



SELBY

DISTRICT COUNCIL

Local Plan

Issues and Options
Consultation 2020



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Issues and Options Consultation

1 Foreword

- 1.1** This Local Plan Issues and Options Document is the first stage of the preparation of a new Local Plan, which will help to shape the long-term future of Selby District. Selby District Council has big ambitions for the district and have recently agreed a ten year Corporate Plan which sets out our vision of the area as a great place to live, enjoy and grow, supported by a council delivering great value.
- 1.2** The new Local Plan will set out the strategic planning framework for our district and is a vital part of achieving our overall corporate objectives. It will identify where new development will take place and set out the policies against which planning applications will be determined. This will give clarity as to how much land should be provided to accommodate new housing and jobs up to 2040, and where this should be located.
- 1.3** Having a plan in place will help to ensure that future development continues to take place in a planned way and is supported by improvements to highways, schools, healthcare facilities and other local infrastructure. This means we can continue to attract investment that creates jobs, opportunities and good quality homes.
- 1.4** We want to ensure Selby district remains a great place to live by supporting new development but balance this growth with protecting our local environment. One of the key objectives for the new Local Plan will be create well designed communities which are shaped by our high quality natural environment and built heritage. We want to make sure new development is of a high quality design, complements our existing towns and villages and supports healthy lifestyles. We want to support growth and make a significant contribution to reducing carbon emissions in the way we plan for new development.
- 1.5** This Issues and Options Consultation is a crucial stage in shaping the future growth of the district. This is also an opportunity for you as local residents, communities and businesses to put forward your views on the key issues for the district and how and where you would like to see new development take place.
- 1.6** I believe it is vital to get as much feedback as possible on these proposals and urge you to have your say in shaping the future growth of Selby District.

Councillor Richard Musgrave



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2 Introduction and Background

INTRODUCTION

- 2.1** Selby District Council is preparing a new Local Plan which will help shape the growth of the district over the next 20 years. Although we are a small District Council we have big ambitions for growth. We want to support new development to help the district to grow whilst ensuring it remains a special place to live.
- 2.2** Local Plans should set out a vision and a framework for the future development of an area, addressing needs and opportunities in relation to housing, the economy, community facilities and infrastructure – as well as a basis for conserving and enhancing the natural and historic environment, mitigating and adapting to climate change, and achieving well designed places. It is essential that plans are in place and kept up to date with latest government guidance specifying that strategic policies should be reviewed every five years.
- 2.3** The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. Planning law requires that planning decisions are taken in line with the development plan unless material considerations indicate otherwise. The Town and Country Planning (Local Planning) (England) Regulations 2012 prescribe processes that the council must follow when preparing the Local Plan. This consultation on the Issues and Options is the first formal stage in the preparation of the new Local Plan.

How to Get Involved

- 2.4** We're really keen to get you involved in shaping the new Local Plan and for you to have your say on how the district will grow over the next 20 years.
- 2.5** We've already undertaken some early engagement with key stakeholders to help inform this Issues and Options Consultation document which has identified a number of issues we need to address and also opportunities which could help to change the district. We have also considered the comments raised during the various stages of consultation undertaken to inform the previous work on the Site Allocations Local Plan. This provides a starting point, however we would like to hear your views on what you think are the key challenges and opportunities for the district.
- 2.6** You can comment on this Issues and Options consultation in the following ways:
- Comment using the comment form online using the Planning Policy [Consultation Portal](#)
 - Download the comment form from the Council's [website](#) and email your comments to localplan@selby.gov.uk
 - Pick up a comments form from local libraries, Access Selby or the Civic Centre and return to Planning Policy, Civic Centre, Doncaster Road, Selby, YO8 9FT.

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- 2.7** To submit your comments via the consultation portal you must first log into the system. Registering with the system is a two step process; please make sure you have completed both parts or you may find you cannot login. You must complete all name and address fields for your comments to be validated. You only need to register as an 'Agent' if you are a planning agent, i.e. a planning professional submitting comments on behalf of landowners and / or stakeholders. Agents need to register for each client.
- 2.8** Once you are registered on our consultation database we will update you on progress as the plan goes forward.

This consultation is open for six weeks from Friday 24 January.

Please submit your comments by 5 pm on Friday 6 March 2020.

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WHAT IS A LOCAL PLAN?

- 2.9** The preparation of a new Local Plan gives us the opportunity to consider what sort of place Selby district should be in 2040. The Local Plan will provide a comprehensive plan which will set out the strategic vision for the district, identify where new development will happen and set out the policies against which planning applications will be determined.
- 2.10** Our current development plan comprises the Selby District Local Plan (2005) and the Core Strategy (2013). The adopted Core Strategy document includes development policies that set out the vision and strategic policies that broadly direct how much development should take place and where it should be located across the district. Since the adoption of the Core Strategy work had been underway on the preparation of the Site Allocations Local Plan which would specifically allocate sites to deliver the policy aspirations set out in the Core Strategy. However given the evolving local context and approach set out in revised national planning policy it is considered that the time is now right to commence work on the preparation of a new Local Plan for the district in order to deliver our aspirations up to 2040.
- 2.11** Developing a longer term vision and objectives for the district will ensure we capture opportunities for new investments to improve local infrastructure, the creation of new jobs, homes, successful town centres and the creation of healthy communities in a sustainable manner in order to address climate change. Once adopted the new Local Plan will replace the adopted Core Strategy and Selby District Local Plan.
- 2.12** The new Local Plan will be prepared in accordance with the National Planning Policy Framework which requires that the plan should be prepared with the objective of contributing to sustainable development; be prepared in way which is aspirational but deliverable; be shaped by early, proportionate and effective engagement; contain clearly written unambiguous policies; be accessible through the use of digital tools; and serve a clear purpose and avoid unnecessary duplication with other policy documents.
- 2.13** The Local Plan will include:
- A spatial portrait of the district illustrating its locally distinct characteristics and the issues which the plan will need to address along with a Vision for how the District will look in 2040.
 - The spatial approach to new development and a list of sites where development will be supported known as allocations.
 - A set of policies which will be used as the basis for determining future planning applications and informing investment decisions.
 - A policies map, which will show the location of new site allocations and identify any areas of constraint.

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WHAT IS THE PURPOSE OF THIS CONSULTATION?

- 2.14** This Consultation Document is the first step in the preparation of a new Local Plan for the district. The purpose of this Issues and Options consultation document is to explore the key issues and opportunities that could be addressed through the development of a new Local Plan.
- 2.15** We are asking questions which will help us to consider a number of issues and potential approaches. It is important to note that although we are asking questions about particular subjects this does not necessarily mean that we consider this to be the best option but we are keen to hear your views before we develop our approach further. The responses received to the consultation will be used to develop a draft Local Plan which will set out the preferred spatial approach to new development including the locations where it will take place.
- 2.16** The development of the Local Plan is estimated to take around two and a half years before it is ready to be submitted to the Secretary of State when it will be subject to examination by an independent Inspector. The timescales for the preparation of the Local Plan are shown in Figure 1 below.

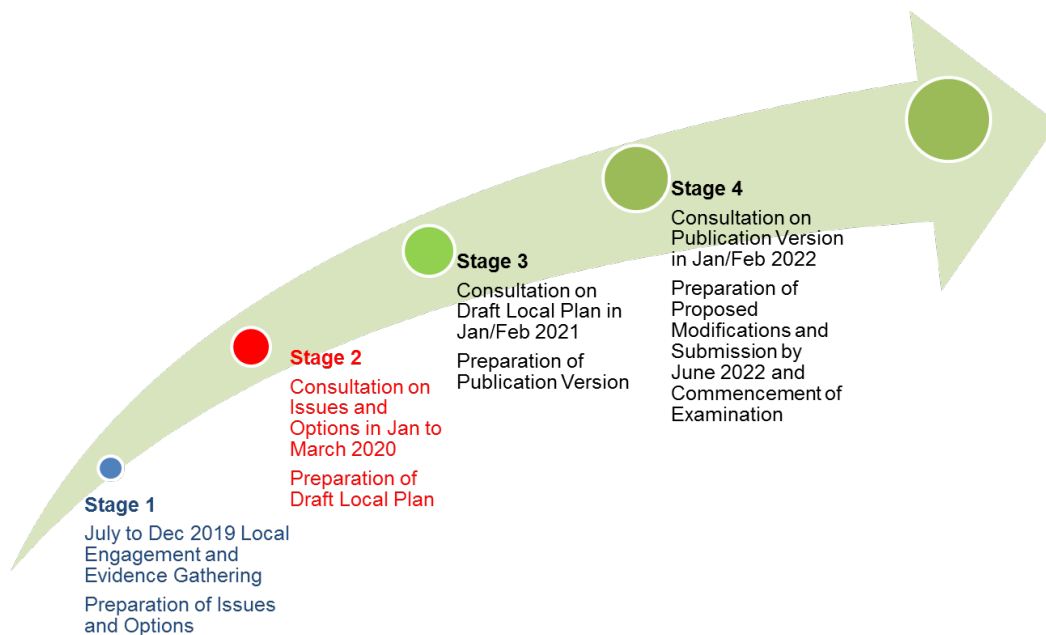


Figure 1: Local Plan Timescales

HOW WILL THE LOCAL PLAN BE PREPARED?

- 2.17** The development of the Local Plan will involve a number of consultation stages. In addition to being prepared in accordance with relevant regulations and national planning policy, the Plan will also need to be informed by a number of statutory requirements and must reflect a range of strategic plans and priorities as explained in the following section.

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Sustainability Appraisal and Habitat Regulations Assessment

- 2.18** The Local Plan must be prepared in accordance with a Sustainability Appraisal and Habitats Regulations Assessment that meet the relevant legal requirements. This should demonstrate how the plan has addressed relevant economic, social and environmental objectives. Significant adverse impacts should be avoided and, where possible, alternative options which reduce or eliminate such impacts should be pursued. These documents are also subject to consultation.

Duty to Co-operate

- 2.19** The Duty to Cooperate was introduced in 2011 by the Localism Act and places a legal duty on local planning authorities to engage constructively, actively and on an ongoing basis with other duty to cooperate bodies to maximise the effectiveness of Local Plan preparation relating to strategic matters. The duty to cooperate is not a duty to agree but local planning authorities should make every effort to secure the necessary cooperation on strategic cross boundary matters before they submit their Local Plans for examination. The duty to cooperate applies to strategic issues which have significant impacts affecting two or more local authority areas.
- 2.20** The Council's participation in cross-boundary planning with its duty to cooperate partners, which include neighbouring authorities, North Yorkshire County Council and the two Local Enterprise Partnerships, will be an ongoing process throughout the preparation of the Plan.

Neighbourhood Planning

- 2.21** Neighbourhood Planning is a key part of the Government's Localism agenda. It aims to give local communities greater power to shape development by taking a more active role in the development of planning policies at a local level. Neighbourhood Plans can be developed before, after or in parallel with a Local Plan but the law requires that they must be in general conformity with the strategic policies in the adopted Local Plan. When Neighbourhood Plans are brought into force they become part of the statutory development plan for the area that they cover.
- 2.22** Within the District there are currently 5 designated Neighbourhood Plan areas (Church Fenton, Selby Town, Ulleskelf, Escrick and Brayton) and one adopted Neighbourhood Plan at Appleton Roebuck / Acaster Selby.
- 2.23** The Local Plan must make appropriate reference to Neighbourhood Plan policies and proposals.

STRATEGIC PLANS AND PRIORITIES

- 2.24** The Local Plan will be informed by a range of policies and strategies at the national, regional and local level.

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National Priorities

2.25 The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied, this is supported by the Planning Practice Guidance. The National Planning Policy Framework says that strategic policies should set out an overall strategy for the pattern, scale and quality of development and make sufficient provision for:

- housing (including affordable housing), employment, retail, leisure and other commercial development;
- infrastructure for transport, telecommunications, security, waste management, water supply, waste water, flood risk and coastal change management, and the provision of minerals and energy (including heat);
- community facilities (such as health, education and cultural infrastructure); and
- conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure and planning measures to address climate change mitigation and adaptation.

Northern Powerhouse

2.26 The Northern Powerhouse is the government's vision for a super-connected, globally competitive northern economy with a flourishing private sector, a highly-skilled population and world-renowned civic and business leadership. The Northern Powerhouse geography covers all 11 Local Enterprise Partnerships as well as North Wales. Selby district is well placed to benefit from government investment in transport infrastructure.

Transport for the North

2.27 The Transport for the North Partnership brings together the North's 20 local transport authorities and business leaders together with Network Rail and Highways England. The partnership aims to add strategic value by ensuring that funding decisions are informed by local knowledge and requirements. Selby district is included in two Strategic Development Corridors which have been identified as economic areas where progress towards transformational growth could be made by bringing forward major road and rail investment.

Sub Regional Strategic Priorities

2.28 The Local Plan will be informed by and help to deliver the key strategic objectives of a range of sub regional plans and strategies including;

- Emerging Local Industrial Strategies
- Housing Strategies
- Local and Strategic Transport Plans
- Health and Well-Being Strategies

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Local Enterprise Partnerships

- 2.29** Selby District Council sits within both the Leeds City Region and the York, North Yorkshire and East Riding Local Enterprise Partnership areas and there is a long history of cooperation and joint working across both areas.
- 2.30** The Leeds City Region Strategic Economic Plan was published in 2016 and provides an update to the city region's first SEP (2014). The plan presents an up to date assessment of the local economy, labour market and wider place characteristics of the City Region. Analysis of the Leeds City Region economy shows an area with enormous potential, but which faces key challenges on innovation, exporting, skills and connectivity if it is to realise that potential and stay both competitive and resilient.
- 2.31** A key issue which has emerged through the 2016 update is the scale of the challenge in ensuring that all communities benefit from the opportunities arising from economic growth. The strengths of Selby District's economy are identified as energy generation, manufacturing and transport and storage. The District has a lower unemployment rate than most of the other authorities in the Leeds City Region and is the only authority in the Leeds City Region where residents have earnings above the UK average.
- 2.32** The York, North Yorkshire and East Riding Strategic Economic Plan was approved in March 2014 and an update was published in 2016. Selby is identified as one of the growth towns in the A1/A19 growth corridor and Drax Power Station is identified as a growth driver, which is subject to a £700 million investment to transform itself into a largely biomass fuelled facility.
- 2.33** Selby District's active role within both Local Enterprises has meant that the Council has been able to obtain funding for a number of infrastructure projects across the District, which support growth of the local economy.
- 2.34** The Local Enterprise Partnerships are currently preparing Local Industrial Strategies that will determine the next 20 years of productivity and growth. The preparation of a new Local Plan offers the opportunity to respond to the emerging priorities for economic development from these strategies.

Local Economic Partnership Housing Strategy

- 2.35** The York, North Yorkshire and East Riding Housing Strategy 2015-21 was approved by the Housing Board in May 2015. The strategy sets the priorities for housing growth and delivery from 2015 to 2021 and covers the Local Enterprise Partnership area of York, North Yorkshire and East Riding. The priorities of the strategy include doubling housebuilding (compared to 2012-14 building rates) and tripling the delivery of affordable housing.

North Yorkshire Local Transport Plan 4

- 2.36** All local transport authorities are required to produce plans and strategies for maintaining and improving all aspects of the local transport system. As the highway authority, North Yorkshire County Council is responsible for all adopted roads and

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footways within North Yorkshire and for the management, maintenance and improvement of the highway network. The Local Transport Plan 4 sets out the County Council's priorities, plans and strategies for managing, maintaining and improving all aspects of the local transport system for the next 30 years and is based on 5 themes:

- Economic Growth - Contributing to economic growth by delivering reliable and efficient transport networks and services.
- Road Safety - Improving road and transport safety.
- Access to Services - Improving equality of opportunity by facilitating access to services.
- Environment and Climate Change - Managing the adverse impact of transport on the environment.
- Healthier Travel - Promoting healthier travel opportunities

Joint Health and Well - Being Strategy (North Yorkshire) 2015-20

2.37 The Joint Health and Well-Being Strategy is a shared agreement between organisations that are represented on the Health and Well-Being Board. These include local authorities, Clinical Commissioning Groups and National Health Service (NHS) England. It is based on five key themes:

- Connected Communities
- Start Well
- Live Well
- Age Well
- Dying Well

2.38 The overall outcome of the Strategy is for North Yorkshire to be a place where communities flourish, people shape services and have control of their lives.

Local Priorities

2.39 The Local Plan will help to deliver a range of Council Plans and Priorities including;

- The Council Plan
- The Economic Development Framework
- The Visitor Economy Strategy

Draft Selby Council Plan 2020 to 2030

2.40 The Council Plan sets the overarching policy direction for the Council including the long term vision, priorities and high level actions to deliver on those priorities. The Council Plan priorities and objectives are:

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- a great place to live - through improved housing supply, better quality homes and improved town centres;
- a great place to enjoy - through improved environmental quality, safe neighbourhoods and improved sustainable transport;
- a great place to grow - through increased investment in the district, more well paid jobs and higher skills levels; and
- Selby District Council delivers great value - through digital enabled customer service, good quality services and being financially stable.

2.41 Delivery of the Council Plan will be underpinned by detailed three year Delivery Plans, which will be the basis for performance monitoring and reporting. The first Delivery Plan will cover the period 2020-2023 and will be published in March 2020.

Selby Economic Development Framework

2.42 The Selby District Economic Development Framework for 2017-2022 and beyond was launched by the Council in November 2017. The framework sets out a number of priorities and objectives to deliver the Council's growth ambitions. The framework highlights the close interrelationship between its three priorities, which are focused on the ambition of 'Making Selby a great place...'

- For enterprise and business growth - attract investment, support business and target priority sector growth.
- To live and work - develop vibrant communities with a quality housing, retail and leisure offer.
- To achieve your potential - develop a skilled and responsive workforce.

2.43 The 2017 EDF was strongly focused on the delivery of 5 predominantly brownfield sites for employment growth, 3 of which now have planning permission: Kellingley Colliery, Sherburn2 and Church Fenton Creative and Digital Hub.

2.44 The Selby District Economic Framework was updated by the Council Executive in January 2019. The revised framework reviewed the progress made in delivering the 2017 EDF, including:

- Highest average wages in Yorkshire and Humber 7000+ new jobs coming from major sites
- Fastest growing District in North Yorkshire
- Over 3 million sq feet of new office & employment approved
- Economic activity rates above United Kingdom and Yorkshire and Humber.

2.45 However, it was recognised that there had been less progress made in improving the District's places and town centres. To focus the Council's economic development activities, recognise progress made and seize new opportunities, 10 priority work streams were agreed for the Council as an economic development authority. Of these, the following have land use strategy implications that are relevant to the development of new planning policy for Selby District:

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- M62 Strategic Development Zone/Energy Corridor - identify future sites and infrastructure needs to develop the low carbon economy
- Deliver Strategic sites – Olympia Park, Selby; Gascoigne Wood; Kellingley; Church Fenton; Sherburn 2
- Regenerate and enhance town centres and Selby Station – including Transforming Cities Fund proposals, Heritage Action Zone and Local Cycling and Walking Infrastructure Plans
- Support the growth of Small Medium Enterprises and large employees in the District

Local Evidence

2.46 The Local Plan will be informed by a range of local evidence including:

- Housing and Economic Development Needs Assessment
- Strategic Housing Land Availability Assessment
- Strategic Flood Risk Assessment
- Retail and Town Centre Study
- Infrastructure Delivery Plan
- Whole Plan Viability Assessment

2.47 An Infrastructure Delivery Plan will be prepared alongside the Local Plan, which will identify any improvements to infrastructure provision which will be required to support future development.

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3 Issues and Opportunities for the Local Plan

Spatial Portrait

- 3.1** Selby district is a largely rural district covering an area of 6,190km². The district is the most southerly in North Yorkshire with Neighbouring Authorities comprising York, Leeds, Doncaster, Harrogate, Wakefield and the East Riding of Yorkshire. Selby district's population is one of the fastest growing in the region and house prices are lower than neighbouring Council areas, which means it is attractive for first time buyers and young families. Residents have a high life expectancy in line with the national average, although inequalities do exist across the district and in the most deprived areas of Selby Town life expectancy is slightly lower for both men and women.
- 3.2** The district is well connected by road with direct access to the A19, A63 and A64, and the M62 and A1(M) national motorway routes which cross the district. It also benefits from a number of strategic railway links including the electrified East Coast line and the Manchester to Hull trans-Pennine line and Selby has a direct service to London. The district benefits from 7 other passenger rail stations. It is anticipated that rail services will continue to improve in speed and frequency from Selby Town particularly to Leeds but also Hull, Manchester, London and Doncaster, this provides opportunities for the regeneration around the town centre and railway station. These transport connections means there is a strong relationship between the district and the cities of Leeds, Wakefield and York particularly in terms of travel to work patterns.
- 3.3** Selby district's landscape comprises relatively flat, low-lying farmland although the northern and western boundaries have greater topographic variation as a result of the Escrick Moraine and Magnesian limestone ridge, respectively. The numerous rivers (including the Rivers Ouse, Wharfe, Aire and Derwent) which flow through the district, and their floodplains, have a major influence on the District's landscape character.
- 3.4** The district has a number of areas which are important ecological habits which include the River Derwent, Lower Derwent Valley and Skipwith Common which have both European conservation status and nationally important Sites of Special Scientific Interest. In addition there are a number of designated local Sites of Importance for Nature Conservation (SINCs) including species rich grassland, ancient woodlands and wetlands.
- 3.5** The area also includes a considerable number of heritage assets such as Scheduled Monuments, Registered Parks and Gardens, Listed Buildings and 23 Conservation Areas.
- 3.6** Selby district's local economy has traditionally been dominated by agriculture, coal mining and the energy industries. Although unemployment is low there is a very high level of commuting to work outside of the district. The energy sector has been an integral part of the district's local economy since the opening of the Selby coalfield in 1976. The focus of the economy is changing with a new focus on the creative industries and food technology research and development. The district benefits from

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sitting within the Local Enterprise Partnership areas of both the Leeds City Region and the York, North Yorkshire and East Riding. The district has several large brownfield sites including former airfields and power stations, which are in close proximity to strategic transport routes (A1M, M62), this means there are opportunities for further investment opportunities.

- 3.7** Selby Town is the largest town in the district with a population of approximately 19,677 and is the main shopping centre and focus for housing, employment and other local facilities. The town centre has a wealth of historic heritage shaped by the magnificent Selby Abbey and the historic Market Place. The shops provide a mix of local independent retailers and services alongside a number of national multiples, restaurants, along with Selby Leisure Centre, a bowling alley and the Summit Indoor Adventure centre.
- 3.8** Tadcaster is one of three main settlements in the district and benefits from a wide range of facilities and services, with a population of approximately 7,506. The Breweries continue to play an important role in the local economy with the Coors, Heineken and Samuel Smith's breweries represented. The town has rich historic assets with its Conservation Area, Listed Buildings and ancient monuments and is the second largest centre in terms of retail provision. Although the town does have a supermarket the retail offer is largely limited and focused on independent operators. The town has a number of community facilities including the sports centre and swimming pool. The surrounding Green Belt and designated Locally Important Landscape Area, along with the important green wedge along the riverside also make a significant contribution to the context of the town.
- 3.9** Sherburn in Elmet, located 15km to the west of Selby town is the district's third largest centre, with a population of 7,386. The retail offer although limited provides for the immediate needs of the local community and includes a small range of local independent shops and supermarkets. The village also has a number of community facilities including a library. Sherburn in Elmet has seen a significant amount of housing and employment development over the last decade with the successful development of the Sherburn Enterprise Park.
- 3.10** There are over 60 other villages across the district, which vary in size and facilities. The settlements of Barlby, Osgodby, Brayton and Thorpe Willoughby have grown into large villages and although they have a range of their own facilities, also utilise those located in Selby Town. Like Sherburn in Elmet and South Milford have also seen high levels of growth as a result of their good transport links to West Yorkshire.

What are the Key Issues for the Local Plan?

- 3.11** The preparation of a new Local Plan gives us the opportunity to consider what sort of place we would like the Selby district to be in 2040. As part of the first stage in preparing a new Local Plan we need to consider ideas and options for the long term growth of the district. In order to do this we firstly need to consider the key issues for the Local Plan and develop the vision and objectives for how the district will develop over the next 20 years.

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- 3.12** Through a number of workshops with our councillors and a range of key stakeholders we have identified a range of issues and opportunities which we consider the Local Plan needs to address and have summarised these into key themes. However it has become clear from our initial discussions that issues around climate change and health and well-being run across all themes and will be a core element of the new Plan.
- 3.13** Climate Change and its impact are one of the key issues facing the district and society as a whole. Although it is often seen as a long-term challenge the impacts are already being experienced now through global and local weather events. Climate change will have an impact not only on wildlife and our environment but is also likely to have an economic impact. The Local Plan will have a key role to play in helping to move towards a net zero carbon economy, both in planning development in a way that reduces carbon emissions but also in mitigating against the impacts of climate change.
- 3.14** Addressing issues relating to climate change will run through all of the new Local Plan policies and will relate to decisions on where development will be located, how it is designed and constructed, and how we maximise opportunities for mitigation for example through tree planting and increasing/improving green infrastructure.
- 3.15** There is a clear understanding that where people live and work has an impact on their physical and mental well-being. If people live in poor housing conditions this will inevitably have an impact on their well-being, in the same way that not having places to exercise will have impacts on physical health. One of the key aims of the Local Plan will be to ensure that new development helps to achieve healthy, inclusive and safe communities. The Local Plan will have a key role to play in ensuring that it delivers good quality housing, which provides access to outdoor spaces for exercise and relaxation to help improve health and well-being and create communities, prevent social isolation and encourage active travel.
- 3.16** The initial engagement with stakeholders who have an interest in the district has identified a number of key issues as shown in Figure 2.

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Figure 2: Local Plan Key Issues

3.17 Many of the issues in Figure 2 are interlinked, with the Climate Change and Health and Well-being agenda running as the golden thread through all themes. The emerging key themes for the local plan are:

1. Supporting a diverse local economy and thriving Town Centres
2. Providing the right infrastructure to support local communities
3. Creating high quality places to live
4. Maintaining a high quality natural environment

3.18 The following section sets out by theme the key strengths which have been identified by our stakeholders, along with details of the emerging evidence base and key issues which the Local Plan will seek to address.

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Supporting a diverse local economy and thriving Town Centres

Local Economy & Town Centres - Key Facts

- 36,000 jobs - 10,000 of which are part time.
- Unemployment rate at 1.6% compared to England average 2.6%
- Manufacturing is the largest employment sector - 12%.
- 5 year survival rates for new enterprises are 47%
- Net out-commuting of over 7,000 workers to nearby cities.
- Retail vacant units - Selby = 9%, Tadcaster = 21.9% and Sherburn = 1.59%
- Estimated Visitor spend - £40m per year, 56% of tourist customers from outside the area.

3.19 Selby district's local economy has traditionally been dominated by agriculture, coal mining and the energy industries. The local economy has been highly impacted by the energy sector particularly to the south of the district where Drax and Eggborough power stations are located, whilst Tadcaster has been shaped by its breweries. Although unemployment is low there is a high level of commuting to work outside of the district. The local workforce is highly qualified and this is reflected in the highest wage levels in North Yorkshire (£526.50/week compared to £487.70 in North Yorkshire). The Local Plan provides the opportunity to set out our ambitions for the district's growth and its continued promotion as a great place to do business.

3.20 Selby district is well placed at the heart of Yorkshire because of its good transport connections into the district from Leeds and York although it is recognised that connections through and across the district are more limited. The access to the major cities of York and Leeds means that Selby district is in an ideal position to reap the benefits arising from the Government's vision for a super-connected, globally competitive, northern economy. Over the last five years there has been significant employment growth in the district which has far exceeded anticipated levels.

3.21 A number of key employment areas which have been permitted in the district include:

- Sherburn Enterprise Park – this large site is home to a number of national companies including Sainsbury's distribution, Kingspan and Eddie Stobart. Outline planning permission has been granted for 35 hectares of employment land for the creation of Sherburn 2 on the adjacent land.
- Former Kellingley Colliery – the site was one of the last deep coal mines which closed in December 2015. The site is close to the M62 motorway, has multi modal transport links and benefits from its existing power grid infrastructure. Permission has been granted for the development of 57.05 hectares of manufacturing and distribution space to create up to 3000 jobs and bring in £200 million of benefits to the local economy.
- Church Fenton Airfield -this is a former RAF base which ceased operation in 2013. It is home to Yorkshire Studios and building on the recent and continuing

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success of the site for this use, the site has recently been granted permission (subject to a S106 agreement) for the permanent use of existing buildings together with the erection of new buildings for commercial film-making and associated uses at the southern end of the site and the development of a Creative Industries Employment Park to the northern part of the site.

3.22 In addition to sites permitted there are also a number of locations which present opportunities for the re-use of land including;

- Gascoigne Wood Interchange - a 68 hectare site, which is regionally significant in terms of its rail freight infrastructure.
- Olympia Park - a 90 hectare site on the outskirts of Selby Town, with direct road links to the A19 and A63. A total of 18 hectares of the site is previously developed land.
- Eggborough Power Station - the former coal fired power station was closed in 2018. The site extends to around 130 acres and is located just off junction 34 of the M62 motorway.

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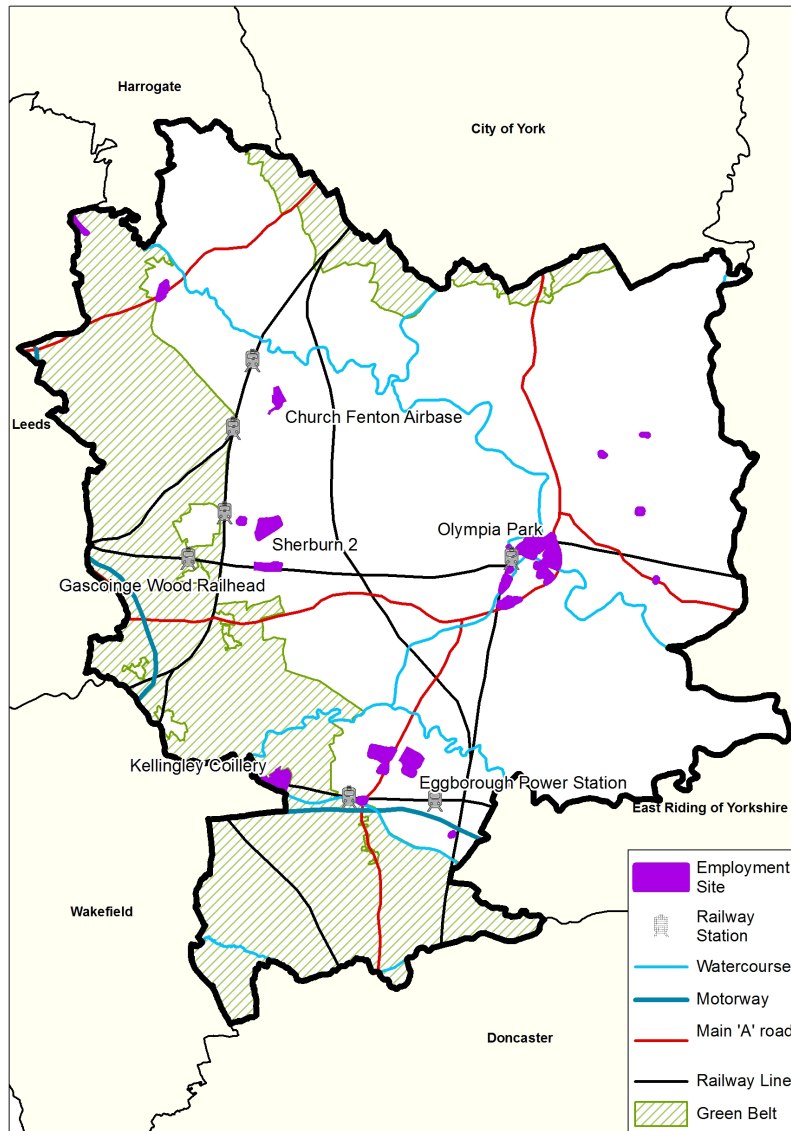


Figure 3: Strategic Employment Sites

- 3.23** It is recognised that many children starting primary school today by 2040 may be working in sectors which have not yet been invented with more people likely to be working from home. We need to ensure that we plan for the digital technology to support future enterprises and changes in the way we work. The move towards net zero carbon emissions by 2050 signals a requirement to shift the direction towards low carbon technology industries.
- 3.24** Selby district has a greater percentage of small businesses compared to neighbouring areas and smaller scale businesses continue to make a significant contribution to the local economy. This gives us an opportunity to support these to grow, bringing new jobs and opportunities and supporting sectors in which small companies thrive, such as the creative industries.
- 3.25** The district has a strong industrial and cultural heritage and although it already attracts tourists there are opportunities to develop this sector further. The jewel in the crown of the district is undoubtedly Selby Abbey, although there are also a number of other

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important heritage assets across the district such as Towton Battlefield and Cawood Castle. Sites such as Abbot's Staith provide specific opportunities to restore and re-use iconic properties in a way that can help encourage footfall in Selby town centre. A Visitor Economy Strategy has been prepared by the Council which seeks to grow the sector by 20% by 2022.

- 3.26** The District has three town centres - Selby, Tadcaster and Sherburn in Elmet, which provide a crucial role in the local economy and provide key services and facilities for residents. Our town centres continue to be the heart of our local communities, but they need to respond to changing patterns in the way that residents will shop and interact in the future.
- 3.27** Work is currently being undertaken to review the vitality of the town centres which has found that the vacancy rate in Selby town is just below the national average figures and that 36% of ground floor units are retail and 23% are residential. Other uses include takeaways, restaurants and professional units. In Tadcaster over a fifth of all town centre properties are vacant and the centre displays poor signs of vitality and viability. Sherburn in Elmet has minimal vacancies but there is a lack of developable space within the town centre. Sherburn in Elmet has had a lot of housing and employment growth in recent years and there are concerns that the provision of services hasn't kept up to support the increase in population. One of the key challenges for the Local Plan will be considering how our town centres could be re-purposed in the future.
- 3.28** The Council is currently working with the West Yorkshire Combined Authority and partners across the Leeds City Region on a Transforming Cities Fund bid to improve Selby Station and its connections with the town centre and key redevelopment sites. The Transforming Cities Fund Bid will aim to deliver transformational improvements to Selby by enhancing the station and surrounding areas, and providing improved public spaces and connections between transport services and the town centre.
- 3.29** Selby Town Centre will benefit from a £430,000 boost following a successful bid from the Government's High Street Heritage Action Zone, this will be used to lever in additional funding. This emerging project is targeted at the historic part of the town centre around the Abbey and adjoins the area targeted for improvement through the Transforming Cities Fund. Proposals will be drawn up to spend the funds on the regeneration of historic buildings and the associated public realm, the aim of which is to help make Selby a connected, accessible town with a lively, active historic centre. This masterplanning work will also consider how improvements can be made to linking access to the town centres through improvements to walking and cycling routes.
- 3.30** One of the key issues will be how the Local Plan can support the emerging priorities from these studies including improvements to the accommodation and hospitality businesses to help improve the experience of our town centres for both residents and businesses. Our market towns also provide a key opportunity to promote a circular economy, whereby everything which is produced in our towns is re-used to create value and help to reach the UK's carbon neutral targets.

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Options for New Economic Growth

3.31 The Core Strategy sets out an indicative requirement to provide an additional 37-52 hectares of employment land across the district in the period 2011 to 2027 which has been greatly exceeded. This high level of growth demonstrates that the district is continuing to attract new investment, making the most of the opportunities arising from Selby district's geographical location and the potential regeneration of brownfield sites.

3.32 A Housing and Economic Development Needs Assessment will be prepared to inform the draft Local Plan and will consider predicted levels of employment growth and recommend potential locations for new development over the plan period and align growth with housing requirements. However we would be keen to hear from you if you have any views about the level of future employment growth which we should identify through the Local Plan.



3.33 The Local Plan will need to consider in detail the relationship between the provision of employment land and housing. It will be important that we recognise that increased employment growth is likely to mean we need more homes for employees working within these new businesses and that new homes will need to reflect the types of jobs which are being created.

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Question 1

Levels of Economic Growth

What levels of economic growth should we be planning for?

Option 1: The levels of growth that are forecasted in our emerging Housing & Economic Development Needs Assessment.

Option 2: A higher level of growth in order to attract inward investment opportunities.

Please give reasons for your preferred approach.

Key Strengths

- Good road connections on the periphery of the district to the major motorway networks of the M1 and M62.
- Good rail connections from Selby Town and opportunities for improvements to existing services along other routes.
- Good geographical location - close proximity to the economic hubs of Leeds, Sheffield, York and Hull.
- Well qualified local workforce
- The district's existing energy infrastructure

Key Strategies, Policies and Initiatives

- Selby District Council Economic Development Framework 2017-2022 (and beyond)
- Selby District Visitor Economy Strategy (2018-2022)
- Leeds City Region Strategic Economic Plan (2016-2036)
- York, North Yorkshire and East Riding Local Enterprise Strategic Economic Plan (2016 update)
- Emerging Local Industrial Strategies
- Understanding Town Trends In Selby

Theme 1: Supporting a diverse local economy and thriving town centres - Key Issues and Opportunities

To make the most of opportunities for growth arising from Selby district's location at the heart of Yorkshire, which offers businesses a range of excellent road, rail, water and energy infrastructure.

Ensuring that the district has the digital and communications infrastructure in place in order to respond to future industrial sectors and changing work patterns and improve self-sufficiency and lower carbon emissions.

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We also need to ensure that employment growth aligns with the levels and types of new homes we deliver across the district and improve transport connectivity between the workforce and employment sites.

Take advantage of opportunities to regenerate brownfield former industrial sites across the district to make the best use of the current infrastructure provision.

Promote development along the M62 Energy Corridor working with businesses and providing opportunities to move towards low and net zero carbon operations and expand this employment sector.

Helping to support the development of higher education facilities, acknowledging the role they play in up-skilling the local workforce. This will help to ensure that the district develops and retains a high skilled work force to support a buoyant local economy.

Supporting the diversification of the district's rural economy without damaging the special qualities of the natural environment, recognising that the high quality place is why people choose to live in the district.

Capitalise on Selby district's heritage to attract visitors to the district and to boost the tourism sector of the economy. This includes promoting and identifying locations for a range of tourist accommodation and other supporting infrastructure.

Support retail, leisure and residential opportunities to help the revitalisation of Selby, Tadcaster and Sherburn in Elmet town centres.

Seek opportunities to improve walking and cycling links to our town centres, future housing and employment growth and improvements to the public realm to attract people to the district to live and work.

Question 2

Supporting a diverse local economy and thriving Town Centres

Have we identified all the key issues and opportunities which the Local Plan should seek to address?

Are there other issues or opportunities which we have missed? Please outline what other issues and opportunities which need to be addressed in the Local Plan.

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Providing the right infrastructure to support local communities

Infrastructure - Key Facts

- **Strategic Highways - M62, A64 and A1(M)**
- **7 passenger railway stations**
- **6 Secondary Schools, 16 Primary Schools - 16% of pupils travelling into the District to attend school**
- **3 main providers of further education**
- **1 District Hospital**

- 3.34** Infrastructure is considered to be the services, facilities and installations which are need to sustain our communities and includes transport, utilities, telecommunications, schools, community facilities, health care facilities, waste and greenspaces, all of which are key to making Selby district a great place to live.
- 3.35** The district is well located in terms of transport connections, however there are limitations in the existing infrastructure which make it difficult to travel around the district itself. The M62 runs through the south of the district providing road links to Manchester and Hull, whilst the A1(M) skirts the western boundary. There are regular train services between York and Hull which stop at Selby, Sherburn in Elmet, Church Fenton and Ulleskelf. Less regular services run between York and Leeds stopping at Ulleskelf and Church Fenton and between Selby and York stopping at South Milford. Several trains a day also run to London Kings Cross. In addition there are a number of villages with stations with more limited local services (Whitley Bridge and Hensall to Goole/Leeds).
- 3.36** The proposals for the national High Speed 2 (HS2) railway network will pass through Selby district as the line branches off the existing East Coast Main Line near to Church Fenton on its way to Leeds. In terms of freight lines, Sherburn Rail Freight Terminal in Selby district is one of three facilities in the North of England which meet the criteria for a strategic rail freight interchange. Selby Town is also connected to the inland waterway network via the Selby Canal and the tidal River Ouse.
- 3.37** Most bus services in the district are operated by Arriva Yorkshire, while Yorkshire Coastliner operates long-distance services which connect Tadcaster to Leeds, York and the East Coast. There are a number of other companies operating local services in the district. Bus companies operate services either where they are economically viable or where supported by additional funds, and are willing to add new services or increase frequencies where profitable to the business. The location of new development may influence the future of bus services across the district.
- 3.38** Selby district also has a number of water networks including the Selby Canal and parts of the Aire and Calder Navigation and the River Aire and River Ouse. These routes currently serve predominantly leisure traffic. The Canals and Rivers Trust

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have identified the River Ouse and the Aire and Calder Navigation as routes with the most potential to support freight use as they link to the Humber ports and have the potential to transport goods and aggregates.

- 3.39** Education and health facilities to support new development will be key aspects of the new Local Plan. The Council will work closely with North Yorkshire County Council and the Clinical Commissioning Groups/NHS to identify the requirements to support the growth of the district to 2040. Similarly the Council will work with a range of utility providers such as Northern Powergrid, Yorkshire Water and northern gas networks to consider the impact of development and the improvements which will be required. A number of pieces of evidence are currently being prepared which will help to identify gaps in terms of sports and open space provision across the district.
- 3.40** Given the nature of the district, flooding will be a significant risk as the effects of climate change increase. The Council will continue to liaise with a range of partners (Internal Drainage Boards, Environment Agency, North Yorkshire County Council) and adjacent local authorities to consider options for mitigating against flood risk, which will involve a range of measures from slowing the flow upstream, the provision of engineered flood risk solutions and the use of the landscape for flood storage. This will also need to be a key consideration in the location and design of new homes.
- 3.41** An Infrastructure Delivery Plan will set out the infrastructure required to support new development set out in the Local Plan. The Infrastructure Delivery Plan will not only set out the necessary improvements to infrastructure but will also consider how they will be funded. One of the key challenges for the Local Plan will be providing the right infrastructure to unlock development opportunities across the district in a way which seeks to minimise carbon emissions.

Key Strengths

- Rail links to Manchester, York, Hull, Leeds and London
- Proximity in parts of the District to major roads - M62, M1, A1(M), A19, A64 and A63
- Inland Waterways - Selby Canal, River Ouse and the Aire and Calder Navigation



Key Strategies, Policies and Initiatives

- North Yorkshire County Council Local Transport Plan (LTP4) (2016-2045)
- Transport for the North Strategy

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- Leeds City Region Growth Strategy
- Leeds City Region Transforming Cities Fund bid.

Theme 2 - Providing the right infrastructure to support local communities- Key Issues and Opportunities

To work with infrastructure providers to help make sure our local communities are well connected in terms of public and private transport infrastructure and services, maximising the opportunities which will arise through improvements to the rail network.

Maximising the opportunity presented by the district's location with good access to the existing rail and road infrastructure and improve linkages across the district.

Improving the linkages for walking and cycling into and around settlements across the district for leisure, to access local facilities public transport and reduce carbon emissions.

Addressing mitigation measures for increased incidents of flooding and dealing with flood events.

Making the best use of receipts from the Community Infrastructure Levy, Section 106 obligations and Government funding to ensure local residents continue to have access to a range of healthcare, community and education facilities.

Question 3

Providing the right infrastructure to support local communities

Have we identified all the key issues and opportunities which the Local Plan should seek to address?

Are there other issues or opportunities which we have missed? Please outline what other issues and opportunities need to be addressed in the Local Plan.

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Creating High Quality Places to Live

Places to Live - Key Facts

- Population - 87,885 (ONS 2017 mid year estimate)
- Housing types - 40% detached, (22% England) 35% semi detached (31% England), 17% terraced (25% England) and 6% flats (16.7%)
- The housing affordability ratio is 6.6 (ratio of median house price to median gross annual workplace based earnings 2018)
- 76% owner occupied compared to 64% in England
- Average house price - £224,464 (February 2019) compared to England Average £234,370 (Land Registry September 2019)
- Overall crime rate lower than the average across England

Heritage Assets

- 48 Scheduled Monument
- 637 Listed Buildings
- 23 Conservation Areas
- 1 Ancient Battlefield at Towton
- 2 Grade II Listed Historic Parks & Gardens
- 12 Designated Parks and Gardens

3.42 One of the key priorities for the Council is to make Selby district a great place to live and work. People are attracted to live in Selby district because of its links to the cities of York and Leeds but also because it has good quality natural environment and offers a range of good schools and local services. Ensuring we support the development of well designed places with a range of facilities will be crucial in supporting the health and well-being of residents and preventing social isolation.

3.43 The district is home to 87,885 residents and is continuing to grow. One of the key issues for the Local Plan will be to identify locations and levels of new housing growth and to ensure that the right types of homes are delivered for local people.

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3.44 Although the district has lower house prices than many neighbouring authorities, many local people still cannot afford to buy their own home or rent privately. The Local Plan will play a key role in delivering sufficient levels of affordable homes, ensuring that they are built to lifetime home standards so that they are flexible for different needs.



3.45 We also need to consider the types of homes which are built and how they are designed to ensure they are good places to live. Selby district already has a high quality historic environment which new development must conserve and enhance but there is also the opportunity to regenerate and improve our town centres for residents. Ensuring new development is well designed will be a key aim in order to help create places which we want to conserve in the future.

3.46 Our population projections show that the population of the district is ageing and therefore we need to ensure that we build homes to accommodate a greater number of older people. This doesn't necessarily mean the construction of bungalows but perhaps a more flexible approach where homes can be easily adapted as the needs of residents change, or the construction of purpose built facilities. All new homes should achieve high standards of design and developments should create a sense of place for new communities.

3.47 In line with net zero carbon emissions targets we will also need to ensure that new homes are built to high energy efficiency standards, constructed in a sustainable manner and maximise opportunities for the use of renewable and low carbon energy.

3.48 We also need to consider the opportunities which arise for self build or custom build in the district as these types of homes can help to meet the specific housing needs for individuals. Alongside more specific housing requirements the Local Plan will also need to consider the requirements for the district's Gypsy, Traveller and Showperson population.

3.49 North Yorkshire County Council and Selby District Council are currently developing a Local Cycling and Walking Infrastructure Plan for the District. The study which is part of the North Yorkshire County Council Access Fund project will aim to deliver improvements to the accessibility of local railway stations for active travel modes. This project aims to identify key improvements to walking and cycling routes to encourage active travel and will be an important factor in developing the Local Plan and reducing carbon emissions.

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Key Strengths

- Lower House Prices than Adjacent Authorities
- Good quality environment to live in with a good standard of local facilities
- A strong cultural and industrial heritage, with a wealth of heritage assets

Key Strategies, Policies and Initiatives

- North Yorkshire and East Riding Housing Strategy
- Selby Housing Revenue Account Business Plan
- Strategic Housing Market Assessment February 2019
- 5 Year Housing Land Supply Report 2019
- Strategic Housing Land Availability Assessment 2019
- Conservation Area Appraisals
- North Yorkshire Health and Well Being Strategy

Theme 3 - Creating High Quality Places to Live - Key Issues and Opportunities

Delivering enough housing of the right size, type and tenure to support the future growth of the district.

Making sure that new homes have good space standards and are well designed and provide access to open spaces to assist the health and well-being of residents and prevent social isolation. New development should create a sense of place linking well with established neighbourhoods.

Delivering a range of specialist housing include old people's provisions, custom build, self build and meeting the needs of our Gypsy, Traveller and Showperson communities.

To ensure that all new residential developments consider the potential to reduce carbon emissions, recognise changing work practices and help mitigate against the effects of climate change.

Promote high quality urban design to ensure the creation of new neighbourhoods, with a range of facilities, open spaces and areas that compliment the existing built environment in the district's towns and villages.

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Question 4

Creating High Quality Places to Live

Have we identified the key issues and opportunities that the Local Plan should seek to address?

Are there other issues which we have missed?

Levels of Future Housing Growth

- 3.50** Policy SP5 of the adopted Core Strategy set out the scale and distribution of housing and identified that a minimum of 7,200 new dwellings were required to support the growth of the district in the period 2011 to 2027, equating to a minimum of 450 dwellings per annum.
- 3.51** The revised National Planning Policy Framework says that in order to determine the minimum number of homes needed, strategic policies should be informed by a local housing need assessment, conducted using the standard method in national planning guidance – unless exceptional circumstances justify an alternative approach which also reflects current and future demographic trends and market signals. Using the latest published Government data the standard method provides a housing requirement figure for Selby district of 365 dwellings per year.
- 3.52** The Strategic Housing Market Assessment for Selby district was updated in February 2019. This report considers housing needs up to 2037 and therefore will be reviewed in light of the proposed timescales for the Local Plan. The Strategic Housing Market Assessment has considered the information in the Employment Land Review and the levels of new employment land coming forward in the district. Based on this information it is considered that in order to meet the needs arising as a result of economic growth that approximately 410 new dwellings are needed each year, this was based on proposed existing employment allocations and outline supply at January 2019 (includes Sherburn 2, Church Fenton Airfield, 23 hectares at Olympia Park and Kellingley Colliery).
- 3.53** This essentially provides three potential options for the levels of growth which could be delivered through the Local Plan as set out in table 1 below.

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	Option 1 - Standard Methodology Figure Sept 2018	Option 2 - SHMA Economic Led Figure	Option 3 - Economic Led Figure Plus 5% to add flexibility in supply
Dwellings Per Annum	365	410	up to 430
Total Dwellings Over Local Plan Period	7300	8200	8600

Table 1: Housing Growth Options

3.54 Although house prices are lower than in neighbouring properties, the affordability of properties remains a key issue for the new Local Plan. Affordable housing can be delivered through two mechanisms, either directly by Registered Providers and the Selby District Housing Trust or as a requirement through S106 legal agreements made with developers on larger open market sites.

3.55 The Council considers that there are a number of options we can consider in terms of how much housing the Local Plan could plan for. It is important to note that any figure established in the Local Plan will be a minimum requirement and will need to take into consideration the numbers of homes expected to be delivered in the future on sites which already have planning permission.

Option 1- Plan to provide for the standard methodology figure of 7,300 new homes (365 dwellings per annum)

3.56 Although this could be considered as an option the Government has stated that the current methodology will be reviewed in the future. The adoption of this baseline figure in the the Local Plan will mean that it will be undermined by fluctuations in household projection figures which although they could go down, they could also rise which would mean the Council would not be able to meet its housing requirements over the lifetime of the plan. In addition the standard methodology does not take into account the levels of employment growth anticipated in the district and the impact this has on housing requirements.

Advantages

- Aligns with the requirements of the National Planning Policy Framework

Limitations

- Risk that the figure will increase if the Government's standard method changes
- Unlikely to provide sufficient flexibility for the whole plan period
- Does not align with anticipated economic growth.

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Option 2 – plan to provide sufficient land for the development of approximately 8,200 homes in order to support economic growth (410 dwellings per annum)

3.57 This option is based on the outcomes of the most recent Strategic Housing Market Assessment (February 2019) which was based on expected demographic changes and levels of housing which may be required to meet economic forecasts. A revised Housing and Economic Development Needs Assessment will be undertaken to provide further information of the appropriate levels of new housing to meet economic growth forecasts.

Advantages

- Is above the standard methodology figure which is likely to change
- Better reflects local housing requirements
- Aligns with the current forecasts for employment growth in the district
- Helps support the approach to re-balance commuting patterns
- Will help to support provision of affordable housing.

Limitations

- Will need to ensure types of housing align with predicted employment growth
- Requires further sites to be allocated

Option 3 - Plan to provide sufficient sites to meet the housing requirement which is set as a range. The base of the range will be set using the standard method. The top of the range will be set using the economic led figure, plus an additional 5% in order to provide flexibility.

3.58 The Local Plan will look forward over a 20 year period and by allocating more land than required will provide greater flexibility in the plan.

Advantages

- Allows for flexibility should the standard methodology figure change
- Allows for flexibility to accommodate higher levels of economic growth than predicted
- helps to meet affordable housing needs

Limitations

- Requires the allocation of a greater number of sites to be allocated
- Provides a greater challenge in terms of maintaining supply

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Question 5**Levels of Housing Growth**

What levels of growth should we be planning for?

Option 1: Plan to provide for the standard methodology figure of 7,300 new homes (365 dwellings per annum)

Option 2: Plan to provide sufficient land for the development of approximately 8,200 homes in order to support economic growth (410 dwellings per annum)

Option 3: Plan to provide sufficient sites to meet the housing requirement which is set as a range. The base of the range will be set using the standard method. The top of the range will be set using the economic led figure, plus an additional 5% in order to provide flexibility

Option 4: An alternative approach. Please describe the approach and explain why you consider it is a more suitable option.

Please give reasons for your preferred approach.

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Maintaining a High Quality Natural Environment

High Quality Natural Environment - Key Facts

- 1 Special Protection Area (Lower Derwent Valley)
- 3 Special Areas for Conservation (Lower Derwent Valley, Skipwith Common and River Derwent)
- 14 Sites of Special Scientific Interest
- 2 National Nature Reserves (Skipwith Common and Lower Derwent Valley)
- 2 Local Nature Reserves (Barlow Common and Fairburn Ings)
- 48 (named) Ancient Woodlands
- 112 Site of Importance for Nature Conservation (ratified)
- 3 Locally Important Landscape Areas (Magnesian Limestone ridge plus Brayton Barff and Hambleton Hough)

3.59 Selby district has a high quality natural environment with wide areas of open countryside and locally distinctive towns and villages. This contributes to making the district a special place to live and work. It also plays an important role in the health and well-being of local residents, in relation to access to open spaces for both recreation and as a visual amenity supporting physical and mental health.

3.60 National Policy requires that all development provide net gains to biodiversity and is expected that this will become a mandatory requirement. One of the key issues for the Local Plan will be to set out a strategy and policies to achieve the delivery of net gains in biodiversity and to make the most of opportunities for natural capital - the stocks of natural assets which include geology, soil, air, water and all living things.

3.61 The environment also plays a key role for the district in helping to mitigate against the impact of climate change for example in relation to flooding and supporting plants and animals adapt to changes to their habitats. The White Rose Forest is a local authority based joint venture that covers the Leeds City Region who are working with Mersey Forest, Manchester City of Trees, Heywoods in Hull and the Woodland Trust nationally to create the new Northern Forest. There are opportunities to work with the partnership in developing a strategic approach to natural flood management across the Leeds City Region.



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- 3.62** It is important to protect the landscape and its key features such as trees and parks and gardens in relation to both urban and rural areas for its own sake and to contribute to others key environment objectives. The district has some designated Locally Important Landscape Areas (LILAs) which can be protected through allowing only new development which meets high quality design principles.
- 3.63** Protecting against loss of and enhancing the amount and connectivity of the network of green (multi-functional spaces in both urban and rural areas) and blue infrastructure (water bodies and courses) can help deliver a wide range of environmental and quality of life benefits for local communities. This can be through access for recreation and benefits to health and well-being, protection and enhancement of habitats for biodiversity - to contribute to a strong nature recovery network and mitigating and adapting to the effects of climate change - for example through carbon capture, urban cooling, tree planting and as flood storage.

Key Strengths

- Diverse important habitats
- High Quality Local Environment
- Access to landscape

Key Strategies, Policies and Initiatives

- Leeds City Region Green and Blue Infrastructure Strategy
- Local Nature Partnerships Strategy
- Biodiversity Action Plan
- Air Quality Management Plan
- Landscape Character Appraisal
- Strategic Flood Risk Assessment
- Internal Drainage Board Plans

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Theme 4: Maintaining a high quality natural environment - Key Issues and Opportunities

To Improve and create new linkages to and between green and blue infrastructure across the district which has the potential to meet a range of objectives:

- improve access for local residents for health and well-being
- protect and enhance habitats to support biodiversity and adaptation to climate change
- mitigate the effects of climate change through tree planting for example and the use of the green space for flood storage
- protect important landscapes (e.g. LILAs and Registered Parks and Gardens)
- improve air quality
- potential to improve active travel (cycling and walking)

Developing a strategy to deliver net gains in biodiversity and the benefits of natural capital.

Promote development of well-designed places where nature is prioritised and integrated and attractive open spaces are provided in locations that are easy to access alongside hard and soft landscaping which all contribute to the quality of a place and to people's quality of life

Question 6

Maintaining a High Quality Natural Environment

Have we identified the key issues that the Local Plan needs to address?

Are there other issues which we have missed?

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4 Options for Growth

SPATIAL GROWTH OPTIONS

- 4.1** In order to inform the preparation of the Local Plan it is necessary to first consider a range of options for the future development of the district. This part of the consultation document considers the advantages and limitations of a number of spatial options which we consider could accommodate future housing and employment growth.
- 4.2** One of the key approaches to all new development options will be to avoid areas which are at the highest risk of flooding and have national or international environmental protection such as Sites of Special Scientific Interest. The options will also be informed by a range of evidence which is currently being prepared including Strategic Flood Risk Assessment, Ecology Appraisals and Heritage Impact Assessments.
- 4.3** All of these options will also be tested through the Sustainability Appraisal assessment and this alongside the comments from this consultation will help to inform the Local Plan. The role of this assessment is to promote sustainable development by assessing the extent to which the emerging plan, when judged against reasonable alternatives, will help to achieve relevant environmental, economic and social objectives.

It is important to note that although we have presented a number of options we are also asking whether you believe a mix of options would be the most suitable option.

Call For Sites

- 4.4** The Council must be able to demonstrate that all of the sites allocated in the Local Plan are both deliverable and viable. In order to inform the spatial approach and make decisions on sites where development will take place we have launched a call for sites exercise, where we ask landowners to submit sites which they wish to develop. In order to inform the Draft Local Plan site submissions must be sent to the Council by 31st August 2020.
- 4.5** Further information on this "Call for Sites" exercise can be found at [Call For Sites](#)

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Spatial Approach to Employment Land

Spatial Employment Option 1 - Focus new employment development in locations which are in close proximity to existing large scale employment hubs

- 4.6** There are a number of key employment hubs across the district including larger industrial estates in Selby and Sherburn in Elmet. Recent permissions have also supported the re-development of Church Fenton Airfield and Kellingley Colliery.
- 4.7** One option would be to continue to grow employment near to existing employment locations where land is available. This would help to focus employment in key locations and support improvements to local infrastructure. These hubs would include the town of Selby, and areas near to the key employment sites of Kellingley colliery, Sherburn in Elmet and Church Fenton.

Advantages

- Will help to provide scale of development which will support investment in improvements to local infrastructure
- Could create the volume of development to support public transport options
- Supports the expansion of existing businesses

Limitations

- Limits choice and flexibility for new businesses
- There are already limitations with the highways network in some of these locations which will need to be addressed.

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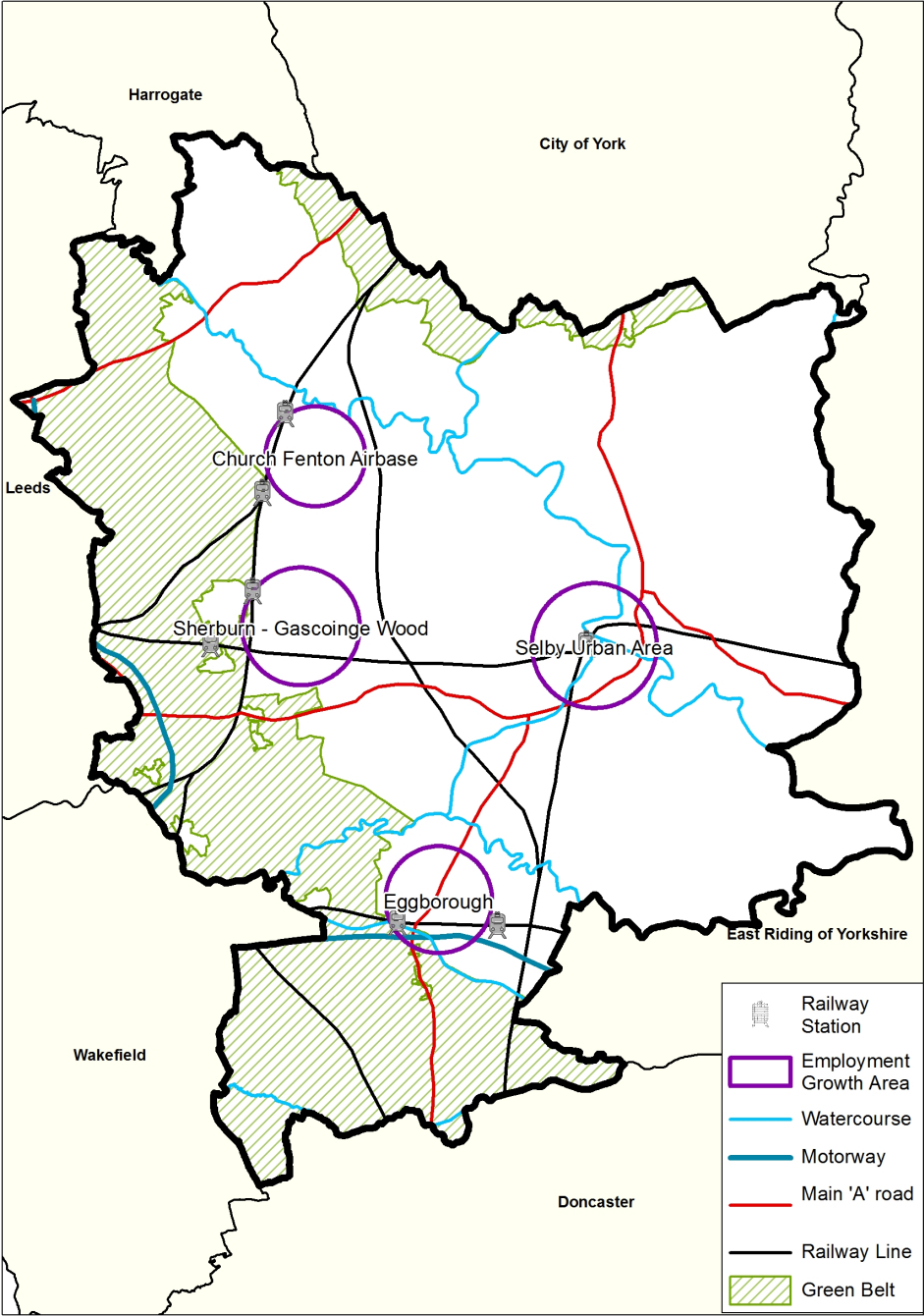


Figure 5: Spatial Employment Option 1

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Spatial Employment Option 2 - The re-use of brownfield sites for employment

- 4.8** Over recent years Selby district has seen significant employment development on a number of previously developed sites such as the Creative Studios at Church Fenton and the Enterprise Park at Sherburn in Elmet both of which were disused airfields.
- 4.9** There are still a number of brownfield sites across the district , which have previously been used for some form of employment whether former airfields, mines or are located on key transport nodes. These include places like Gascoigne Wood which is located on a regionally important rail interchange, Eggborough Power Station which closed in 2018 and Olympia Park, which includes a large area of previously developed land on the outskirts of Selby Town.
- 4.10** A further option for addressing future employment growth would be to continue to re-use brownfield sites which become available.

Advantages

- Makes the most of existing transport and utility connections
- Re-use of brownfield rather than greenfield development (although mines are not defined as previously developed land in the NPPF)

Limitations

- Limits opportunities for further employment development
- New employment sectors may require different locations to traditional industry.
- Could be more expensive to develop due to contamination issues.

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Figure 6: Spatial Employment Option 2

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Spatial Employment Option 3 - Focus new employment development in close proximity to settlements along strategic transport corridors.

4.11 In order to address commuting into and out of the district another option would be to focus new employment growth in close proximity to existing settlements along strategic transport corridors. This would mean that new employment growth is located: in close proximity to Selby, Tadcaster, Sherburn in Elmet and in the villages within 2km of the key transport corridors including the M62, A64, A19 and A63; and the railway stations with the most regular services. However in order to support growth along the western and northern fringes of the district removal of land in the Green Belt may be necessary.

Advantages

- More sustainable approach
- Helps to provide the workforce to support growth

Limitations

- May require Green Belt review to support growth in the western and northern edge of the district

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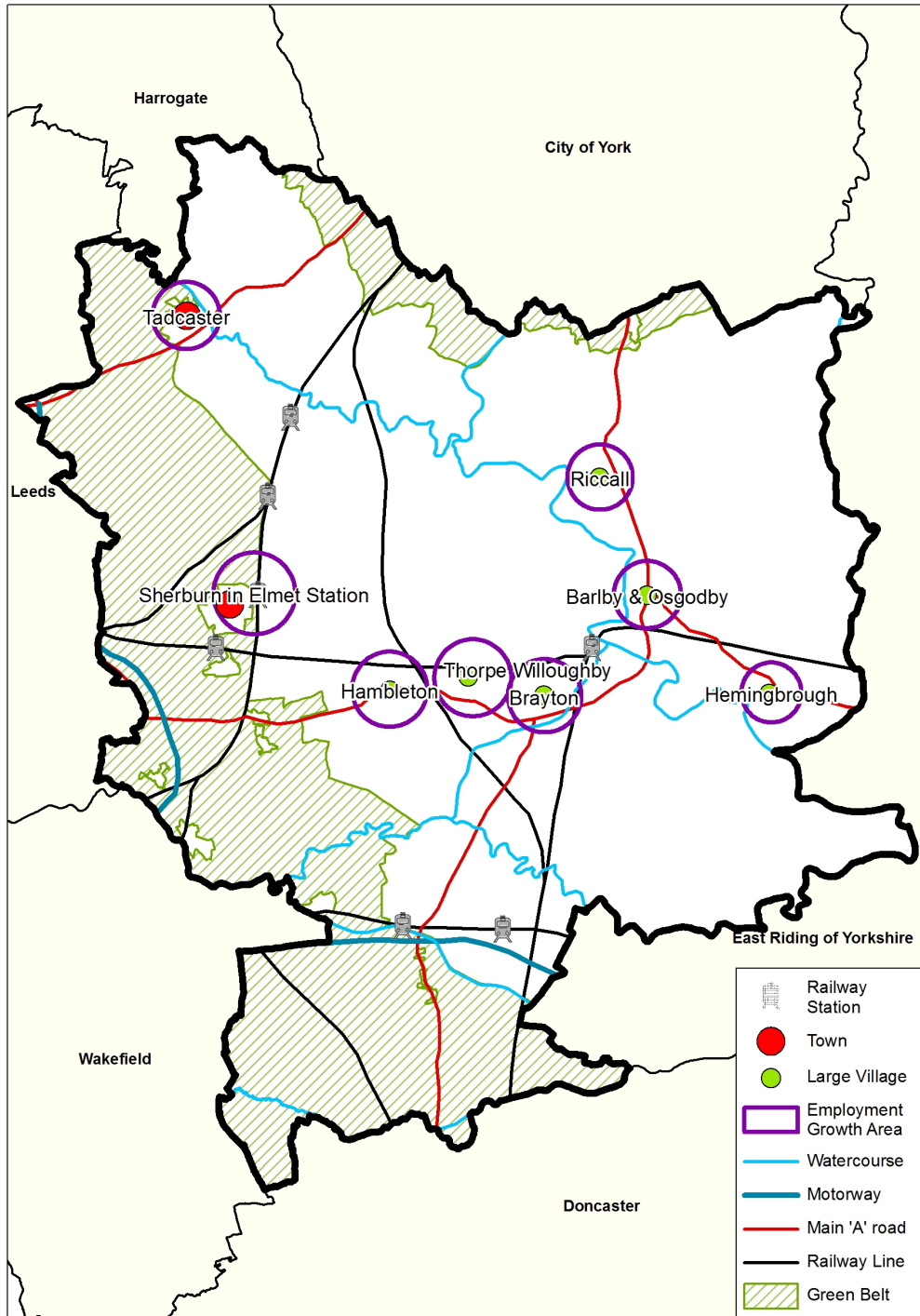


Figure 7: Spatial Employment Option 3

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Spatial Employment Option 4 - Focus new employment development in close proximity to key transport hubs

4.12 As there are a number of limitations with local infrastructure in the district a further option for employment growth is to locate new opportunities in close proximity to existing transport hubs. This would present opportunities to grow business opportunities in locations near railway stations which would provide more sustainable travel patterns.

Advantages

- Focus on existing transport routes
- Helps to retain rail services

Limitations

- In some locations there may be existing capacity issues to be addressed
- constrained by Green Belt in some locations

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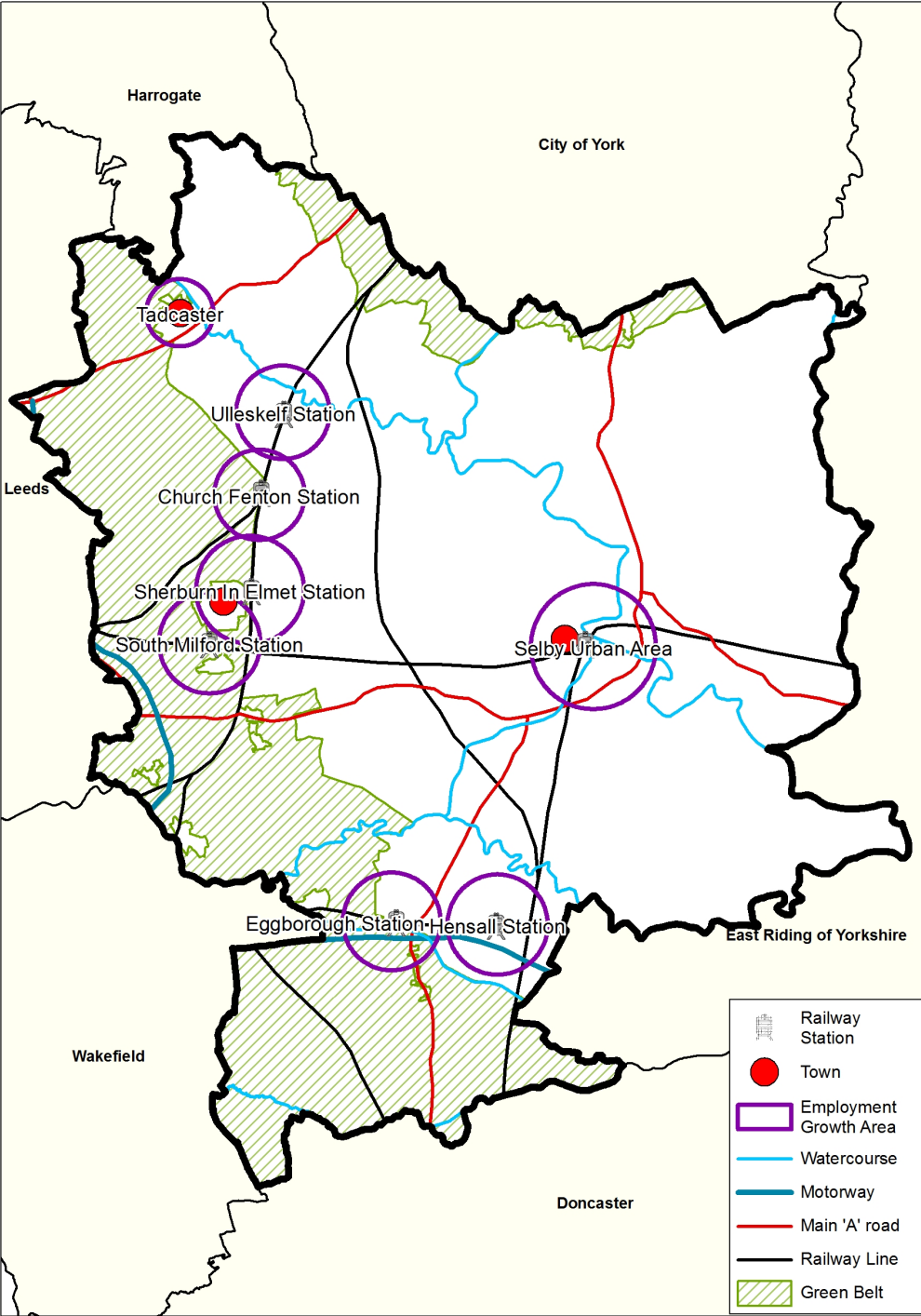


Figure 8: Spatial Employment Option 4

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Question 7

Spatial Employment Options

Which do you think is the best way to meet future economic growth?

Option 1: Focus new development in locations which are in close proximity to existing large scale employment hubs

Option 2: The re-use of brownfield sites for development

Option 3: Focus new employment development in close proximity to settlements along strategic transport corridors

Option 4: Focus new employment development in close proximity to key transport hubs

Option 5: Mix of the above options

Option 6: An alternative option. Please describe the approach and explain why you consider it is a more suitable option.

Please give reasons for your preferred approach.

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Spatial Options for New Housing Growth

- 4.13** The current spatial approach has been established through reference to a settlement hierarchy which identifies Selby as the district's Principal Town, Sherburn in Elmet and Tadcaster as Local Service Centres and numerous villages and hamlets. Based on an assessment of the relative overall sustainability of village settlements, including the availability of services and accessibility to higher order services and employment opportunities, 18 villages were identified as 'Designated Service Villages' considered capable of accommodating additional limited growth.
- 4.14** The preparation of a new Local Plan provides an opportunity to consider whether this approach remains appropriate.
- 4.15** The current spatial strategy approach was prepared using the evidence which informed the Regional Spatial Strategy (revoked in 2013) as a starting point. The aims of this approach were to:
- Direct most growth to Selby Town in order to foster regeneration and strengthen and diversify its economy; and
 - Encourage diversification in rural areas, focussing some growth in Sherburn in Elmet and Tadcaster to meet local needs and to identify local needs to support smaller settlements.
- 4.16** The Core Strategy approach specified that 51% of the total housing requirement would be met in Selby, 11% in Sherburn in Elmet and 7% in Tadcaster.
- 4.17** As can be seen from Table 2 below there has been limited development in Tadcaster with only 25 new dwellings completed since 2011 and significant under provision in Selby Town. Conversely a much greater level of development has taken place than anticipated in Sherburn in Elmet and the Designated Service Villages.

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Settlement Hierarchy	Number of Completions between April 2011 and March 2019	Total of dwellings with planning permission at 1st April 2019	Adopted Core Strategy Target	Provision of new dwellings against Core Strategy target
Selby Urban Area	980	500	3700	-2220
Sherburn in Elmet	614	710	790	+534
Tadcaster	27	167	500	-306
Designated Service Villages	1517	1022	2000	+539
Secondary Villages	377	181	170	+400
Totals	3484	3273	7200	-1093

Table 2: Core Strategy Housing Delivery

- 4.18** Given the constraints around Selby town in terms of flood risk and the Green Belt constraints around Tadcaster and Sherburn in Elmet it is unlikely that sufficient land will be available in these locations to deliver the same volumes of growth in the future and therefore a different approach will need to be taken in the new Local Plan.
- 4.19** If we are going to change the current spatial approach we firstly need to establish what the basis will be for a new approach. Should this continue to be based on focussing development in locations with the best public transport and greatest level of services (shops, schools, leisure facilities etc) or should we recognise that in a rural area local services play a role in serving a network of villages and therefore we should consider their inter relationships?

Question 8

Settlement Hierarchy

What services and facilities do you think it is important for villages to contain?

Do you think we should consider a different approach to our settlement hierarchy and provide greater emphasis on the way villages interact with each other to help secure their future sustainability?

Please set out the reasons for your response.

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Spatial Housing Option 1 - New housing development to be dispersed across all settlements

- 4.20** There are over 60 villages across the district which vary in size and in the number of services they provide. A number of these villages along the west and to the north of the district are located within the Green Belt and therefore further development is limited unless Green Belt boundaries are reviewed.
- 4.21** A greater spread of development will mean that all settlements will need to grow more proportionately dependent on their size and services. This approach would still mean that the towns and larger villages will see greater volumes of development, but there would be much more development in smaller villages than supported in the current approach. For example, this distribution could see growth in Selby Town of around 1,300 new dwellings, in Tadcaster 500 new dwellings but for a much smaller village would be around 15 new dwellings over the 20 year lifetime of the plan.

Advantages

- Supports the continued sustainability of villages
- Volume of growth is still focussed on settlements with a greater range of facilities

Limitations

- May require review of Green Belt boundaries to support growth in the west and north of the district
- Increases commuting to employment/service
- Will increase carbon emissions

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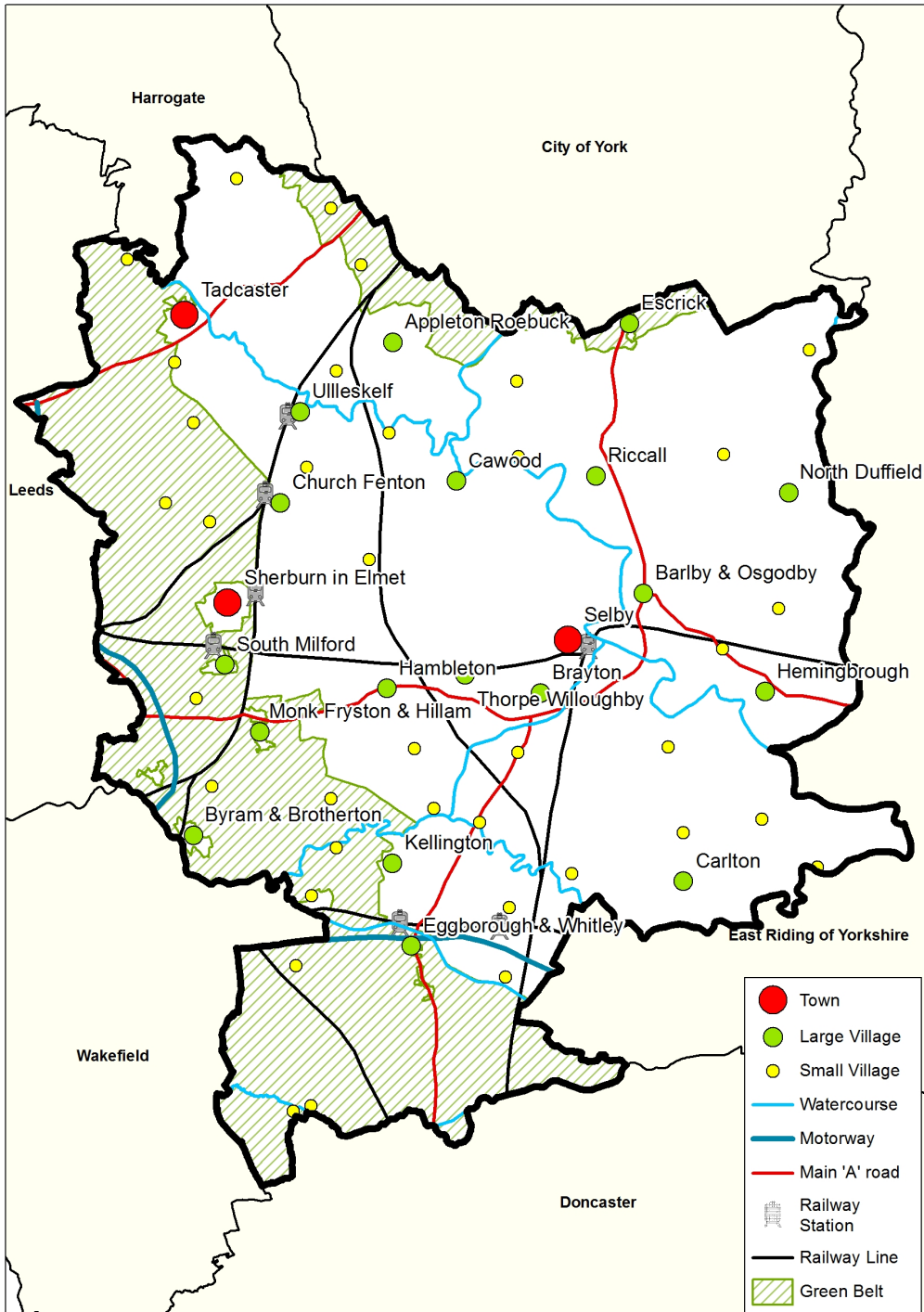


Figure 9: Spatial Housing Option 1.

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Spatial Housing Option 2 - Focus development in the towns and larger villages which have a number of key facilities and have good rail and highway connections

- 4.22** In addition to the towns of Selby and Tadcaster there are a number of larger villages across the District which are well linked to transport corridors and have a greater range of services than other settlements. These larger settlements include Sherburn in Elmet, Brayton, Barlby/Osgodby, Eggborough/Whitley, Thorpe Willoughby, Riccall and South Milford.
- 4.23** All these villages have upwards of 1000 households in addition to key services which include post office/convenience store, primary school and medical surgery. Although not all of these villages have access to rail services they are located along the district main roads and therefore have relatively good access to wider urban locations such as Leeds and York. For these reasons these villages and towns are considered to be the most sustainable locations for new development.
- 4.24** In order to meet the housing requirements over the plan period likely levels of growth will need to accommodate very broadly the levels of growth identified in table 3 below, with much less development i.e. the remaining requirement of around 2000 new dwellings distributed across smaller settlements.

Settlement	Total Dwellings over Plan Period to 2040	Annual Figure
Barlby with Osgodby	600	30
Brayton	600	30
Eggborough	200	10
Riccall	300	15
Selby	2000	100
Sherburn in Elmet	800	40
South Milford	300	15
Thorpe Willoughby	350	18
Tadcaster	750	37
Total	5900	295

Table 3: Spatial Housing Option 3 Dwelling Targets

- 4.25** It should be noted that this table provides a very broad indication of levels of potential growth, however the proposed allocations will be dependent on the nature of the sites put forward for consideration and a further review of the capacity of villages to

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accommodate growth in terms of facilities and services. The levels of current commitments (i.e. current planning permissions) will also need to be taken into account in decisions about future growth.

- 4.26** These larger settlements have a wider range of facilities available to residents and are well located in terms of transport infrastructure, albeit improvements are likely to be necessary.

Advantages

- Has the potential to reduce commuting and encourage travel by more sustainable modes of transport than the private car.
- Focuses development in locations which have a broader range of services and facilities.

Limitations

- Will represent a very high level of growth in these locations and will have implications for local infrastructure
- Will require Green Belt release in western villages
- May require development to take place within designated Strategic Countryside Gaps, which aim to prevent coalescence of settlements

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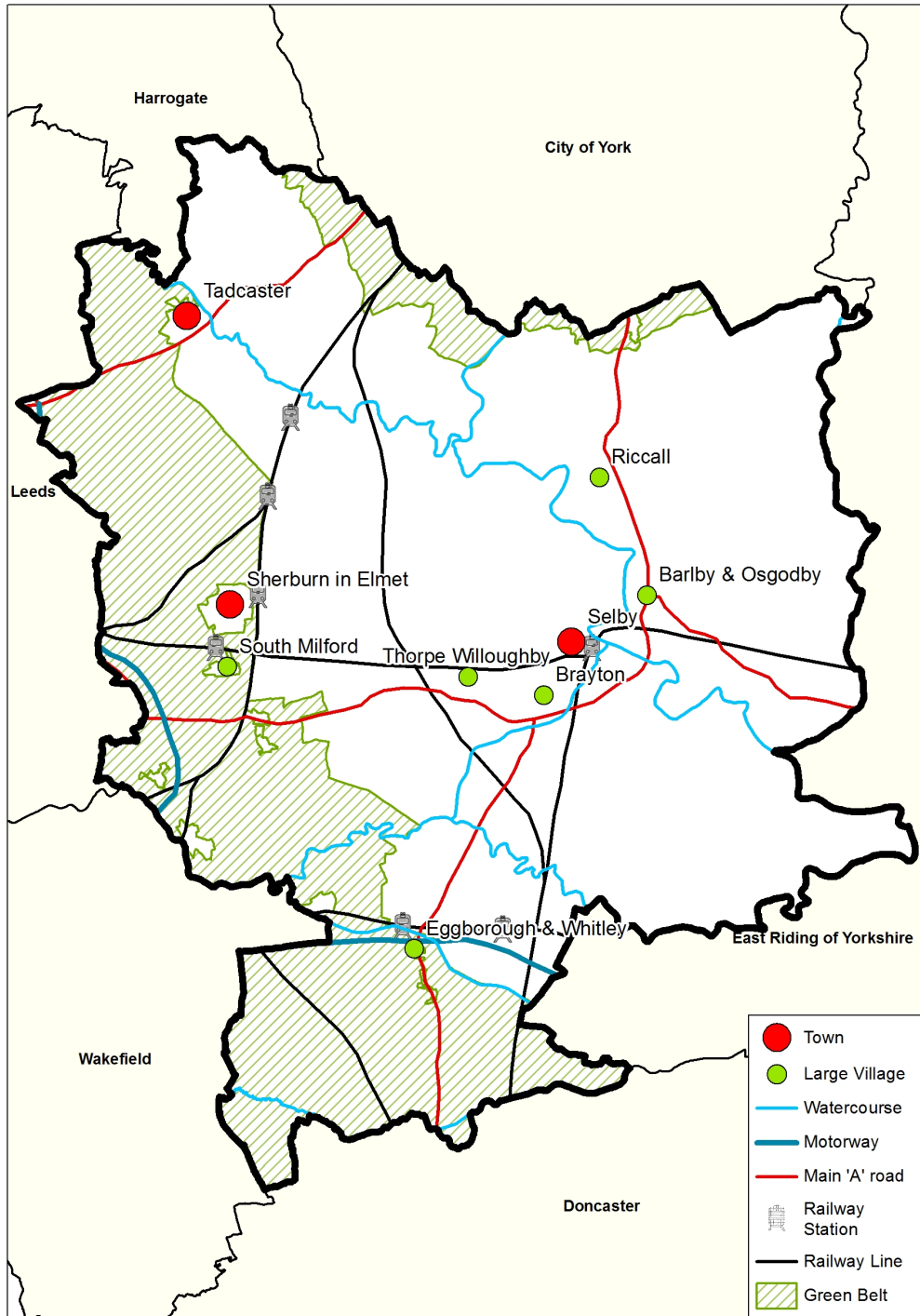


Figure 10: Spatial Housing Option 2.

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Spatial Housing Option 3 – Focus new housing development in close proximity to future employment sites, through the expansion of villages in these locations

- 4.27** As outlined in the options for employment growth a number of key employment sites will emerge over the plan period. In the future there may also be new economic development along the M62 corridor in relation to the energy sector. In these locations we could work with our neighbouring authorities of Wakefield and the East Riding to consider where new housing could be provided.
- 4.28** One option for housing growth would be to align it alongside planned employment growth. This could help improve sustainability by delivering homes that match the types of jobs which are coming forward, rather than relying on bringing the workforce from other parts or outside of the district.

Advantages

- Providing the right types of homes may help to re-address the commuting patterns of residents
- Improves sustainability and helps to reduce Carbon Emissions

Limitations

- Housing will need to reflect the types of jobs which are provided
- Residents may have limited access to community facilities

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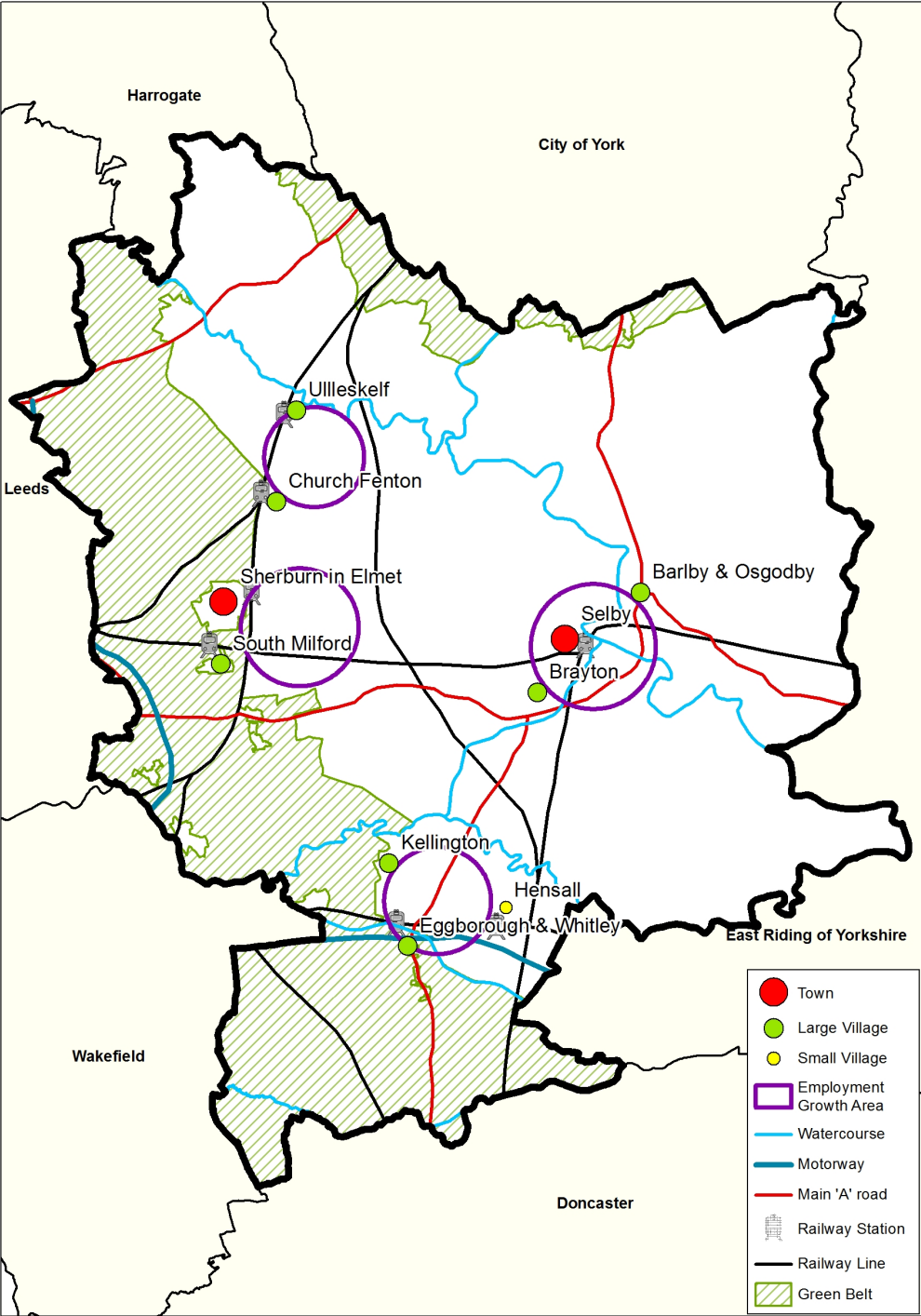


Figure 11: Spatial Housing Option 3

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Spatial Housing Option 4 - Development along strategic transport corridors

- 4.29** The district has good rail and transport connections and this is one of the reasons why residents commute into and out of the district for work. Rather than try to address the issue of commuting an option for the Local Plan would be to recognise this situation and focus new housing growth along the strategic transport corridors.
- 4.30** This would mean that new development would be focussed in existing settlements which are within 2km of the M62, A19, A64 and A63 along with key railway stations.

Advantages

- development near railway stations would be more sustainable

Limitations

- likely to require removal of areas in the Green Belt to the west of the district
- likely to require improvements to existing highway infrastructure
- will increase car based commuting so less sustainable

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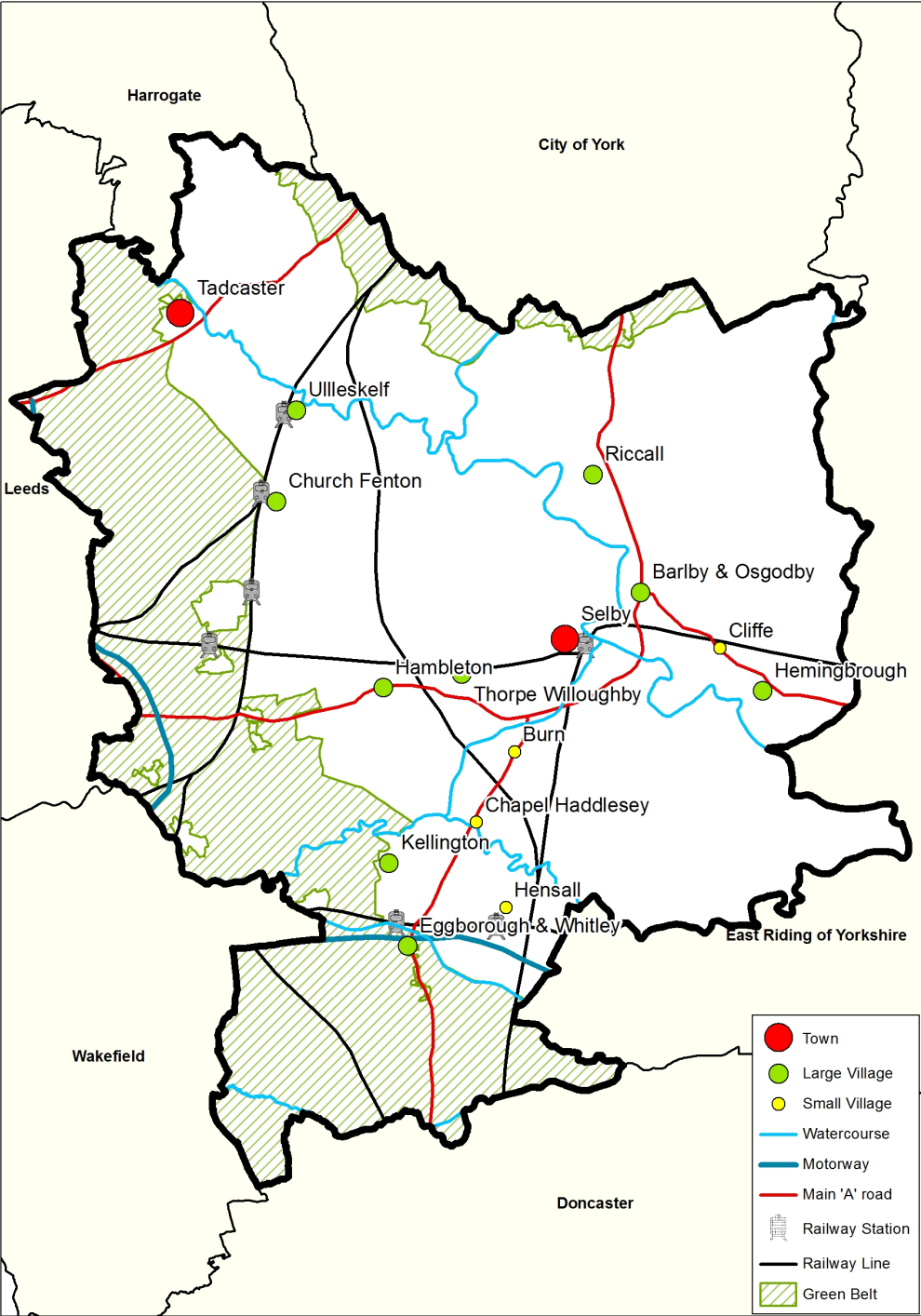


Figure 12: Spatial Housing Option 4.

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Spatial Housing Option 5 – Provision of a new settlement

4.31 Recognising the constraints outlined above means that planning for the creation of one or more new settlements may provide the opportunity to contribute to meeting the scale of development necessary for the longer term future of the district. It is likely that a new settlement would need to provide in the range of 5,000 new homes in order to support the level of infrastructure required which would include the provision of a new primary and secondary schools and healthcare services. This approach could establish an entirely new settlement or it could be located close to an existing settlement so that services could be shared.

Advantages

- Provides for long term growth of the district
- Can provide the volume of development to support a range of new services and facilities
- May have limited impact on existing residents depending on location
- Will support well designed new communities
- Opportunity to provide housing and employment opportunities in the same broad location

Limitations

- Will require sufficient levels of development to support new infrastructure
- Necessity to front load investment in infrastructure
- Long lead-in times to get development going

4.32 As a starting point we consider that any site submitted for consideration as a new settlement should meet the criteria as set out in the Site Selection Methodology as explained in the introduction of this consultation document. This steers development away from areas with key constraints including;

- the areas of highest flood risk (Flood Zones 3)
- International and National Environmental Designations
- Ancient Woodlands
- Health and Safety Executive Zones

4.33 In addition, a new settlement will need to be located where there is good connectivity to the main highways network or access to regular train services. For this reason the areas of search for a new settlement option are along the A63, A19, M62 and A64 and the main rail networks as improvements to existing infrastructure are likely to be more viable than significant new proposals.

4.34 If a new settlement is to be considered it will be necessary to identify at the outset the criteria for deciding the best location, albeit acknowledging that this will be influenced by the sites which are put forward through the Call for Sites exercise.

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- 4.35** It will also be important to note that all development proposals will be subject to a Habitats Regulations Assessment and development should not be supported if it may have significant effects on European Habitats or species. This is therefore likely to rule out development in areas close to the Lower Derwent Valley, Skipwith Common and the River Derwent.
- 4.36** Based on the approach set out above this would restrict potential locations for a new settlement to the areas shown in white on the map below, i.e. those areas without key constraints.

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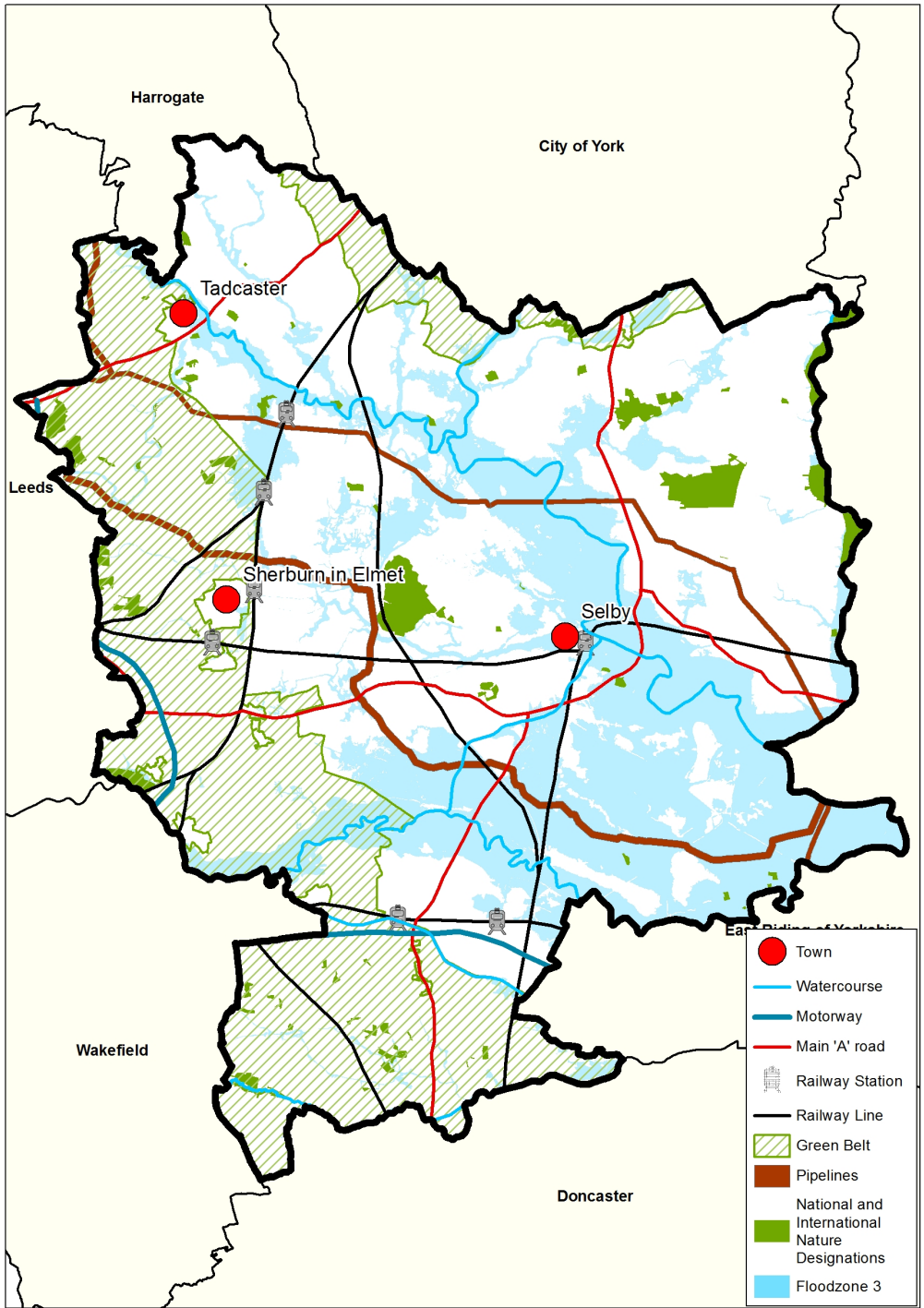


Figure 13: Spatial Housing Option 5

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Question 9

Criteria for choosing a location for a new settlement

Do you agree with the criteria outlined above as a means to identify the most suitable location for the development of a new settlement to deliver 5,000 new homes?

Are there any other considerations you feel would be necessary?

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Spatial Housing Option 6 - Mix of options outlined above

- 4.37** Having considered all of the options outlined above you may consider that a mix of options would provide the most appropriate way forward. If this is the case we would like to have an understanding of which mix of solutions you think would be the most suitable.

Question 10

Spatial Housing Options

Which do you think is the best way to meet future housing growth?

Option 1: New housing development to be dispersed across all settlements

Option 2: Focus development in towns and larger villages which have a number of key facilities and have good rail and highway connections

Option 3: Focus new housing development in close proximity to future employment sites, through the expansion of villages in these locations

Option 4: Development along strategic transport corridors

Option 5: Provision of a new settlement

Option 6: Mix of options. Do you think the best approach is a mix of all the options presented above?

Option 7: An alternative option. Are there alternative options to meet housing growth? Please explain what these are and why this approach is a more suitable option.

Please give reasons for your preferred approach

Green Belt Land

- 4.38** Depending on which spatial approach is taken it may be necessary to consider whether the Green Belt and settlement boundaries should be reviewed in order to support a new different approach.
- 4.39** The Green Belt in Selby district equates to a total of 19,240 hectares and incorporates parts of both the West Yorkshire and York Green Belts. The West Yorkshire Green Belt covers the western area of the district and the York Green Belt lies on the district's northern boundary.
- 4.40** The revised National Planning Policy Framework says that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence. The policy goes on to say that once established, Green Belt boundaries should only

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be altered where exceptional circumstances are fully evidenced and justified, through the preparation or updating of plans. The current Green Belts in the district have not been reviewed since the Selby District Local Plan and therefore we will be undertaking a review to inform the emerging plan.

- 4.41** If we were to release Green Belt land national policy requires that we will need to be able to demonstrate exceptional circumstances for doing so. As set out in the options for growth outlined above the delivery of these growth strategies may be dependent on the release of Green Belt land and therefore we would be keen to hear your views on this matter at an early stage.

Question 11

Green Belt

Should we review the Green Belt to support more development around villages? In what circumstances do you think this should be considered?

Development Limits

- 4.42** The Selby District Local Plan established Development Limits around a number of villages in order to support development which is appropriate to the form, character and circumstances of each settlement. Some of the smallest villages and hamlets within the district do not have designated Development Limits and are treated as falling within the wider countryside. Where there are proposed allocations we will seek to amend the existing Development Limit to accommodate the new proposals.
- 4.43** Tightly drawn development boundaries may prevent the incremental growth of smaller villages, whereas not having boundaries can lead to more subjectivity at the decision stage.
- 4.44** An alternative approach to the current approach of defined Development Limits around villages would be to develop a criteria based approach which could support limited growth. This would set out a clear approach for determining proposals for small scale development on the edges of villages, which would include requirements for design to reflect local character.

Advantages

- Development Limits provide clarity to residents and developers on where development can take place.
- A criteria based approach would allow for the sustainable, small scale growth of villages.

Limitations

- Development Limits prevent the natural growth of smaller villages
- Restrictions on development decreases the affordability of homes

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Question 12

Development Limits

Should we consider the removal of Development Limits in the smaller settlements to support the right scale of development? This would replace the Development Limits with a criteria based approach.

Strategic Countryside Gaps

4.45 The Selby District Local Plan identifies ten Strategic Countryside Gaps, which are located at Barlby/Osgodby, Barlby Top/Barlby Crescent, Brayton/Selby, Church Fenton East/West, Cliffe/Hemingbrough, Gateforth, Hensall North/South, Skipwith, Stillingfleet and Thorganby. The purpose of this designation is to ensure that the separate identity of the villages are maintained. Although largely a policy to prevent the coalescence of settlements it also provides areas of openness around settlements which provide opportunities for leisure and recreation.

Advantages

- Helps to ensure the intrinsic character and value of the countryside can be recognised and maintained.
- Prevents coalescence and character of settlements
- Provides opportunities for recreation and leisure activities
- Provide green links/corridors for wildlife
- Contribute to mitigating the effects of climate change

Limitations

- Will limit development opportunities.

4.46 It is important to note that there are no current Strategic Countryside Gaps around villages which are located in the Greenbelt as this already serves to prevent the coalescence of settlements.

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Question 13

Strategic Countryside Gaps

Should we continue to protect the Strategic Countryside Gaps? Please outline the reasons for your response.

Question 14

Any Other Issues?

Are there any other issues we need to address through the Local Plan which we have missed? Please outline why these issues need to be addressed.



The Issues & Options document is available to view online at:

<https://www.selby.gov.uk/new-local-plan>

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