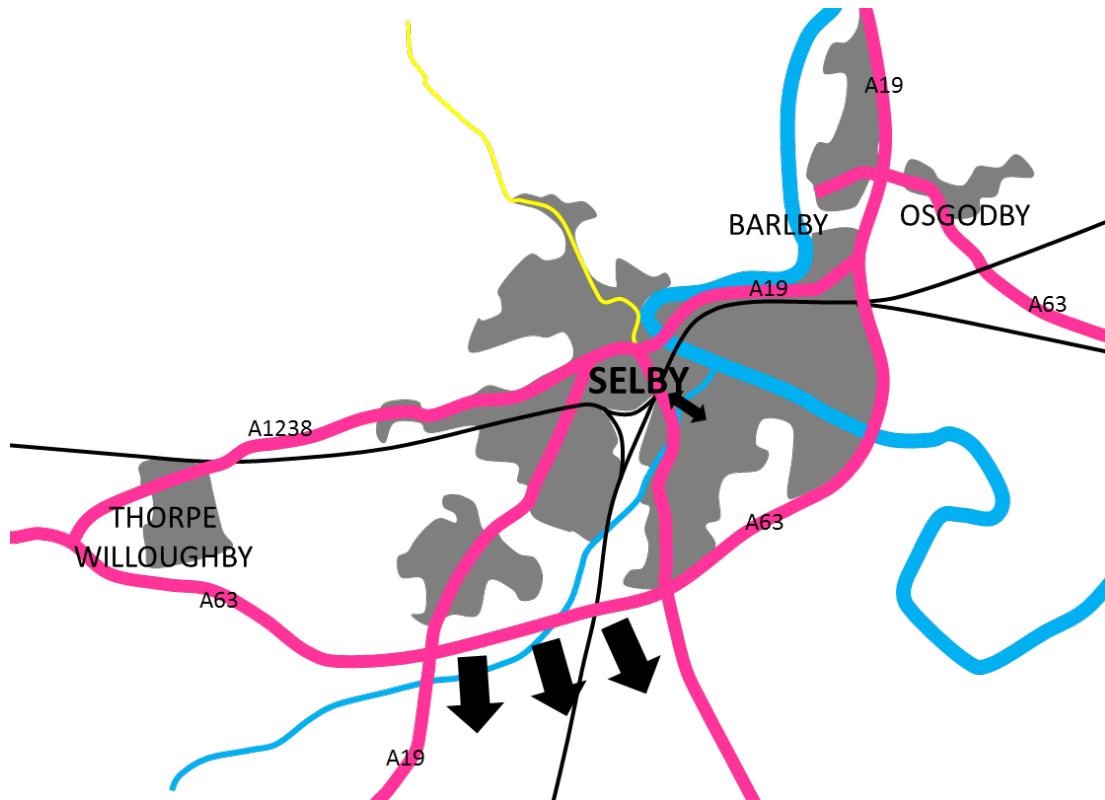
Potential Disadvantages (as raised in the workshops)

- Until the bypass is completed, the scale of development could cause ever greater traffic issues in the town centre
- There would need to be close cooperation between landowners
- The scale of development needed to demonstrate the viability and funding of a bypass to the north of the town has not been assessed and detailed technical work would need to be undertaken to determine overall scheme feasibility
- A new river crossing would be needed to connect with the A19 to the east if increased traffic through the town centre is to be avoided



OPTION 3

Sustainable Urban Extension to the South



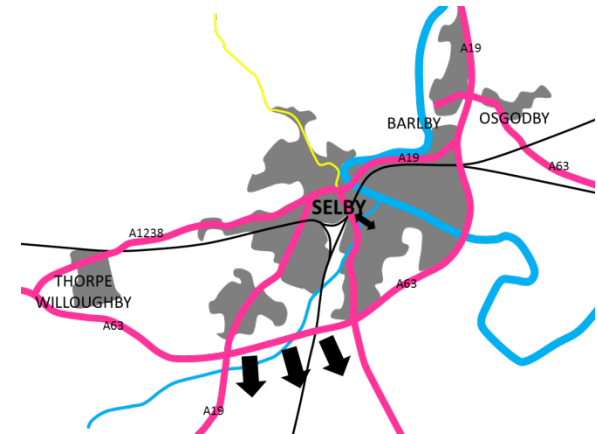
Land to the south of the bypass that can be accessed off the existing highway infrastructure and the area which lies outside areas with a high risk of flooding could be used to accommodate future long term growth of the town

OPTION 3

Sustainable Urban Extension to the South

Potential Advantages (as discussed in the workshops)

- Is less likely to require the construction of a bypass or other major infrastructure than other major urban expansion options
- Is well located for links to the M62, to Leeds on the A63 and to York on the A19
- Could utilise the canal corridor for green links into the town centre
- Could potentially extend to Burn airfield to the south to accommodate significant long term growth

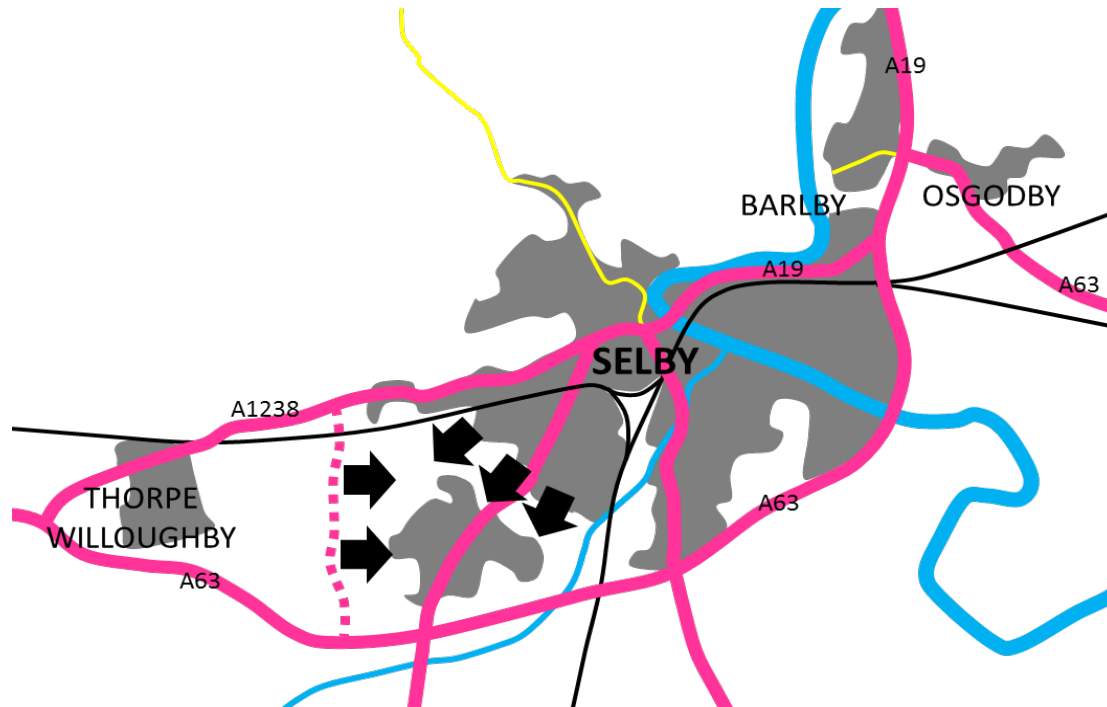


Potential Disadvantages (as raised in the workshops)

- The bypass would no longer act as a long term settlement boundary if development now straddled it
- Walking and cycling distances to the town centre are quite long (approximately 2.5km) raising questions of the sustainability of the site and access to essential services
- Landowners are not engaged in the current Plan Selby activities

OPTION 4

Green Gap and Western Extension



The group discussed the pros and cons of an incursion into the Strategic Countryside Gap between Brayton and Selby. This scenario had a mix of supporters and detractors but with strong negative sentiment towards the proposal significantly outweighing those voices that were willing to look at this suggestion in more detail.

OPTION 4

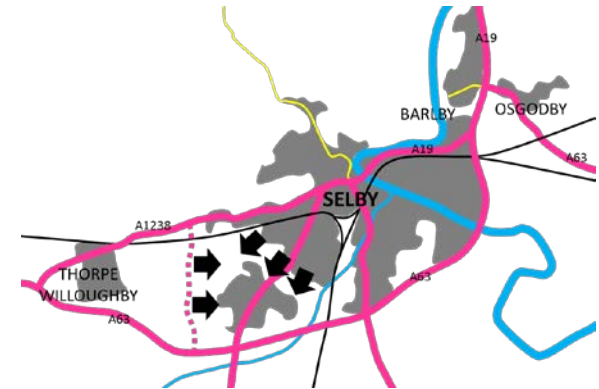
Green Gap and Western Extension

Potential Advantages (as discussed in the workshops)

- The land is relatively close to the town centre with potential for good pedestrian and cycle links

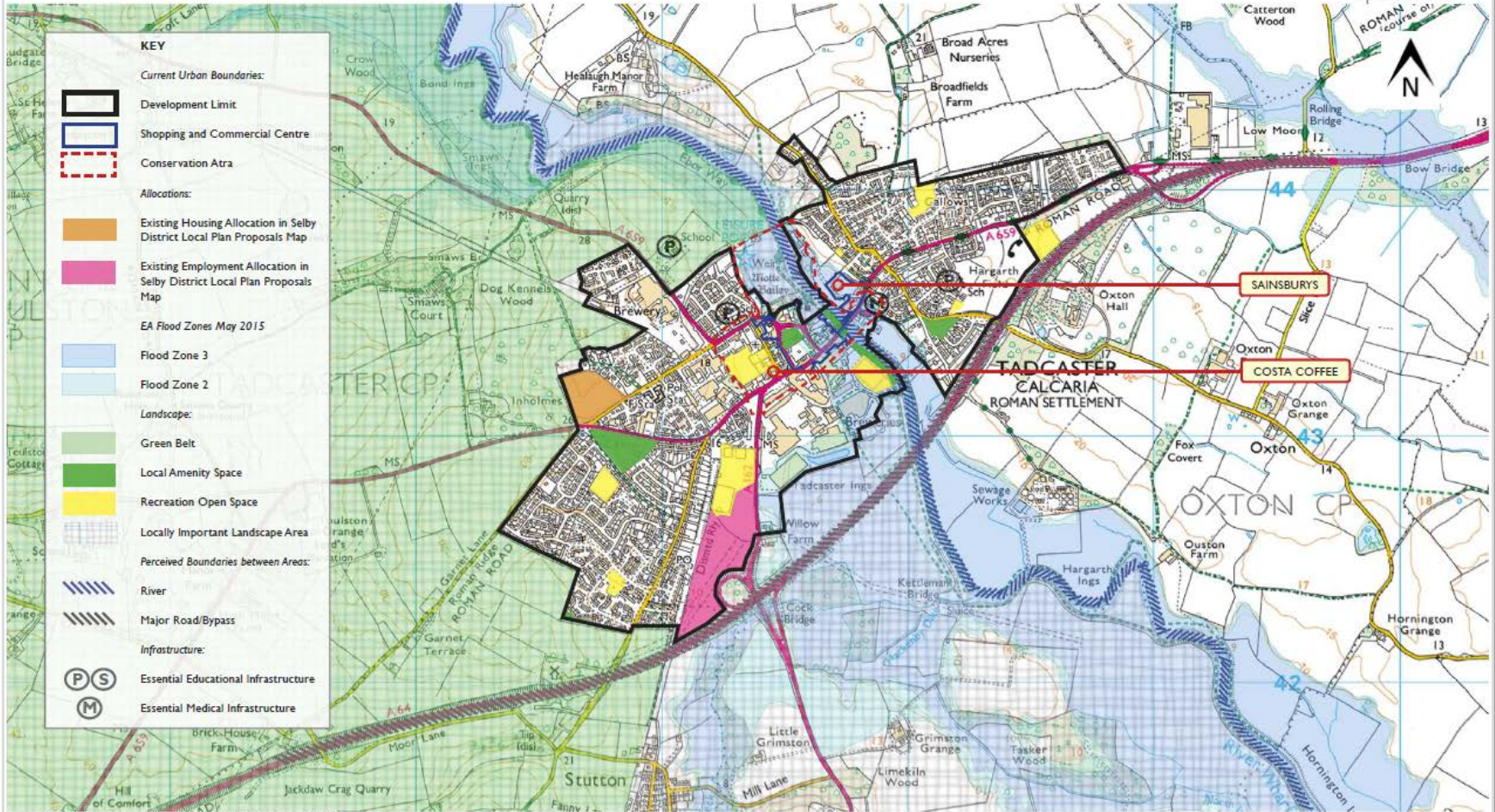
Potential Disadvantages (as raised in the workshops)

- The existing access points may not be capable of taking significant amounts of new housing development and an alternative access may be needed. A link road may be needed to ensure the impact on town centre traffic was minimised
- Brayton coalesces with Selby and becomes a single urban area with Brayton potentially losing a key part of its identity



TADCASTER

TECHNICAL ISSUES



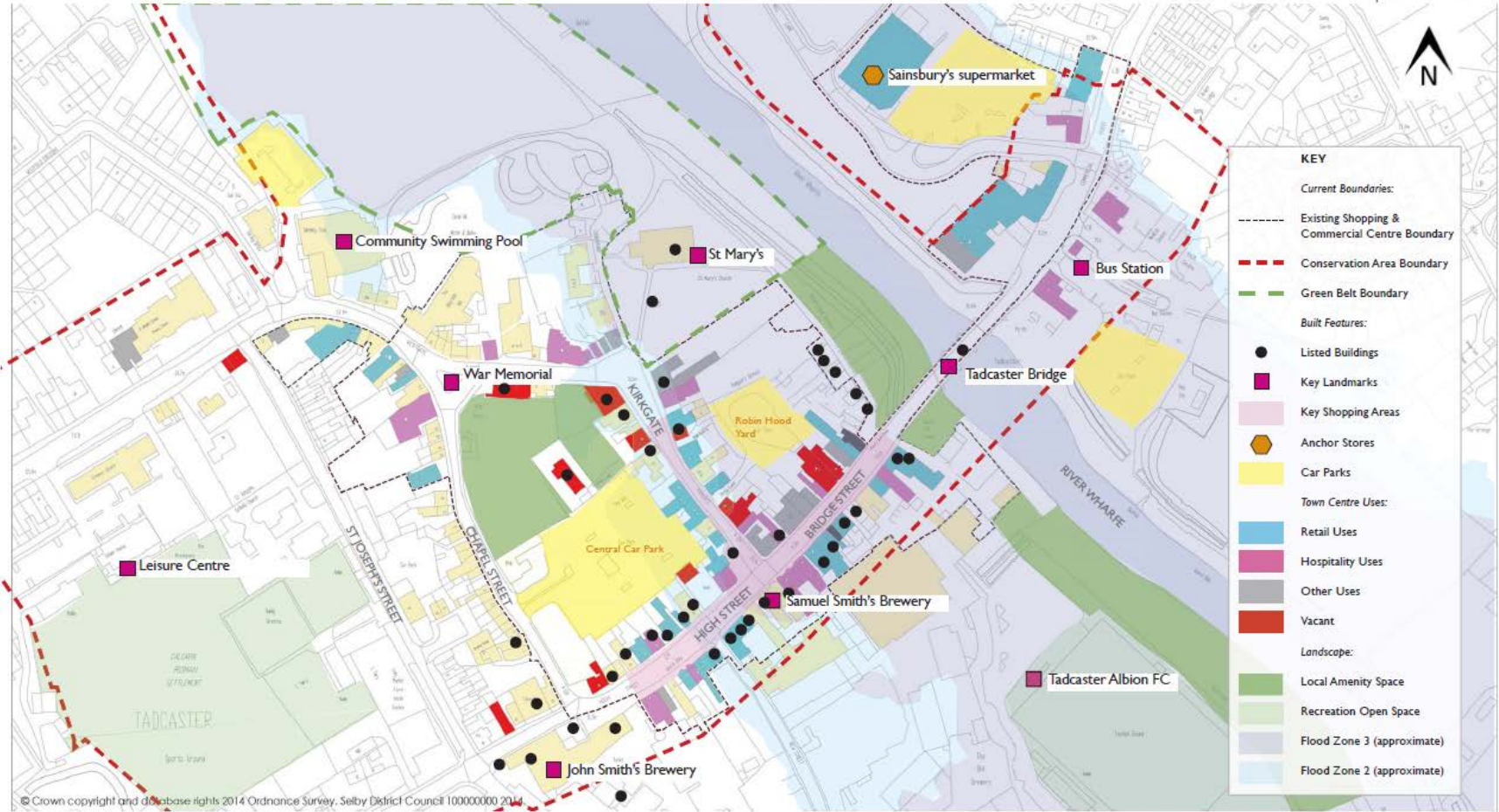
SELBY MARKET TOWNS | TECHNICAL ISSUES : SPATIAL, TADCASTER

CLIENT: Selby District Council
 SCALE: not to scale
 DATE: June 2015

STATUS: Engagement
 REVISION: A
 DRAWN BY: AMS
 CHECKED BY: APS

FILE NAME: PD-MP-SPA-P3899-5IL-1000-0003-A
 PSD NAME: EX-TADCASTER BASE
 PRODUCED USING: Adobe Photoshop
 NOTES:

ENGAGEMENT PLAN REFERENCE: SM9



KEY	
Current Boundaries:	
-----	Existing Shopping & Commercial Centre Boundary
- - - - -	Conservation Area Boundary
- - - - -	Green Belt Boundary
Built Features:	
●	Listed Buildings
■	Key Landmarks
■	Key Shopping Areas
⬡	Anchor Stores
■	Car Parks
Town Centre Uses:	
■	Retail Uses
■	Hospitality Uses
■	Other Uses
■	Vacant
Landscape:	
■	Local Amenity Space
■	Recreation Open Space
■	Flood Zone 3 (approximate)
■	Flood Zone 2 (approximate)

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Base mapping taken from GVA Report Appendix 9 - Recommended Town Centre Boundaries

SELBY MARKET TOWNS | TECHNICAL ISSUES : TOWN CENTRE TADCASTER

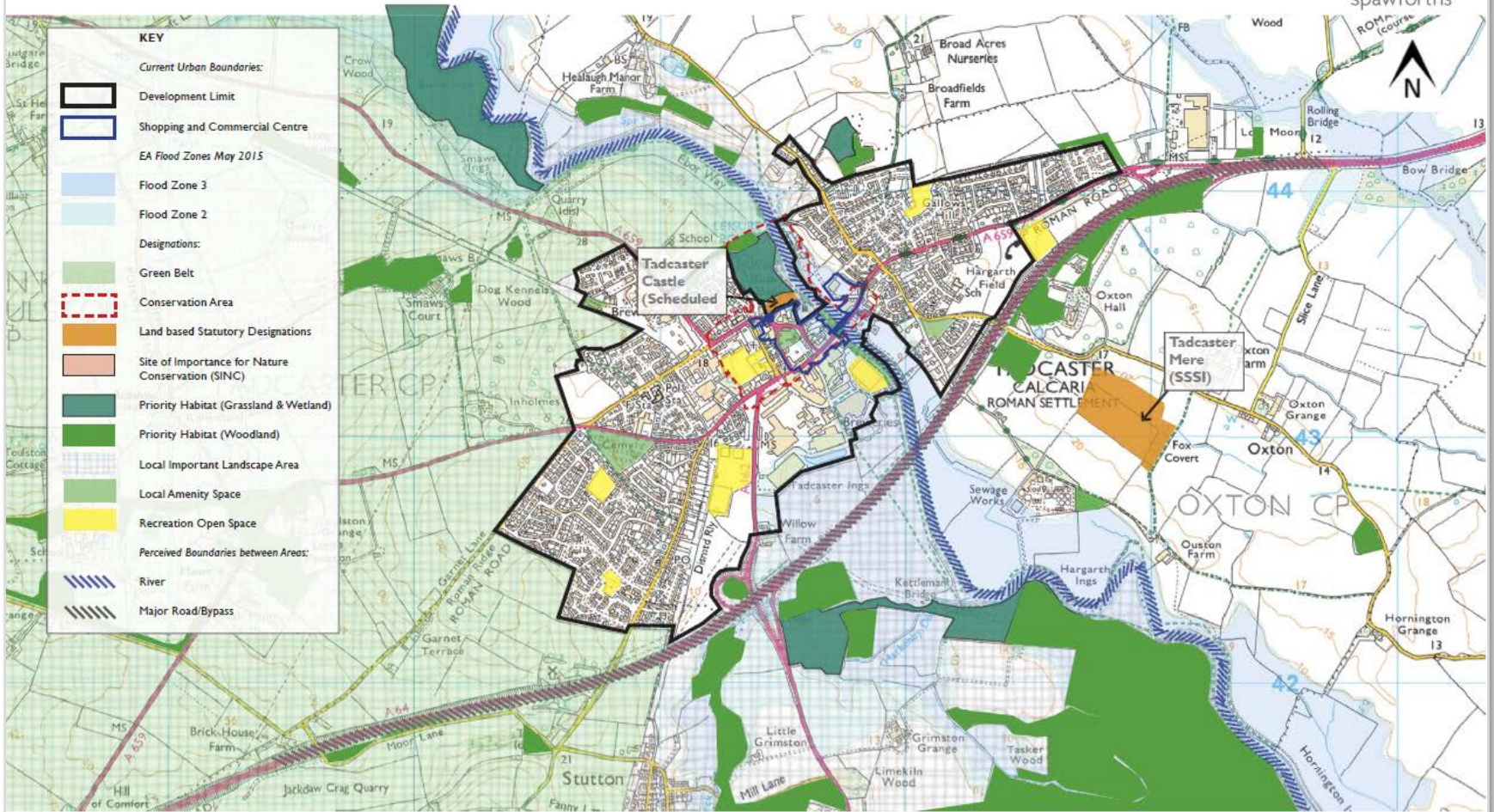
CLIENT: Selby District Council
 SCALE: not to scale
 DATE: June 2015

STATUS: Engagement
 REVISION: A
 DRAWN BY: AMS
 CHECKED BY: APS

FILE NAME: P0-MP-SPA-P3899-5IL-1000-0006-A
 PSD NAME: EX-TADCASTER BASE
 PRODUCED USING: Adobe Photoshop
 NOTES: Listed buildings added 20150701

ENGAGEMENT PLAN REFERENCE: SM1 2





SELBY MARKET TOWNS | TECH. ISSUES : NATURAL ENVIRONMENT & HERITAGE, TADCASTER

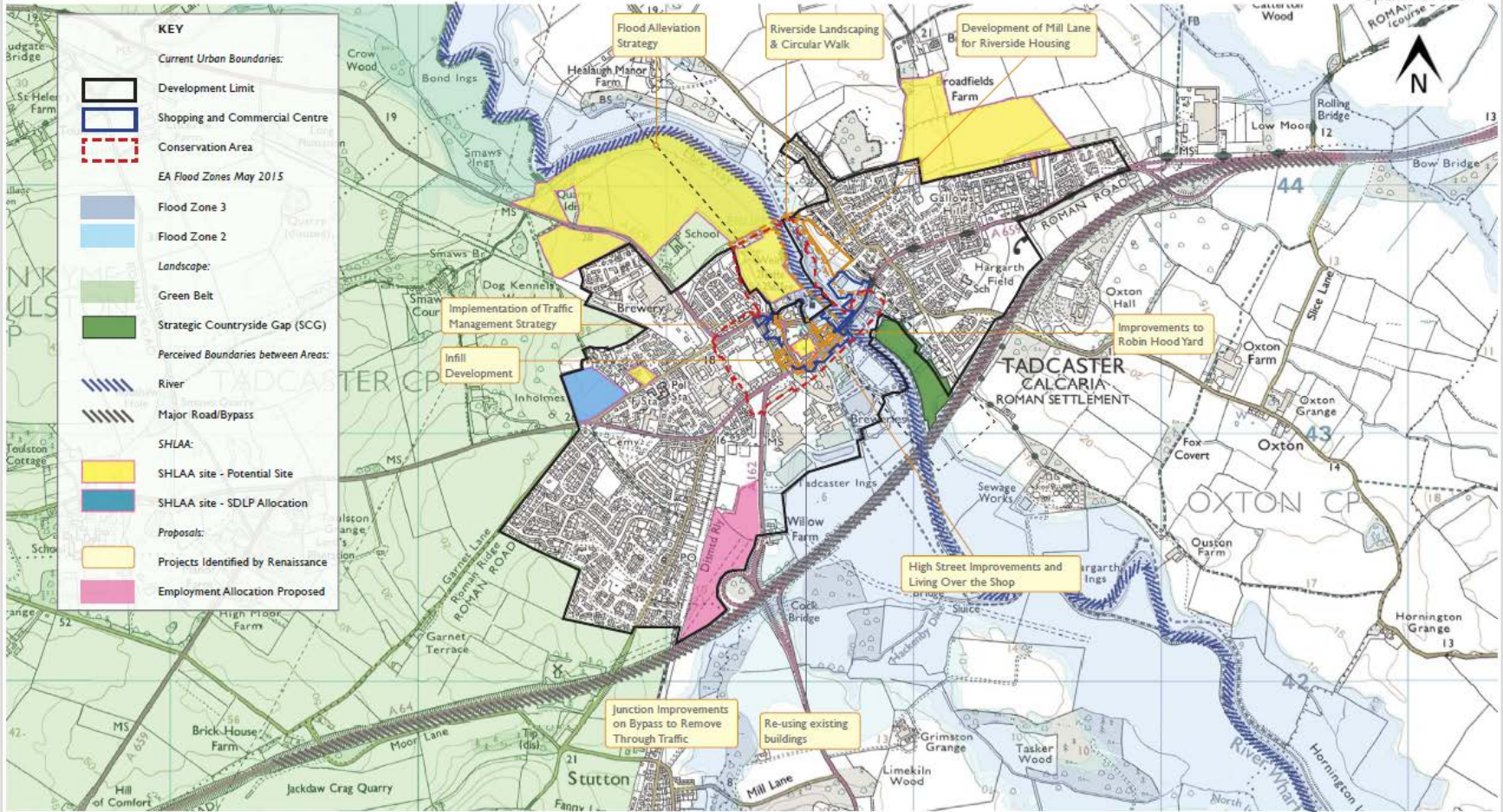
CLIENT: Selby District Council
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 DATE: June 2015

STATUS: Engagement
 REVISION: A
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 CHECKED BY: APS

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 PSD NAME: EX-TADCASTER BASE
 PRODUCED USING: Adobe Photoshop
 NOTES:

ENGAGEMENT PLAN REFERENCE: SM15

OPTIONS



SELBY MARKET TOWNS | OPTIONS : SPATIAL, TADCASTER

CLIENT: Selby District Council
 SCALE: not to scale
 DATE: June 2015

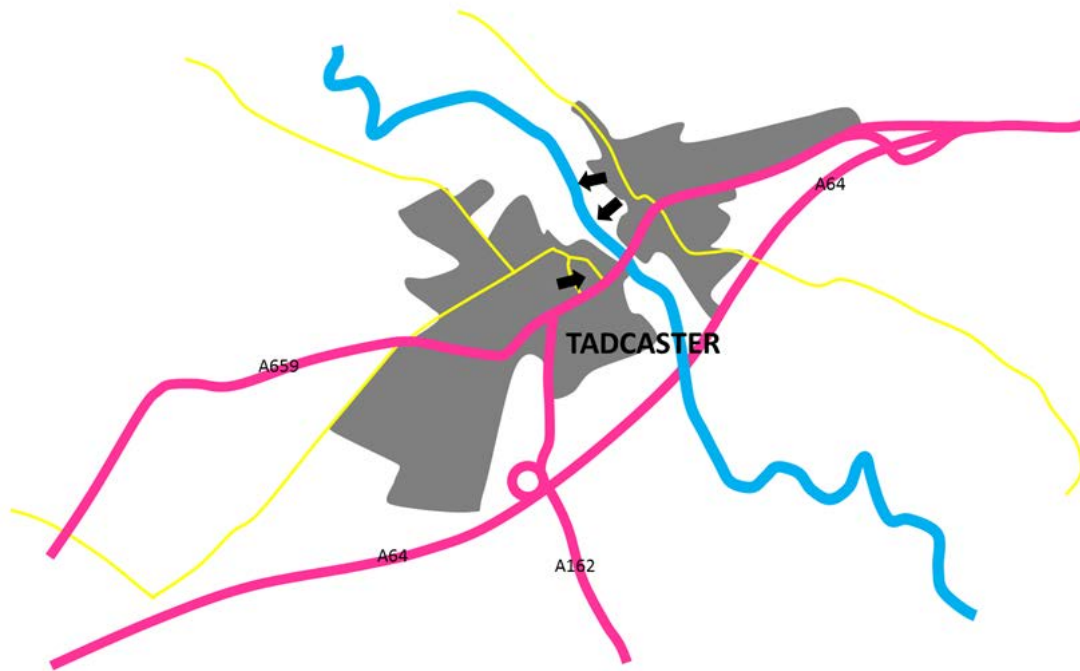
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 PSD NAME: EX-TADCASTER BASE
 PRODUCED USING: Adobe Photoshop
 NOTES:

ENGAGEMENT PLAN REFERENCE: SM18

OPTION I

Development within Tadcaster Town Centre



The town centre car park and land to the east of the river (Mill Lane) were both considered in detail in relation to how they might meet Tadcaster's housing need up until 2027.

No suitable sites for additional employment development were identified

OPTION I

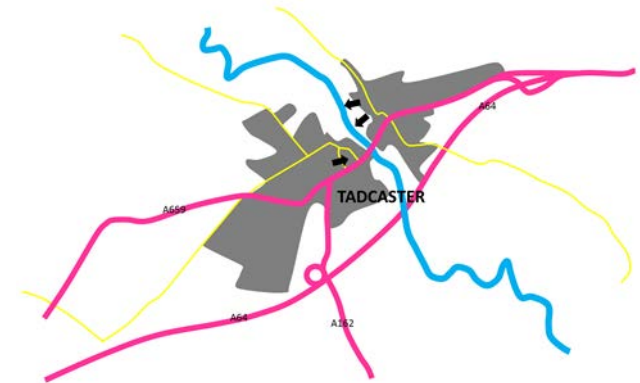
Development within Tadcaster Town Centre

Potential Advantages (as discussed in the workshops)

- Both sites are within walking distance of town centre services and facilities
- Neither site is in green belt
- Both sites are being advocated as possible housing sites

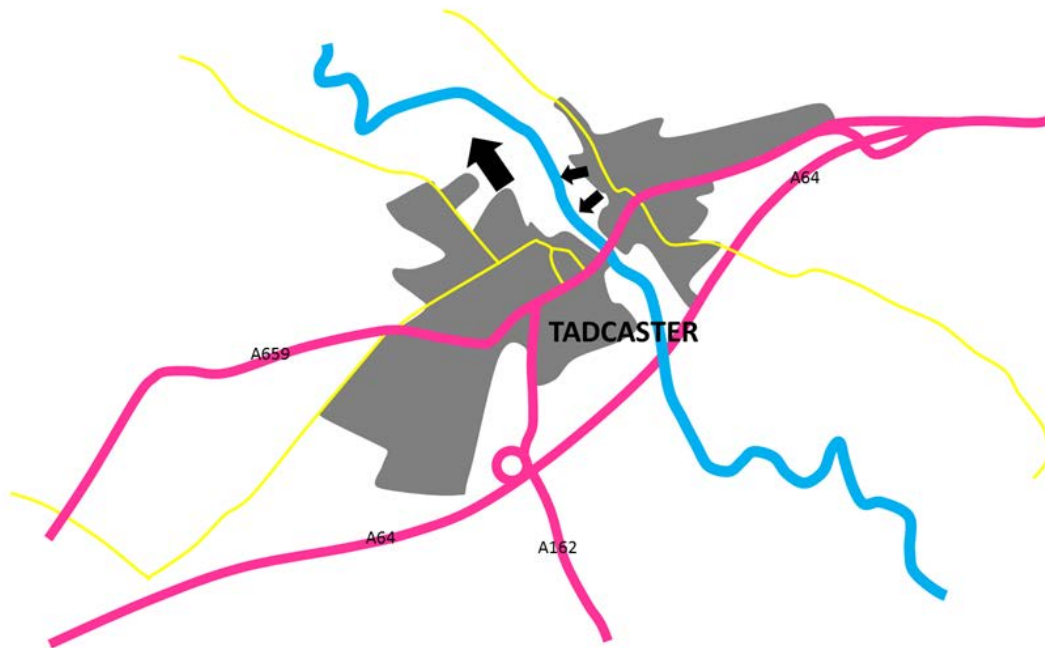
Potential Disadvantages (as raised in the workshops)

- The lost parking on the town centre car park would need to be replaced elsewhere in close proximity to ensure there was no adverse impact on the town centre shops and services.
- The town centre car park site would only provide around 40 new dwellings
- The riverside and town centre car park sites would deliver around 150 homes in total i.e. they would not deliver the identified housing requirement for the town up until 2027
- The Mill Lane site has been available for housing for a number of years and has failed to come forward for development raising questions about its availability and deliverability



OPTION 2

Riverside Development Areas



Land to the north of the town centre that is contiguous with the urban area could be brought forward in conjunction with the development land on the eastern bank of the river at Mill Lane (denoted by the pair of smaller black arrows).

No suitable sites for additional employment development were identified

OPTION 2

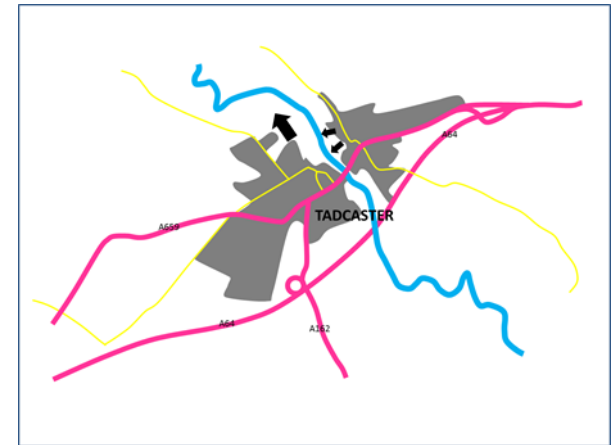
Riverside Development Areas

Potential Advantages (as discussed in the workshops)

- The land to the north of the town centre is within walking distance of local services and shops and accessible pedestrian routes are available
- The land to the north is adjacent to an existing primary school
- The land to the north is available and being actively promoted by the landowners
- There is understood to be significant private sector house builder interest in the site
- The land to the north could meet all or the significant majority of Tadcaster's identified housing needs for the plan period up until 2027

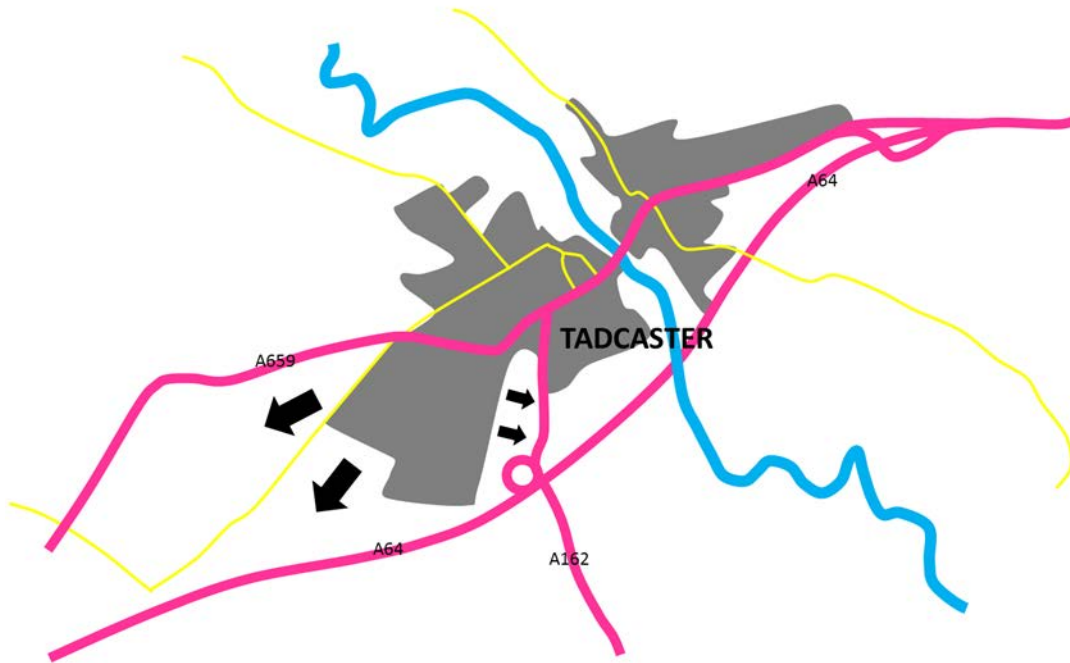
Potential Disadvantages (as raised in the workshops)

- The site is currently green belt and in an area of high landscape value
- The site is adjacent to a conservation area, listed building and scheduled ancient monument



OPTION 3

South and South–West Expansion



Land adjacent to the junction of the A162 and A64 that was formerly promoted for employment, along with land to the west of the town was considered by the group.

The land to the west of Tadcaster could be expanded to include the necessary employment land as well as making provision for long term future housing growth.

OPTION 3

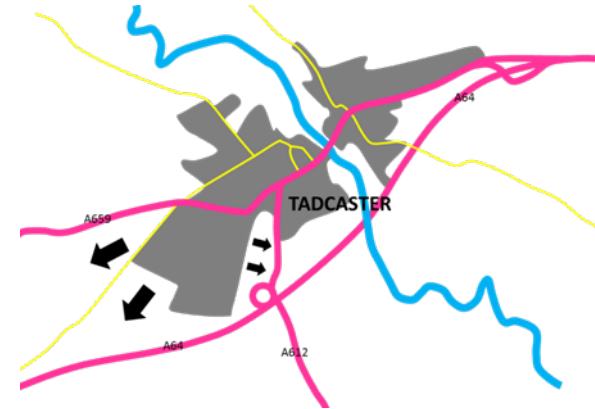
South and South–West Expansion

Potential Advantages (as discussed in the workshops)

- Both areas would provide easier access to Leeds and the A64 which would minimise highway impacts on the town centre
- The land does not appear to be physically constrained based on the information that was available at the time of the workshops

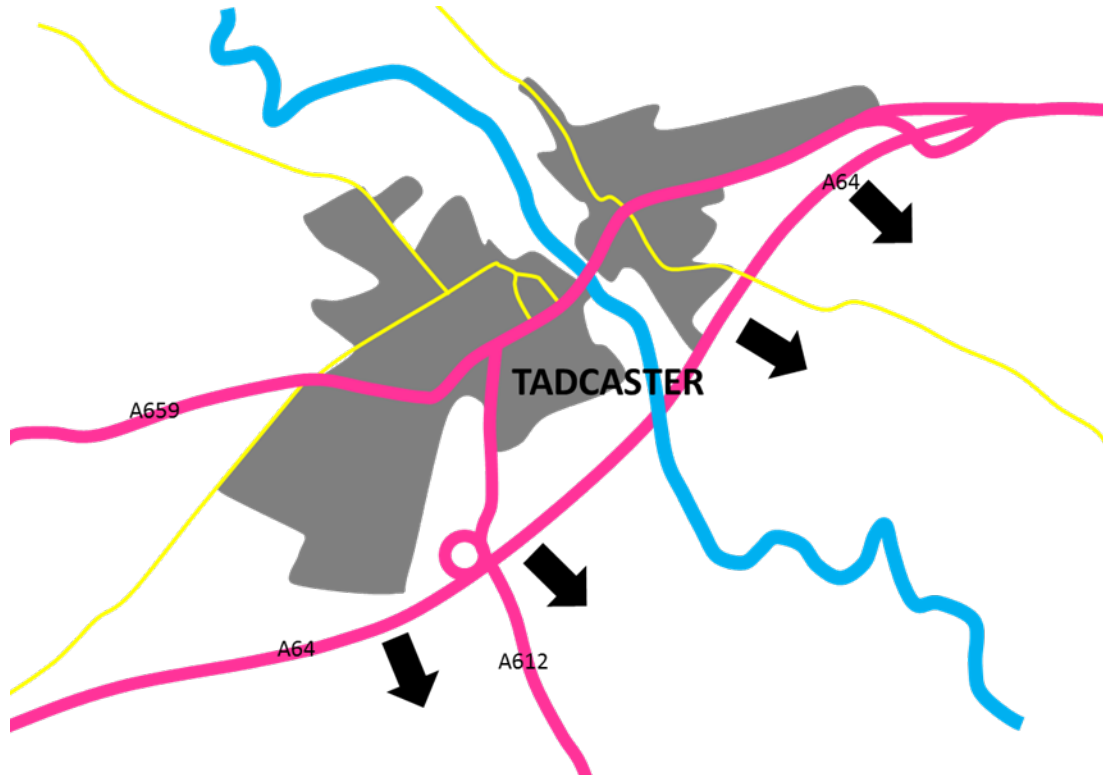
Potential Disadvantages (as raised in the workshops)

- The land to the west of the town is green belt
- The land to the west of the town is not currently being promoted and may not be available
- The land to the west of the town was felt to be too far from the town centre to walk and may well encourage greater car usage for short journeys
- The land adjacent to the A162 was previously allocated for employment, has not come forward for development and is no longer being actively promoted for any form of development



OPTION 4

Expansion South of the Bypass



Expansion of the town to the south of the bypass in areas that are at low or no risk of flooding. This land could be expanded to include the necessary employment land as well as making provision for long term future housing growth.

OPTION 4

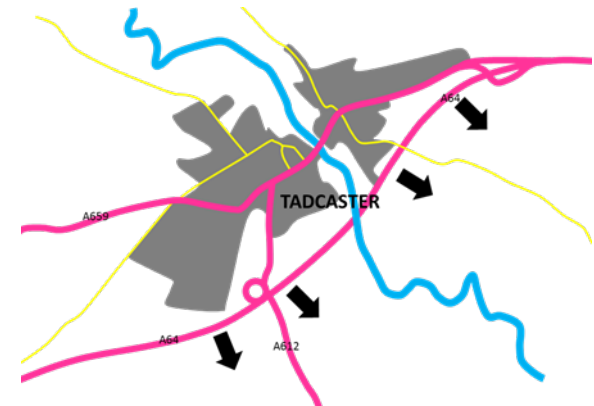
Expansion South of the Bypass

Potential Advantages (as discussed in the workshops)

- Easy access to the A64
- Would avoid building close to the heritage assets of the town centre
- Would avoid areas of flooding
- Would potentially introduce a wider range of land options

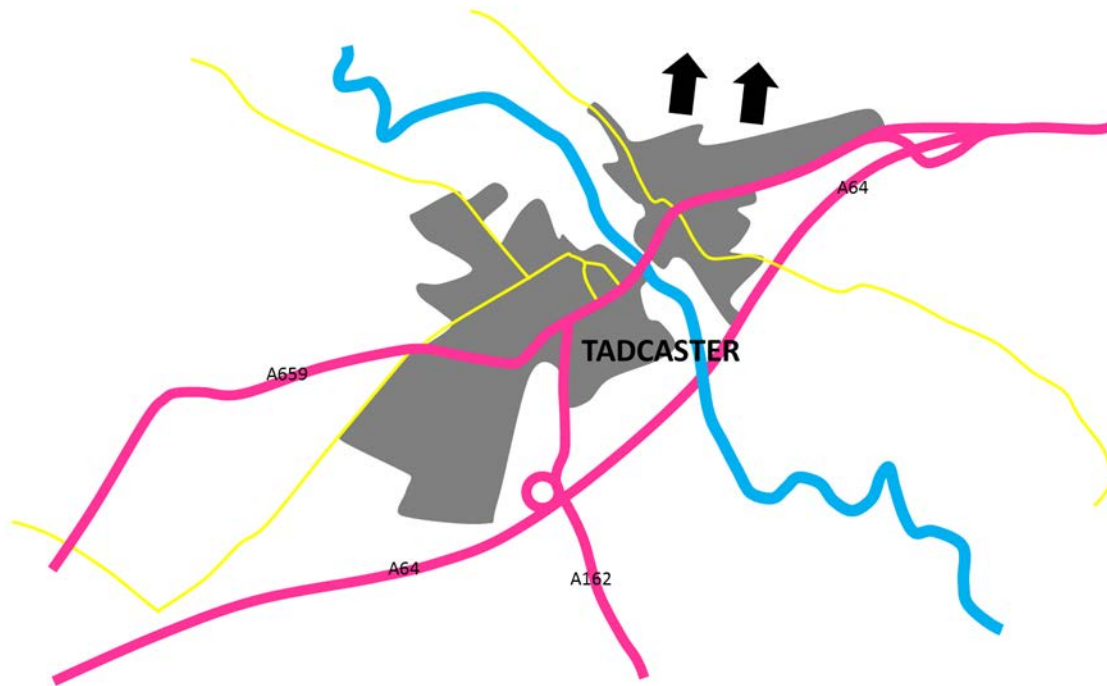
Potential Disadvantages (as raised in the workshops)

- Would be separate from Tadcaster with poor access to local shops and services
- Would encourage more local car journeys back into the town with the associated impacts on the highway network
- Consequently not a very sustainable alternative
- Land is not currently being promoted by the landowners therefore may not be available



OPTION 5

North East Expansion



Expansion of the town to the North and East on land that is contiguous with the urban area and lies outside the green belt

OPTION 5

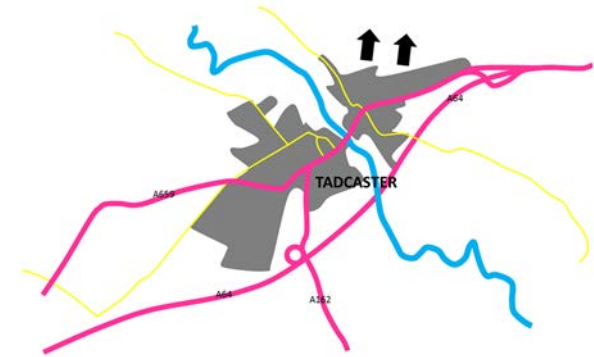
North East Expansion

Potential Advantages (as discussed in the workshops)

- The site is not in the green belt
- The site would be extend an existing residential area

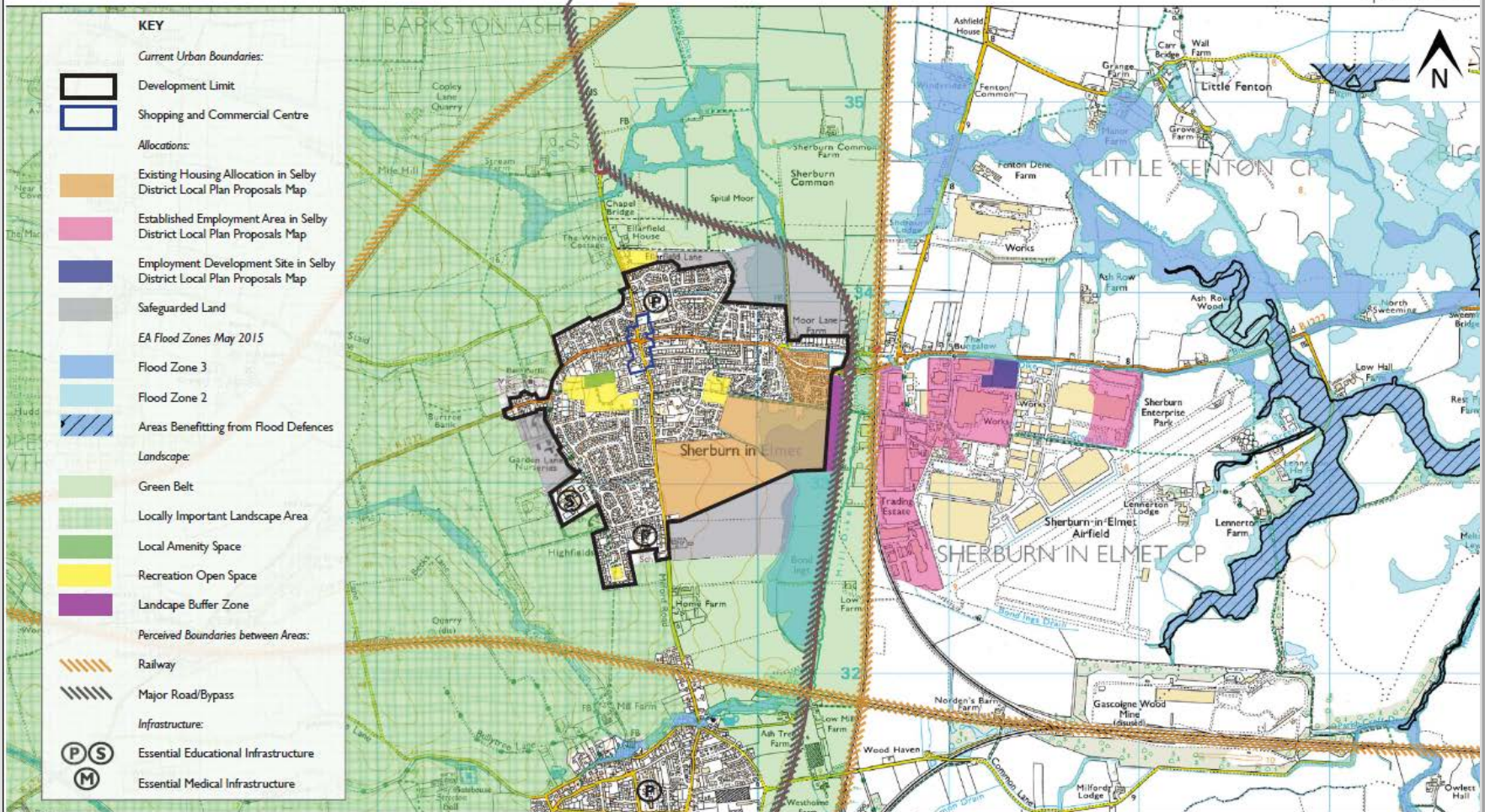
Potential Disadvantages (as raised in the workshops)

- The site is not being actively promoted by the landowners and may not be available
- The land is more remote from the town centre than some of the other options and relies on a the narrow road bridge for pedestrians to access the town centre facilities to the west of the river



SHERBURN IN ELMET

TECHNICAL ISSUES



NOTE: Town Centre Issues are mapped on Engagement Plan Ref. SM13

SELBY MARKET TOWNS | TECHNICAL ISSUES : SPATIAL, SHERBURN-IN-ELMET

CLIENT: Selby District Council
 SCALE: not to scale
 DATE: June 2015

STATUS: Engagement
 REVISION: A
 DRAWN BY: AMS
 CHECKED BY: APS

FILE NAME: P9-MP-SPA-P3899-SIL-1000-0001-A
 PSD NAME: EX-TADCASTER BASE
 PRODUCED USING: Adobe Photoshop
 NOTES:

ENGAGEMENT PLAN REFERENCE: SM10



KEY

Current Boundaries:

- Existing Shopping & Commercial Centre Boundary
- Green Belt Boundary

Built Features:

- Listed Buildings
- Key Landmarks
- Key Shopping Areas
- Anchor Stores
- Car Parks

Town Centre Uses:

- Retail Uses
- Hospitality Uses
- Other Uses
- Vacant

Landscape:

- Local Amenity Space
- Recreation Open Space



Base mapping taken from GVA Report Appendix 9 - Recommended Town Centre Boundaries

SELBY MARKET TOWNS | TECHNICAL ISSUES : TOWN CENTRE, SHERBURN-IN-ELMET

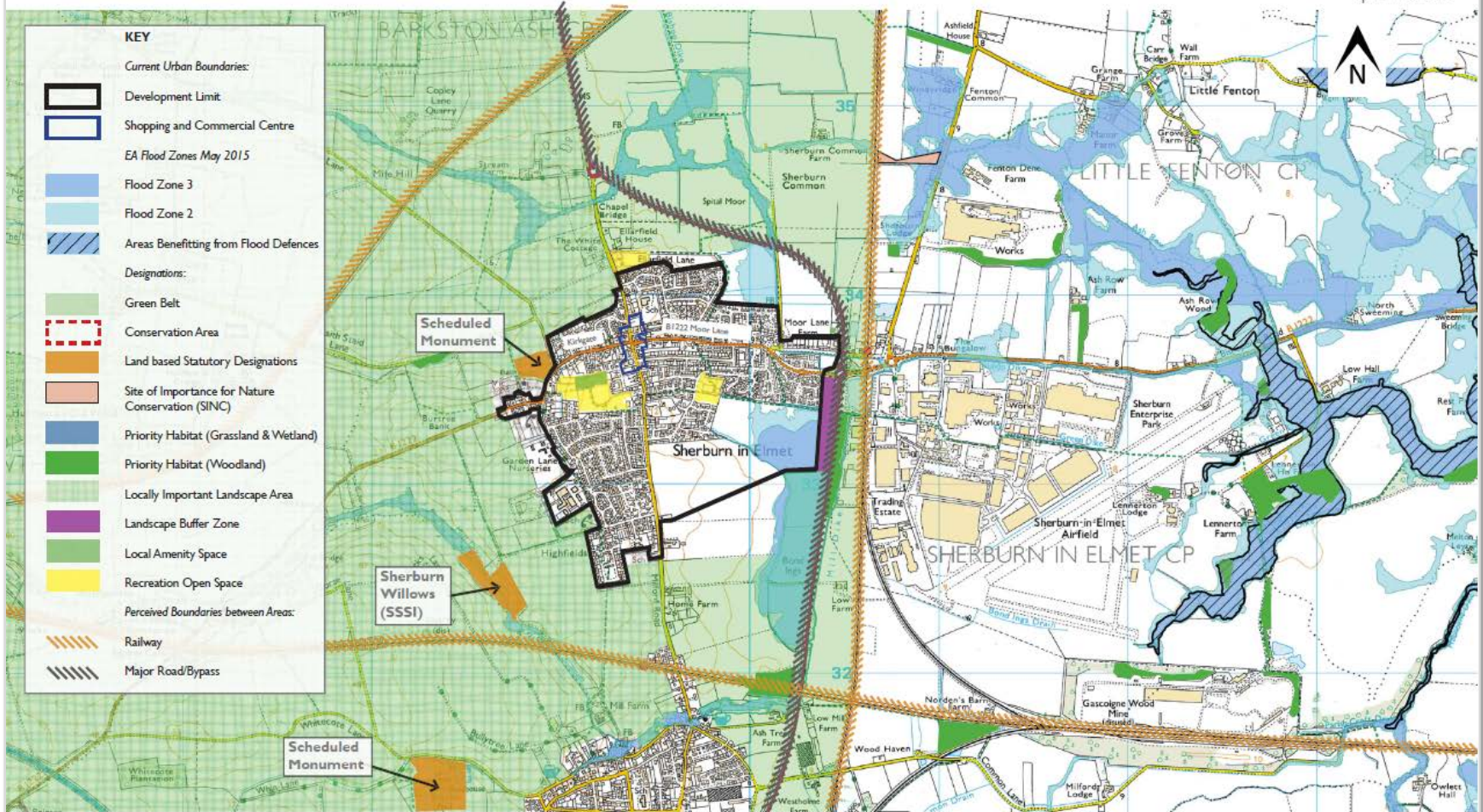
CLIENT: Selby District Council
 SCALE: not to scale
 DATE: June 2015

STATUS: Engagement
 REVISION: A
 DRAWN BY: AMS
 CHECKED BY: APS

FILE NAME: P0-MP-SPA-P3899-SIL-1000-0004-A
 PSD NAME: EX-TADCASTER BASE
 PRODUCED USING: Adobe Photoshop
 NOTES:

ENGAGEMENT PLAN REFERENCE: SM13





SELBY MARKET TOWNS | TECH. ISSUES : NATURAL ENVIRONMENT & HERITAGE, SHERBURN-IN-ELMET

CLIENT: Selby District Council
 SCALE: not to scale
 DATE: June 2015

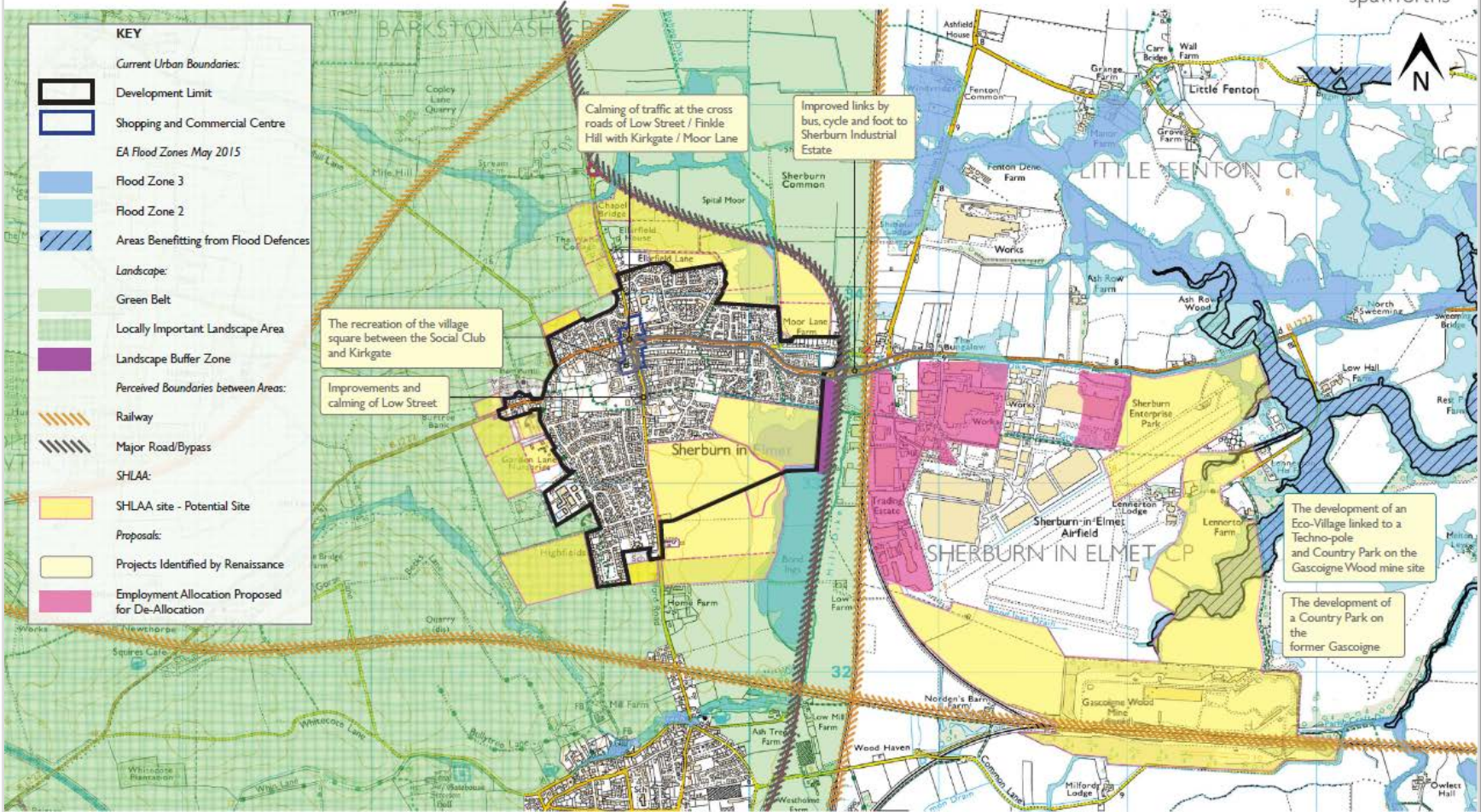
STATUS: Engagement
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 PSD NAME: EX-TADCASTER BASE
 PRODUCED USING: Adobe Photoshop
 NOTES:

ELMET
 ENGAGEMENT PLAN REFERENCE: SM16

Let's Talk
PLANSELBY

OPTIONS



SELBY MARKET TOWNS | OPTIONS : SPATIAL, SHERBURN-IN-ELMET

CLIENT: Selby District Council
 SCALE: not to scale
 DATE: June 2015

STATUS: Engagement
 REVISION: A
 DRAWN BY: AMS
 CHECKED BY: AFS

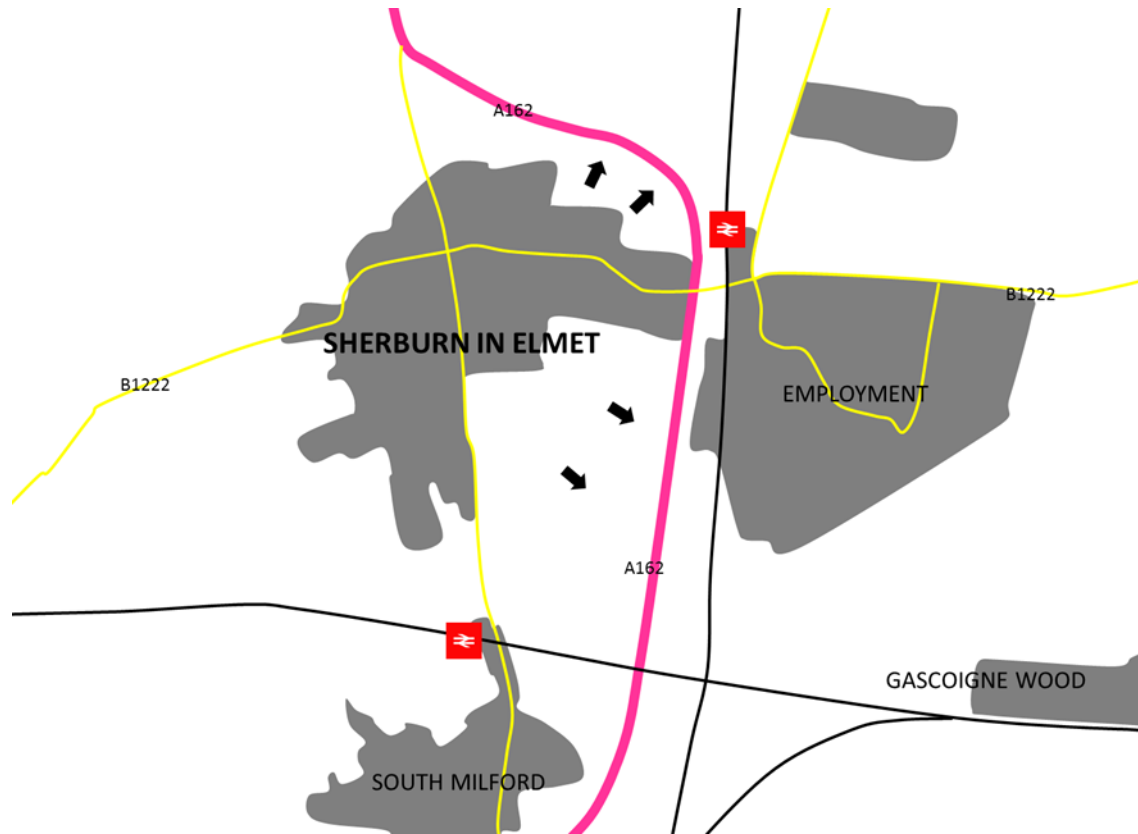
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 EX-TADCASTER BASE
 PRODUCED USING: Adobe Photoshop
 NOTES:

ENGAGEMENT PLAN REFERENCE: SM19



OPTION I

Small Scale Expansion to the East



The existing urban area of Sherburn is expanded eastwards on one or more sites connecting to existing highway infrastructure. Employment expansion should continue to the east of the railway line and at Gascoigne Wood

OPTION I

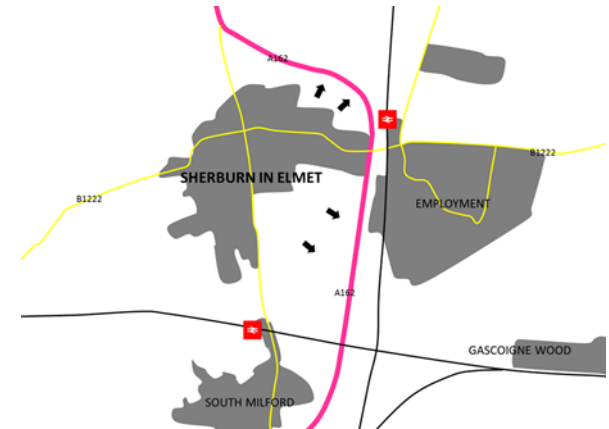
Small Scale Expansion to the East

Potential Advantages (as discussed in the workshops)

- The new developments can be connected to existing highway infrastructure
- None of the sites are within green belt
- Promoters of the sites were in attendance at the workshops and confirmed that the sites were available achievable and viable and that there was significant market interest in developing them

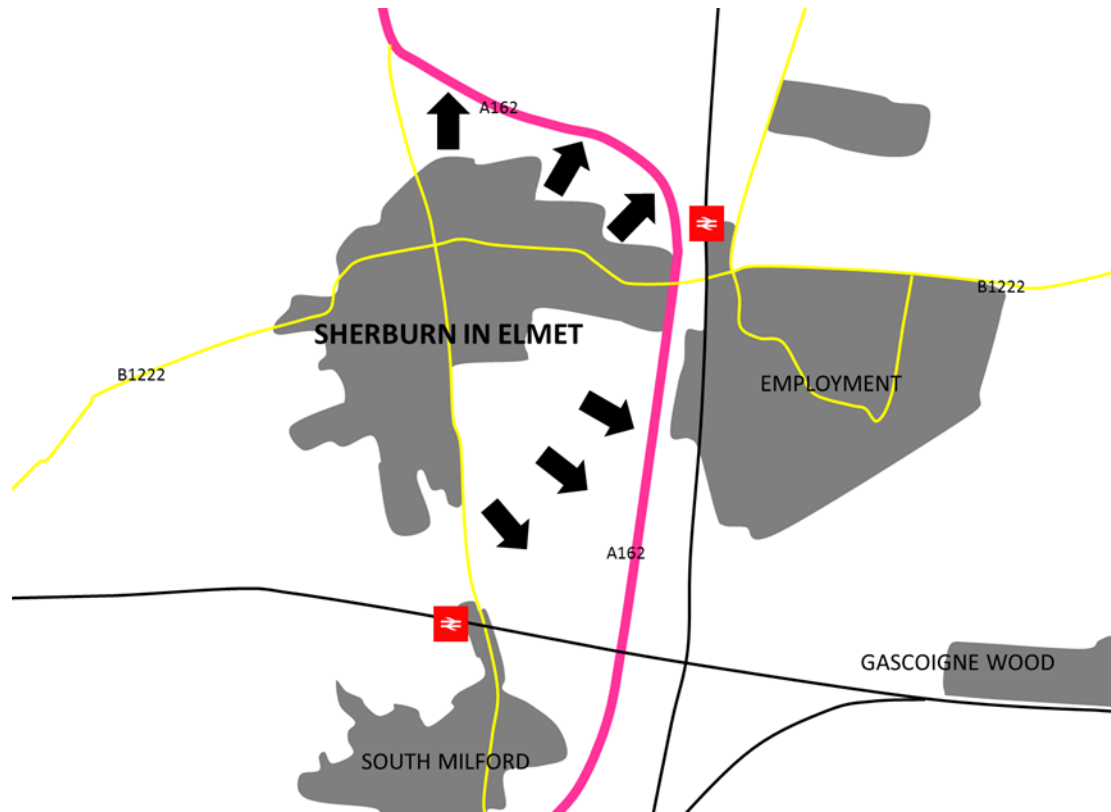
Potential Disadvantages (as raised in the workshops)

- There was concern that new development to the east of the town would increase traffic through the centre which uses the B1222 as a key commuting route into Leeds which would exacerbate an already difficult junction with long queueing times
- The housing development being proposed would not meet the full range of housing needs including those of an ageing population
- The sites may be at the limits of the distance people are prepared to walk into the centre and therefore encourage greater car usage for short journeys



OPTION 2

Larger Scale Growth to the East



The existing urban area of Sherburn is expanded eastwards on a number of sites, potentially utilising a significant proportion of the land previously identified as “safeguarded” in the previous Local Plan and connecting to existing highway infrastructure.

Employment expansion should continue to the east of the railway line and at Gascoigne Wood

OPTION 2

Larger Scale Growth to the East

Potential Advantages (as discussed in the workshops)

- The new developments can be connected to existing highway infrastructure
- None of the sites are within green belt
- Promoters of the sites were in attendance at the workshops and confirmed that the sites were available, achievable and viable and that there was significant market interest in developing them

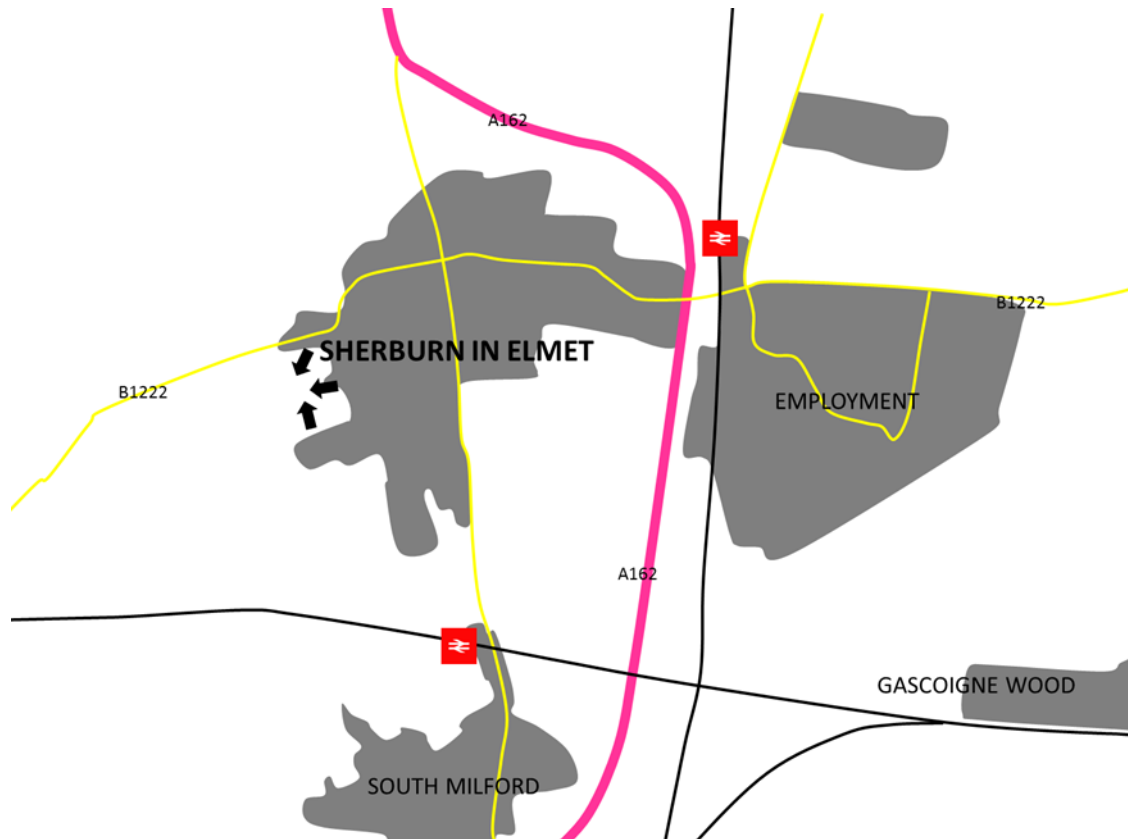
Potential Disadvantages (as raised in the workshops)

- There was concern that an even greater increase in the amount of new development to the east of the town would increase traffic through the centre which uses the B1222 as a key commuting route into Leeds which would exacerbate an already difficult junction with long queueing times
- The housing development being proposed would not meet the full range of housing needs including those of an ageing population and would increase the appeal of Sherburn as a commuter settlement to Leeds
- The sites may be at the limits of the distance people are prepared to walk into the centre and therefore encourage greater car usage for short journeys



OPTION 3

Small Scale Growth to the West



A collection of small land holdings to the west of Sherburn are assembled to create a small urban extension served off Church Hill.

Employment expansion should continue to the east of the railway line and at Gascoigne Wood

OPTION 3

Small Scale Growth to the West

Potential Advantages (as discussed in the workshops)

- The case was presented that if Sherburn is appealing to Leeds commuters, then by locating new housing development on the west of the settlement, the traffic issue at the centre of Sherburn could be significantly mitigated (or made no worse than it currently is)
- The new development could be used to facilitate the relocation of existing uses in this area to more appropriate locations with better highway connections
- Improved access to the school and its associated leisure facilities could be created

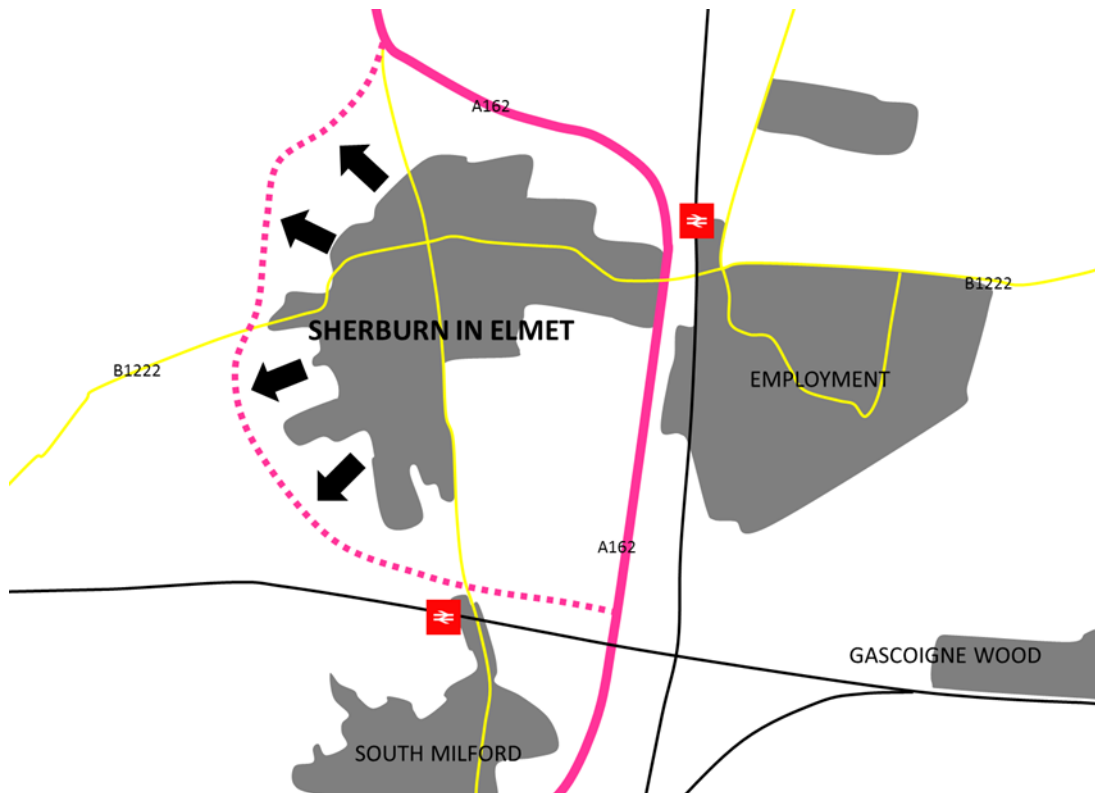
Potential Disadvantages (as raised in the workshops)

- The land is in multiple ownerships
- Some of the land identified is in green belt
- It is unclear whether the site is available, achievable and viable since no technical work has been undertaken or presented to date



OPTION 4

Large Scale Western Expansion



A new bypass would be constructed linking the A162 to the north of Sherburn with the A162 south east of Sherburn. The land between the new bypass and existing settlement would be released for housing with an obligation on the developers to fund the bypass in whole or in part.

Employment expansion would continue to the east of the railway line and at Gascoigne Wood

OPTION 4

Large Scale Western Expansion

Potential Advantages (as discussed in the workshops)

- Traffic would be distributed evenly around the settlement and, in theory, may relieve the pressure on the B1222/Moor Lane junction
- A significant increase in the population would increase demand and sustainability of local shops and services

Potential Disadvantages (as raised in the workshops)

- Land is green belt
- Scale of development may change the character of the settlement – increasing the number of people in the centre as well as the scale of education and primary care facilities needed
- No viability or technical assessment has been undertaken and there is no information about land availability
- A scheme of this scale would need to be planned during the current plan period for commencement after 2027

