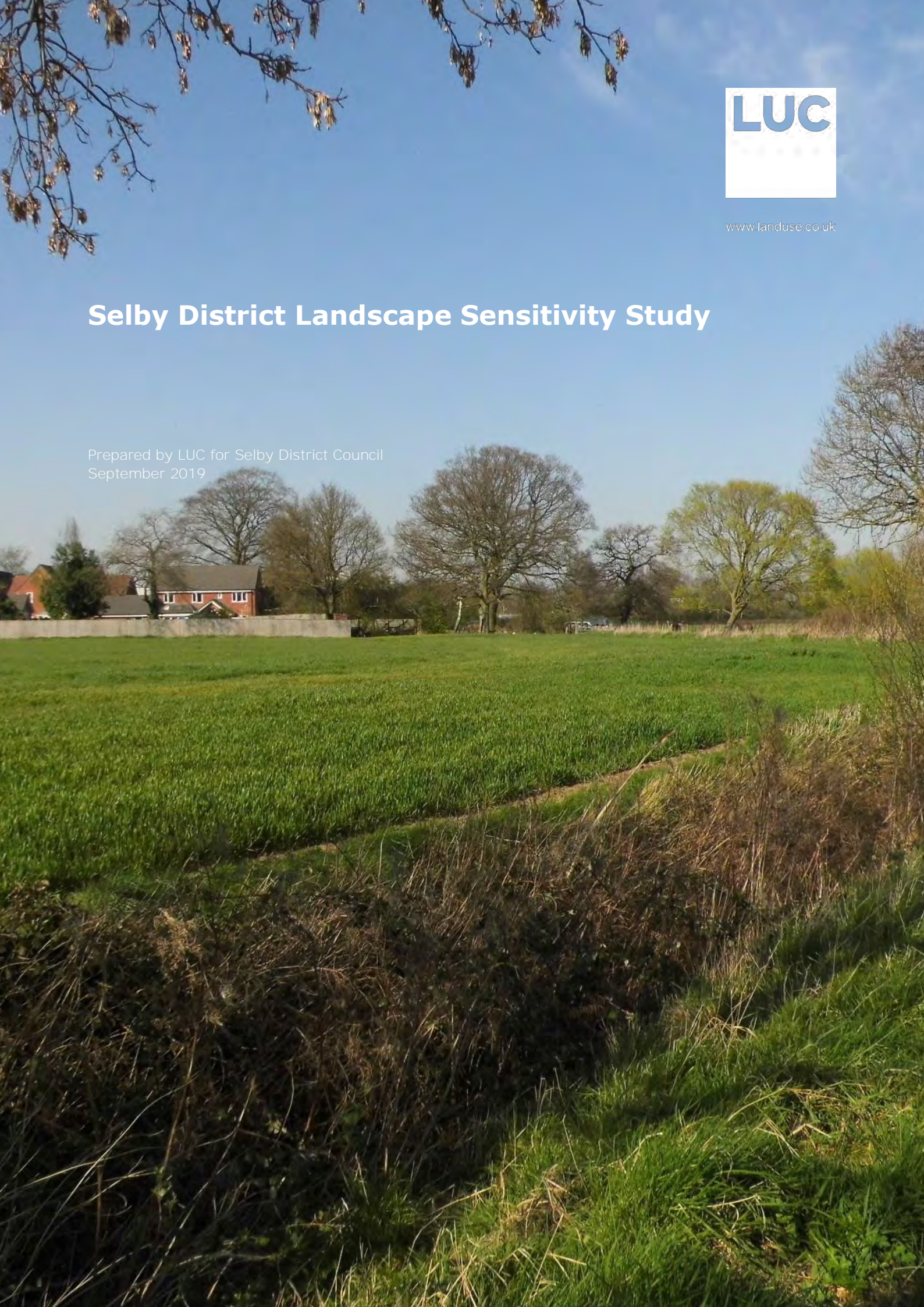




[www.landuse.co.uk](http://www.landuse.co.uk)

# Selby District Landscape Sensitivity Study

Prepared by LUC for Selby District Council  
September 2019



**Project Title:** Selby District Landscape Character Assessment

**Client:** Selby District Council

Version	Date	Version Details	Prepared by	Checked by	Approved by
1	31 May 2019	Draft	SC/JH	PDM	NJ
2	19 August 2019	Final Draft	SC/JH	PDM	PDM
3	23 August 2019	Final report	SC/JH	PDM	PDM
4	20 September 2019	Final revised report	SC	PDM	PDM



[www.landuse.co.uk](http://www.landuse.co.uk)

## Selby District Landscape Sensitivity Study

Prepared by LUC for Selby District Council  
September 2019

Planning & EIA  
Design  
Landscape Planning  
Landscape Management  
Ecology  
GIS & Visualisation

LUC MANCHESTER  
2 Mount Street  
Manchester  
M2 5WQ  
+44 (0)161 3026640  
[manchester@landuse.co.uk](mailto:manchester@landuse.co.uk)

Offices also in:  
Bristol  
Edinburgh  
Glasgow  
Lancaster  
London



FS 566056 EMS 566057

Land Use Consultants Ltd  
Registered in England  
Registered number: 2549296  
Registered Office:  
43 Chalton Street  
London NW1 1JD  
LUC uses 100% recycled paper

# Contents

<b>1</b>	<b>Introduction</b>	<b>1</b>
	Background and Scope	1
<b>2</b>	<b>Residential and Commercial Development</b>	<b>2</b>
	Approach and methodology	2
	Findings	10
<b>3</b>	<b>Wind Energy Development</b>	<b>15</b>
	Introduction	15
	Methodology	15
	Landscape Baseline	22
	Findings	24
<b>Appendix 1</b>		<b>26</b>
	Residential and Commercial Development: Tier 1 and Tier 2 Settlements	26
<b>Appendix 2</b>		<b>27</b>
	Residential Development: Designated Service Villages	27
<b>Appendix 3</b>		<b>28</b>
	Residential and Commercial Development: Additional Areas	28
<b>Appendix 4</b>		<b>29</b>
	Wind Energy Development: Landscape Character Types	29
<b>Tables</b>		
	Table 1.1 Focus areas for the LSS	1
	Table 2.1 Areas included in the assessment	2
	Table 3.1 Sensitivity assessment criteria	18
	Table 3.2 Sensitivity definitions	21
	Table 3.3 County LCTs within Selby	22
<b>Figures</b>		
	Figure 2.1 Study areas for residential and commercial development	4
	Figure 3.1 Landscape Character Types	23



# 1 Introduction

## Background and Scope

- 1.1 In December 2018, Selby District Council commissioned a landscape sensitivity study (LSS) to be undertaken alongside a new landscape character assessment (LCA) for the District. The relevant objectives from the study brief were as follows:
- *"To identify criteria for assessing sensitivity to change in each landscape type or area.*
  - *To provide a District wide assessment of landscape sensitivity which can be used to inform planning decisions. Greater detail should be paid to locations around the market towns and service villages due to expansion pressures."*
- 1.2 Following LUC's appointment to undertake the new LCA, which includes some consideration of landscape sensitivity, the additional requirements for the LSS were clarified further. It was agreed with the Council that the LSS would focus on sensitivity to specific development types, **rather than considering generic or 'inherent' landscape sensitivity**. The development types to be considered were agreed as residential development, commercial development and wind energy development.
- 1.3 It was also agreed that some development types were only relevant to certain locations. Pressure for residential development is focused on the primary settlements, which are classified by the Council into Tier 1 and Tier 2 settlements, and Designated Service Villages Areas. The Council also identified ten additional areas, including former mines and airfields, that are mentioned in the Core Strategy as being supported in principle for economic development. Sensitivity to wind energy development has been carried out for the District at a landscape scale. The areas where the LSS focuses on each development type are set out in Table 1.1.

**Table 1.1 Focus areas for the LSS**

Development type	Areas considered
Residential development	Areas around each of the Tier 1 and Tier 2 settlements and each Designated Service Village (DSV), plus ten additional areas identified by the Council.
Commercial developments	Areas around each of the Tier 1 and Tier 2 settlements, and the ten additional areas identified by the Council.
Wind energy development	District-wide.

- 1.4 Sensitivity to residential and commercial development is presented in **Section 2** of this report, while sensitivity to wind energy development is presented in **Section 3**.
- 1.5 This LSS reports on a high-level criteria-based assessment of sensitivity to general development types, to inform the development planning process. The findings and conclusions should not be relied upon in isolation to determine the suitability or otherwise of any site to a particular proposal. All development proposals will require to be assessed on their own merits based on site-specific analysis.

## 2 Residential and Commercial Development

### Approach and methodology

- 2.1 The LSS assessed the sensitivity of particular areas of the District to residential and commercial development. A criteria-based assessment was undertaken to analyse sensitivity at settlement edges, and at previously-developed areas outside settlements.

#### Development scenarios

- 2.2 The use of high-level scenarios recognises that different types of built development, for example new homes and distribution warehouses, have very different physical and visual characteristics, different infrastructural requirements and different landscape impacts. In order to better inform policy and decision making, the following scenarios were agreed to reflect the different scales of development:

- **Residential development**, representing two or three storey suburban-style residential development, in the form of detached homes or small apartment blocks, with associated road infrastructure; and
- **Commercial development**, representing larger-scale 'shed' developments in use classes B1 (business), B2 (general industrial) and B8 (storage and distribution). the assessment will focus on the fringes of Selby, Tadcaster and Sherburn, plus the former mineral sites and airfields considered in relation to residential development.

#### Study areas

- 2.3 The assessment focuses on the fringes of Selby (Tier 1 settlement), Tadcaster and Sherburn (Tier 2 settlements) and a number of designated service villages (DSV) across the District. Ten additional areas, identified by the Council, have also been assessed. These largely comprise former mineral sites and airfields where it is possible that development proposals will come forward. These locations are listed in Table 2.1 and are shown in Figure 2.1.

**Table 2.1 Areas included in the assessment**

Group	Locations		
Tier 1 and Tier 2 settlements	Selby	Tadcaster	Sherburn
Designated Service Villages	Appleton Roebuck		Hemingbrough
	Barlby		Hillam
	Brayton		Kellington
	Brotherton		Monk Fryston
	Byram		North Duffield
	Carlton		Osgodby
	Cawood		Riccall
	Church Fenton		South Milford
	Eggborough		Thorpe Willoughby
	Escrick		Whitley
Hambleton		Ulleskelf	

Group	Locations	
Additional areas	A19 Business Park	Kellingley Colliery
	Burn Airfield	Leeds East Airport
	Drax Power Station	Stillingfleet Mine
	Eggborough Power Station	Whitemoor Business Park
	Gascoigne Wood Mine	Wistow Mine

2.4 All of these locations were assessed for their sensitivity to residential development. The assessment of sensitivity to commercial development focuses on the Tier 1 and 2 settlements and the ten additional areas.

2.5 A study area was defined around each of the settlements, based on analysis of the settlement surroundings and likely extent of development pressure. The factors that influenced the extent of the study area are set out in each case. These study areas are shown in Figure 2.1. Each study area was further subdivided into assessment parcels, so that judgements can be made as to relative landscape sensitivity in different parts of each settlement fringe. The ten additional areas were each considered as single parcels.

### Sensitivity criteria

2.6 In order to carry out the landscape sensitivity analysis, a series of criteria were defined. Adapted from our previous experience of similar sensitivity studies including for residential development and mixed use development, these are presented in detail in Table 2.2, and are summarised below:

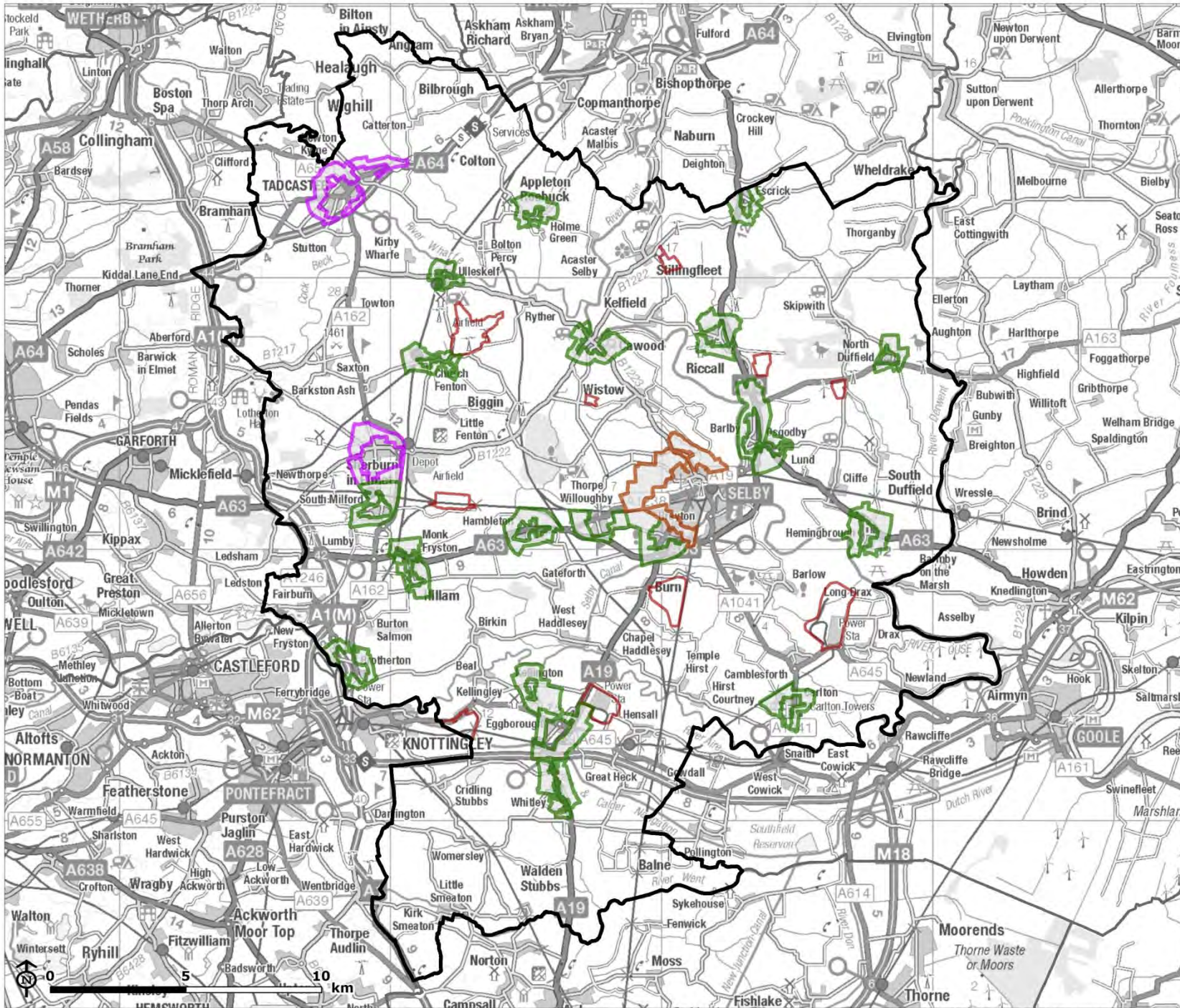
- Physical character (including topography and scale);
- Natural character;
- Historic landscape character;
- Form, density, identity and setting of existing settlement/development;
- Views and visual character including skylines;
- Access and recreation; and
- Perceptual and experiential qualities.

### Sensitivity assessment – a criteria-based approach

2.7 The landscape sensitivity assessment was based on an assessment of landscape character using carefully defined criteria as outlined above. Text is provided for each of the sensitivity criteria, reflecting the qualities of the landscape and the extent to which development could affect these, including **both 'landscape' and 'visual' aspects of sensitivity**.

2.8 A five-point rating from 'low' to high' landscape sensitivity is used to illustrate levels of sensitivity to each individual criteria. Examples of the types of landscape character or features that could indicate lower or higher sensitivity against each criterion are provided in Table 2.2.





**Selby District  
Landscape Sensitivity  
Assessment**

**Figure 2.1: Residential and Commercial Study Areas**

- Selby District
- Neighbouring Authority boundary
- Study Areas**
  - Tier One Settlement
  - Tier Two Settlement
  - Designated Service Village
  - Additional Areas

Map Scale @ A4: 1:200,000



**Table 2.2 Landscape Sensitivity Assessment Criteria**

<b>Physical character (including topography and scale)</b>				
<p><i>This considers the shape and scale of the landform, landscape pattern and landscape elements in relation to the scale of potential development. Smooth, gently undulating or flat landforms are likely to be less sensitive to development than a landscape with a dramatic landform, distinct landform features or incised valleys with prominent slopes. This is because developments may mask distinctive topographical features which contribute to landscape character.</i></p> <p><i>This criterion considers how developments fit with the scale of the landform (understanding the scale of the development proposed is important when applying this criterion). Larger scale, simple landforms are likely to be less sensitive to larger scale developments than smaller scale, enclosed landforms (where large scale developments could appear out of scale with the underlying landform). Conversely, smaller developments may be able to be screened within enclosed landforms, therefore reducing landscape sensitivity. Existing small-scale features in the landscape in the form of existing buildings or trees will influence the scale of development that can be accommodated in the landscape.</i></p>				
Low sensitivity	Low-moderate sensitivity	Moderate sensitivity	Moderate-high sensitivity	High sensitivity
<i>e.g. the landscape has smooth, gently undulating or featureless landform with uniform large-scale landscape pattern and low density of overlying landscape features.</i>		<i>e.g. the landscape has an undulating landform and some distinct landform features; it is overlain by a mixture of small-scale and larger scale field patterns and a moderate density of small-scale landscape features.</i>		<i>e.g. the landscape has a dramatic landform or distinct landform features that contribute positively to landscape character; the area has a high density of small-scale landscape features and is overlain by a small-scale field pattern.</i>
<b>Natural character</b>				
<p><i>This criterion considers the 'naturalistic' qualities of the landscape in terms of coverage of semi-natural habitats and valued natural features (e.g. trees, hedgerows) which could be vulnerable to loss from development. Areas with frequent natural features (including large areas of nationally or internationally designated habitats) result in increased sensitivity to development, while landscapes with limited natural features (including intensively farmed areas or areas with high levels of existing development) will be less sensitive.</i></p>				
Low sensitivity	Low-moderate sensitivity	Moderate sensitivity	Moderate-high sensitivity	High sensitivity
<i>e.g. much of the landscape is intensively farmed or developed with little semi-natural habitat coverage and few valued natural features.</i>		<i>e.g. there are areas of valued semi-natural habitats and features found in parts of the landscape, whilst other parts are intensively farmed or developed.</i>		<i>e.g. large areas of the landscape are nationally or internationally designated for their nature conservation interest; there is a frequent occurrence of valued natural features across the landscape.</i>

**Historic landscape character**

This considers the extent to which the landscape has 'time-depth' (a sense of being an historic landscape, with reference to the Historic Landscape Characterisation) and/or the presence of heritage assets that are important to landscape character (i.e. Conservation Areas, Scheduled Monuments, listed buildings, archaeological features and remains or other features listed in the landscape character assessment).

Landscapes with small-scale, more irregular field patterns of historic origin are likely to be more sensitive to the introduction of modern development than landscapes with large, regular scale field patterns because of the risk of losing characteristic landscape patterns.

Low sensitivity	Low-moderate sensitivity	Moderate sensitivity	Moderate-high sensitivity	High sensitivity
<i>e.g. A landscape with relatively few historic features important to the character of the area and little time depth (i.e. large intensively farmed fields).</i>		<i>e.g. A landscape with some visible historic features of importance to character, and a variety of time depths.</i>		<i>e.g. A landscape with a high density of historic features important to the character of the area and great time depth (i.e. piecemeal enclosure with irregular boundaries, ridge and furrow)</i>

**Form, density, identity and setting of existing settlement/development**

This considers the overall settlement form and character of existing settlement edges and considers whether development in the landscape would be in accordance with the general pattern, setting and form of current development. It also relates to the landscape pattern associated with existing settlement edges (where relevant), for example if it is well integrated by woodland cover or open and exposed to form a 'hard edge' to the adjoining landscape.

This criterion also considers the extent to which the landscape contributes to the identity and distinctiveness of settlements, by way of its character and/or scenic quality, for example by providing an attractive backdrop/ setting, or playing an important part in views from a settlement. This also considers the extent to which the area contributes to a perceived gap between settlements (the loss of which would increase coalescence).

Low sensitivity	Low-moderate sensitivity	Moderate sensitivity	Moderate-high sensitivity	High sensitivity
<i>e.g. the area does not contribute positively to the setting of the settlement or play a separation role. Development in the assessment area would have a good relationship with the existing settlement form/ pattern, and could provide the opportunity to improve an existing settlement edge.</i>		<i>e.g. the area provides some contribution to the setting of the settlement, and/or plays some part in views from the settlement, and/or plays a role in the perception of a gap between settlements. Development in the assessment area may be slightly at odds with the settlement form/ pattern, and may adversely affect the existing edge to some extent.</i>		<i>e.g. the area provides an attractive backdrop/ setting to the settlement, plays an important part in views from the settlement, or forms an important part in the perception of a gap between settlements. Development in the assessment area would have a poor relationship with the existing settlement form/pattern, and would adversely affect an existing settlement edge (which may be historic or distinctive).</i>

**Views and visual character including skylines**

This considers the visual prominence of the assessment area, reflecting the extent of openness or enclosure in the landscape (due to landform or land cover), and the degree of intervisibility with the surrounding landscape (i.e. the extent to which potential development would be visible).

Visually prominent landscapes are likely to be more sensitive to development than those which are not so visually prominent. Landscapes which are visually prominent and inter-visible with adjacent landscapes (both urban and rural) are likely to be more sensitive to development than those which are more hidden or less widely visible.

It also considers the skyline character of the area including whether it forms a visually distinctive skyline or an important undeveloped skyline. Prominent and distinctive and/or undeveloped skylines are likely to be more sensitive to development because new buildings/structures may detract from these skylines as features in the landscape. Important landmark features on the skyline might include historic features or monuments.

Low sensitivity	Low-moderate sensitivity	Moderate sensitivity	Moderate-high sensitivity	High sensitivity
<i>e.g. the area is enclosed/visually contained and/or has a low degree of visibility from surrounding landscapes and the area does not form a visually distinctive or important undeveloped skyline</i>		<i>e.g. the area is semi-enclosed or has some enclosed and some open areas. It is likely to have some inter-visibility with surrounding landscapes, and may have some visually distinctive or undeveloped skylines within the area.</i>		<i>e.g. the area is open and/or has a high degree of visibility from surrounding landscapes, and/or the area forms a visually distinctive skyline or an important undeveloped skyline.</i>

**Access and recreation**

This criterion considers the presence of features and facilities which enable enjoyment of the landscape, and the importance of these. They may include public rights of way, bridleways, open access land, and outdoor tourist / visitor attractions with facilities. Recreation activities such as walking, cycling, horse riding or more formal recreation activities where enjoyment of the landscape is important to the experience. Importance of features may be indicated by designation as long distance footpaths or recreation routes, national cycle routes, proximity to areas of local population, presence of National Trust land ownership, and outdoor tourist attractions often marked on Ordnance Survey maps.

Low sensitivity	Low-moderate sensitivity	Moderate sensitivity	Moderate-high sensitivity	High sensitivity
<i>e.g. recreation value limited to community sports facilities and local open spaces.</i>  <i>Limited provision of access routes which are likely to be of community importance, e.g. local footpaths, bridleways and limited areas of open access land.</i>		<i>e.g. landscapes with green spaces or recreation areas valued in the local context.</i>  <i>Well-used landscapes with some access land, footpaths and public rights of way, possibly with long distance recreation routes or presence of land under National Trust ownership.</i>		<i>e.g. landscapes regionally important for access and enjoyment of the landscape, e.g. with popular outdoor tourist attractions, country parks, or a concentration of important outdoor attractions with visitor facilities.</i>  <i>Presence of well-connected long distance routes and public rights of way linking centres of population.</i>

**Perceptual and experiential qualities**

This considers qualities such as the rural character of the landscape (traditional land uses with few modern human influences), sense of remoteness or tranquillity. Landscapes that are relatively remote or tranquil (due to freedom from human activity and disturbance and having a perceived naturalness or a traditional rural feel with few modern human influences) tend to increase levels of sensitivity to development compared to landscapes that contain signs of modern development. High scenic value and dark night skies also add to sensitivity in relation to this criterion. This is because development will introduce new and uncharacteristic features which may detract from a sense of tranquillity and or remoteness/naturalness.

Low sensitivity	Low-moderate sensitivity	Moderate sensitivity	Moderate-high sensitivity	High sensitivity
<p><i>e.g. the area is significantly influenced by development/human activity, where new development would not be out of character.</i></p>		<p><i>e.g. A landscape with some sense of rural character, but with some modern elements and human influences.</i></p>		<p><i>e.g. A tranquil or highly rural landscape, lacking strong intrusive elements. A landscape of high scenic value with dark skies and a high perceived degree of rural character and naturalness with few modern human influences.</i></p>

### Making an overall judgement on levels of landscape sensitivity

- 2.9 An overall sensitivity judgement for each parcel was derived based on the individual criteria ranks. This is not a linear process as it recognises that some attributes or elements of particular landscape parcels may be more important in defining character than others and may be given **more 'weight' in reaching an overall judgement**. Professional judgement is therefore used rather than a system of numerical scoring.
- 2.10 The overall rating illustrates an overarching level of landscape sensitivity – i.e. how susceptible the character and quality of the landscape would be to change. The judgement is based on professional analysis and is given on a five point scale. Guideline definitions of sensitivity levels are given in Table 2.3 below.

**Table 2.3 The overall five point scale of landscape sensitivity for each parcel**

Sensitivity judgement	Definition
<b>High</b>	The parcel has strong character and qualities with notable features which are highly vulnerable to change as a result of the introduction of the development scenario. Development is likely to result in a substantial change in character and/or significant adverse effects on landscape character and visual amenity.
<b>Moderate-high</b>	The key characteristics and qualities of the parcel are vulnerable to change as a result of the introduction of the development scenario. Development is likely to result in a change in character and/or some significant adverse effects on landscape character and visual amenity.
<b>Moderate</b>	The parcel has some distinctive characteristics and valued qualities, that may be vulnerable to change as a result of the introduction of the development scenario. Development may result in more limited changes in character and/or some potentially significant effects on landscape character and visual amenity.
<b>Low-moderate</b>	Few of the key characteristics and qualities of the parcel are vulnerable to change as a result of the introduction of the development scenario. Development may result in limited changes in character and/or few potentially significant effects on landscape character and visual amenity.
<b>Low</b>	The parcel lacks distinct character and qualities and has few notable features, or is robust with regard to the introduction of the development scenario. Development may result in little or no change in character and little or no significant effect on landscape character and visual amenity.

- 2.11 Whilst the study provides an initial indication of landscape sensitivity, it should not be interpreted as a definitive statement on the suitability or otherwise of individual sites for a particular development or land use change. All proposals will need to be assessed on their own merits. **The overall sensitivity rating should not therefore be relied on without reference to the detailed criteria-based assessment for each site.**
- 2.12 The overall judgement on levels of landscape sensitivity is tailored to the plan making process and planning decisions should take into account the findings of the specific criteria based assessment. It should also be noted that the overall score may not apply to all circumstances, and different areas of the assessment parcel will have varying sensitivities. Some indication is provided for each parcel on variations in sensitivity, and on development guidelines, but these are initial observations and do not cover every scenario.

## Field verification

- 2.13 A structured process of field survey verification was undertaken by chartered landscape architects in order to test and refine the outputs from the desk study. All assessment parcels were visited in the field to verify desk-based work, and records were kept in the form of field notes and photographs. The field survey was undertaken from roads and public rights of way to gain an understanding of landscape sensitivity. No access was taken on to private land.

## Findings

- 2.14 For each study area, an assessment pro-forma has been completed that presents:
- A map of the assessment parcel, and explanation of how it has been defined;
  - An overview of the landscape character of the area in which the parcel is located;
  - a landscape assessment against each of the criteria with sensitivity ranking and justification;
  - a selection of representative photographs;
  - a statement of how consistent the parcel is considered to be, in terms of landscape sensitivity
  - high-level development guidelines; and
  - A summary table of overall sensitivity of each assessment parcel to the scenarios considered.
- 2.15 The assessment pro-formas are included in Appendices as follows:
- Appendix 1: Tier 1 and 2 settlements;
  - Appendix 2: DSVs; and
  - Appendix 3: Additional Areas.
- 2.16 Summary tables showing overall sensitivity of each assessment parcel are included in Tables 2.3, 2.4 and 2.5, for the three groups of study areas. Please note that the overall judgement ratings should always be interpreted in conjunction with the information contained in the detailed profiles for each site, as set out in the Appendices.
- 2.17 Sensitivity ratings are given on a scale of low (L), low-medium (L-M), moderate (M), moderate-high (M-H), and high (H).

**Table 2.2 Overall landscape sensitivity score for the assessment parcels within the Tier 1 and 2 settlements**

Settlement	Parcel name	Overall sensitivity rating: Residential	Overall sensitivity rating: Commercial
<b>Selby</b>	SE1: Selby Western Fringe	L-M	L-M
	SE2: Selby A19 Corridor	M-H	M-H
	SE3: River Ouse Corridor	L-M	L-M
<b>Sherburn in Elmet</b>	SH1: Sherburn in Elmet Western Fringe	M	M
	SH2: Land to the South of the A162	L-M	M
	SH3: Land to the West of the A162	M	M-H
<b>Tadcaster</b>	TA1: Tadcaster Western Fringe	M	M
	TA2: River Wharfe Corridor	M	M-H
	TA3: Tadcaster Eastern Fringe	L-M	L-M
	TA4: Land to the North of the A64	M	L-M

**Table 2.3 Overall landscape sensitivity score for the assessment parcels within the DSVs**

Settlement	Parcel name	Overall sensitivity rating: Residential
<b>Appleton Roebuck</b>	AR1: Appleton Roebuck Northern Fringes	L-M
	AR2: Appleton Roebuck Eastern Fringes	L-M
	AR3: Appleton Roebuck Southern Fringes	M
<b>Barlby</b>	BL1: Land to the West of the A19	M
	BL2: Land to the East of the A19	L-M
<b>Brayton</b>	BR1: Brayton Western Fringes	M
	BR2: Land to the South of Brayton Hall	L-M
	BR3: Field South of Barff Lane	M-H
<b>Brotherton</b>	BO1: Land to the West of the A162 / A1246	L
	BO2: Land to the East of the A1246	L-M
<b>Byram</b>	BY1: Byram Northern Fringe	L-M
	BY2: Byram Southern Fringe	L-M
<b>Carlton</b>	CA1: Carlton Eastern Fringes	L-M
	CA2: Land South of Drax Branch Rail Line	M
	CA3: Carlton Park	M-H



Settlement	Parcel name	Overall sensitivity rating: Residential
<b>Cawood</b>	CW1: Cawood Western Fringes	L-M
	CW2: River Ouse Corridor	M
	CW3: Cawood Southern Fringes	L-M
<b>Church Fenton</b>	CF1: Land to the West of the Hull-York Rail Line	L-M
	CF2: Land to the East of Hull-York Rail Line	L-M
	CF3: Church Fenton South Eastern Fringes	M
<b>Eggborough</b>	EG1: Eggborough North Eastern Fringes	L-M
	EG2: M62 and Knottingley & Goole Canal Corridor	L
	EG3: Eggborough Eastern Fringes	L
<b>Escrick</b>	ES1: Land to the West of the A19	M
	ES2: Escrick Eastern Fringe	L-M
	ES3: Escrick Park	M-H
<b>Hambleton</b>	HA1: Hambleton Western Fringes	L-M
	HA2: Land to the North of A63 Main Road	L-M
	HA3: Land to the South of A63 Main Road	M
<b>Hemingbrough</b>	HE1: Hemingbrough Northern Fringes	L-M
	HE2: Hemingbrough Eastern Fringes	L-M
	HE3: Oldways Lane / River Ouse Corridor	M
<b>Hillam</b>	HL1: Hillam Western Fringes	M
	HL2: Hillam Eastern Fringes	L-M
	HL3: Hillam Southern Fringes	L-M
<b>Kellington</b>	KE1: Land to the West of Broach Lane	M
	KE2: Land to the East of Broach Lane	M
	KE3: Kellington Northern Fringes	M
<b>Monk Fryston</b>	MF1: Monk Fryston Hall	M-H
	MF2: Selby Rail Line Corridor	L-M
<b>North Duffield</b>	ND1: North Duffield Eastern Fringes	M
	ND2: North Duffield Western Fringes	L-M
<b>Osgodby</b>	OS1: Land to the South of the A63 Hull Road	M
	OS2: Land to the North of the A63 Hull Road	L-M

Settlement	Parcel name	Overall sensitivity rating: Residential
<b>Riccall</b>	RI1: Riccall South Western Fringes	<b>L-M</b>
	RI2: Riccall Northern Fringes	<b>M</b>
	RI3: Land to the East of the A19	<b>M</b>
<b>South Milford</b>	SM1: South Milford Western Fringes	<b>M-H</b>
	SM2: Land to the West of the A162 (North of Selby Rail Line)	<b>M</b>
	SM3: Land to the West of the A162 (South of Selby Rail Line)	<b>L-M</b>
<b>Thorpe Willoughby</b>	TW1: Land to the North of the A1238	<b>L-M</b>
	TW2: Land to the North of the A63	<b>L-M</b>
	TW3: Brayton Barff Northern Fringes	<b>M</b>
	TW4: Brayton Barff Western Fringes	<b>M-H</b>
<b>Ulleskelf</b>	UL1: Ulleskelf Western Fringes	<b>L-M</b>
	UL2: Ulleskelf Northern Fringes	<b>M</b>
	UL3: Ulleskelf Eastern Fringes	<b>L-M</b>
<b>Whitley</b>	WH1: Land to the West of the A19	<b>L-M</b>
	WH2: Land to the East of the A19	<b>L-M</b>

**Table 2.4 Overall landscape sensitivity score for the Additional Areas**

Site name	Overall sensitivity rating: Residential	Overall sensitivity rating: Commercial
A19 Business Park	<b>L-M</b>	<b>L</b>
Burn Airfield	<b>M-H</b>	<b>M-H</b>
Drax Power Station	<b>M</b>	<b>L-M</b>
Eggborough Power Station	<b>L-M</b>	<b>L-M</b>
Gascoigne Wood Mine	<b>L-M</b>	<b>L</b>
Kellingley Colliery	<b>L-M</b>	<b>L-M</b>
Leeds East Airport	<b>M</b>	<b>M</b>
Stillingfleet Mine	<b>L-M</b>	<b>L</b>
Whitemoor Business Park	<b>L-M</b>	<b>L-M</b>
Wistow Mine	<b>L-M</b>	<b>L</b>

## Summary

- 2.18 The study identified a range of sensitivity to development around Tier 1 and 2 settlements. In several cases, but not all, higher sensitivity to commercial development was assessed than to residential development, reflecting the likely larger scale of commercial units. Sensitivity to commercial development was generally lower in areas where this type of building is already a feature of the settlement edge landscape. Highest sensitivity was attached to the parcel that provides separation between Selby and Brayton. This area is essential to maintaining the separate identities of these two settlements, and also contains a conservation area focused on Brayton's landmark church.
- 2.19 Around the DSVs, the study generally found medium or lower sensitivity to development, though with some important exceptions. This reflects the flexibility around most of these smaller settlements to accommodate the smaller scale of residential schemes likely to come forward. The study identified variations in sensitivity around most villages, which may help to steer development to the best general locations, though recommendations on sites are not part of this work. Highest sensitivity was attached to parkland landscapes, which are considered to be vulnerable to change from built development, and often make positive contributions to the setting of the settlements.
- 2.20 The additional areas were generally assessed as having lower sensitivity to commercial development than to residential development. In most of these areas, there is some history of commercial or industrial use, and their generally large scale would suit continued use of this type. The separation of these areas from the existing settlement pattern generally suggested higher sensitivity to residential development. The sensitivity of Burn Airfield was rated higher, primarily due to its openness. The study did not consider mitigation options, and it may be that this and other very open sites could better accommodate some form of development if a robust landscape structure of trees and woodland were put in place.

## 3 Wind Energy Development

### Introduction

- 3.1 Following discussion with the Council, it was confirmed that the sensitivity study should consider ***“developments for single turbines and to a maximum of 80m in height”***. This is the type of wind turbine development that is considered most likely to come forward in the District.
- 3.2 **An initial search on the Council’s planning portal indicates that around 25 applications for wind turbines** have received planning consent up to the present time, though it is not known how many of these have been implemented. The most recent application was in 2015. Almost all these consents are for single turbines, at tip heights ranging from 15m to 80m.
- 3.3 In addition, one large wind farm is operational within the District. Rusholme Wind Farm comprises 12 turbines, each 100m to tip, and is located close to the confluence of the River Ouse and River Aire. There are views of wind farms outside the District, notably Goole Fields to the south-east, visible across the flat landscape.
- 3.4 The Selby District Core Strategy (adopted 2013) contains policies that are broadly supportive of proposals for renewable energy **development, though it notes that *“electricity generation from wind turbines is potentially controversial in view of the open nature of the landscape and impact on existing communities”*** (paragraph 6.33). Policy SP17 Low-Carbon and Renewable Energy does not provide specific requirements for wind energy, but does require that all renewable energy proposals:
- i. “are designed and located to protect the environment and local amenity or*
  - ii. can demonstrate that the wider environmental, economic and social benefits outweigh any harm caused to the environment and local amenity, and*
  - iii impacts on local communities are minimised.”*
- 3.5 The PLAN Selby Sites and Policies Local Plan has not yet been published.

### Methodology

- 3.6 The approach to the study comprised the following key stages:
- Identification of the key characteristics of wind energy development and its potential effects on the landscape, to inform development of a methodology for the assessment of landscape sensitivity;
  - Assessment of the sensitivity of the different landscape character types in the District to wind turbine development; and
  - Preparation of siting and design guidelines for wind turbine development in each landscape character type, taking account of the assessed sensitivity of the landscape, and the effect of operational and consented development.
- 3.7 Each of these stages is discussed in more detail in the following sections.

#### **Potential effects of wind energy development on the landscape**

- 3.8 In order to minimise effects on the landscape through siting and design, it is important to first understand the characteristics of wind energy development and how they may affect the landscape. The following sections describe the features of wind turbines and associated development, and consider potential impacts on the Selby landscape.

3.9 The most detailed guidance currently available on wind farm siting and design has been published by Scottish Natural Heritage.<sup>1</sup> While primarily relevant to the Scottish landscape, this document is widely referred to across the UK, and the following sections draw on the recommendations they contain, as appropriate to consideration of Selby.

#### *General features of wind energy development*

3.10 The majority of wind turbines consist of horizontal-axis three-bladed turbines, mounted on a steel tower. Other turbines, including two bladed turbines and vertical axis turbines, are available but less commonly deployed. Wind turbines are generally given planning permission for 25 years, although re-powering may take place after this period has elapsed, subject to further permission.

3.11 The main visible components of a horizontal-axis wind turbine are:

- the tower, generally a tubular steel structure though lattice towers are occasionally used for smaller turbines;
- the nacelle, which contains the generating equipment; and
- the rotor blades, mounted on the hub at the front of the nacelle.

3.12 Depending on the scale and design of the turbine, the transformer may be located inside or outside the tower. If outside it will usually be contained in a small box-like structure adjacent to the tower base. The tower itself sits on a concrete foundation which is hidden from view underground.

3.13 Turbines are most commonly coloured light grey, which has been found to be less visually prominent when turbines are viewed against the sky. However, when turbines are seen against a land backdrop, which is common with smaller models, the light colour can make them appear more prominent.

3.14 Turbines are available in a wide range of sizes, from very small roof-mounted machines designed for domestic use, to large commercial structures. The tallest turbines currently operating in the UK are in the region of 150m, though the tallest in Selby are the Rusholme turbines at 100m, and this study focuses on those under 80m.

3.15 Besides overall size the proportions of a turbine can also vary, particularly the length of the blades in relation to the height of the tower, and the size and shape of the nacelle. Where particularly short blades are mounted on a tall tower, or where long blades are placed on a short tower, the turbine may appear unbalanced or top-heavy. Larger turbines with longer blades tend to have slower rotation speeds than smaller models.

3.16 In addition to the turbines themselves, small-scale wind energy developments typically require additional infrastructure as follows:

- track access to the turbine site, able to accommodate the delivery vehicles and heavy construction cranes;
- a temporary construction compound and lay-down area for major components;
- construction of a buried concrete foundation and an area of hardstanding next to the turbine to act as a base for cranes during turbine erection; and
- underground cables connecting the turbine to the grid (buried in trenches, often alongside tracks).

3.17 Lighting may be required depending on aviation issues, even on moderately sized turbines. However, aircraft warning lights can be infra-red and therefore not visible to the naked human eye. Lighting has not been considered as part of the landscape sensitivity study, although guidance advises that if lighting is required on turbines for aviation purposes, infra-red lighting should be adopted where possible to minimise visual impacts at night.

#### *Landscape effects of wind turbines*

3.18 Wind turbines towards 80m in height will be increasingly visible within the landscape. The movement of the blades is a unique feature of wind energy developments, setting them apart

---

<sup>1</sup> Scottish Natural Heritage (2017) Siting and Designing Wind Farms in the Landscape. Version 3a.

from other tall structures in the landscape such as masts or pylons. Wind energy development may affect the landscape in the following ways:

- construction of turbines and associated infrastructure may result in direct loss of landscape features (e.g. trees and hedges);
- wind turbines are tall vertical features that may alter perception of a landscape, potentially affecting the apparent scale of landforms;
- movement of rotor blades may affect characteristics of stillness and solitude, as well as drawing the eye to turbines which may be a relatively small feature in the landscape;
- the presence of turbines may increase the overt human influence on the landscape, and this can particularly affect landscapes which have a strong sense of naturalness or tranquillity, or which form a setting to heritage assets;
- wind turbines, even at relatively small sizes, can appear large in the context of human-scale features such as domestic buildings and trees – at the largest scales turbines can be perceived as **'overwhelming' when close to** residential properties;
- turbines on skylines may compete with existing landmark features for prominence where skylines or landmark features are characteristic of the landscape; and
- in order to be as efficient as possible, turbines are often placed in elevated locations, where they may affect views from wide areas.

3.19 In undertaking any landscape sensitivity assessments it is necessary to acknowledge that varying attitudes to wind energy development are expressed by different individuals and constituencies. Aesthetic perceptions can be positive or negative depending on individual attitudes to the principle and presence of wind generation.

### **Assessment of landscape sensitivity to wind turbines**

3.1 There is currently no published method for evaluating sensitivity of different types of landscape. Our method therefore builds on available guidance published by the Countryside Agency and Scottish Natural Heritage including the *Landscape Character Assessment: Guidance for England and Scotland*,<sup>2</sup> and Topic Paper 6 that accompanies the Guidance,<sup>3</sup> as well as LUC's considerable experience from previous and ongoing studies of a similar nature.

3.2 Paragraph 4.2 of Topic Paper 6 states that:

*"Judging landscape character sensitivity requires professional judgement about the degree to which the landscape in question is robust, in that it is able to accommodate change without adverse impacts on character. This involves making decisions about whether or not significant characteristic elements of the landscape will be liable to loss... and whether important aesthetic aspects of character will be liable to change."*

3.3 For the purposes of this study, we have defined 'sensitivity' as follows:

**Sensitivity is the relative extent to which the character and quality of the landscape is susceptible to change as a result of wind energy development.**

3.4 Wind turbine development will affect different characteristics of the landscape in different ways. It is therefore important to understand the nature and sensitivity of different components of landscape character, and to set these out and assess them in a consistent and transparent fashion. In order to do this, a set of criteria were used to highlight specific landscape and visual characteristics which are most likely to be affected by wind farm development.

3.5 The criteria were based on current good practice, developed by LUC through experience of carrying out work within this field and informed by information presented in a number of guidance documents relating to landscape sensitivity, LVIA, and wind farm development.

---

<sup>2</sup> Countryside Agency and Scottish Natural Heritage (2002) *Landscape Character Assessment: Guidance for England and Scotland*.

<sup>3</sup> The Countryside Agency and Scottish Natural Heritage (2004). *Topic Paper 6: Techniques and Criteria for Judging Capacity and Sensitivity*.

### Assessment criteria

- 3.6 Table 3.1 sets out the criteria which were used to evaluate the sensitivity of landscape character types to wind turbine development, and the aspects of the landscape which were considered to indicate higher or lower sensitivity.
- 3.7 For each criterion, a short explanation is provided as to why it is indicative of sensitivity to wind energy development, and what key characteristics of the landscape will be considered. Information sources are given for each criterion. The examples provide more detail as to what level of sensitivity will be assessed for landscapes displaying certain characteristics: these are examples only, based on generic descriptions. The five defined levels form stages on a continuum, rather than clearly-separated categories. Any given landscape may or may not fit neatly into one category, and an element of professional judgement is therefore required.

**Table 3.1 Sensitivity assessment criteria**

<b>Landform and scale</b>				
<p>A simple, smooth, gently sloping or flat landform is more likely to be able to accommodate wind energy development than a landscape with a dramatic rugged landform, distinct landform features (including prominent headlands and cliffs) and/or pronounced undulations. Larger scale landforms are likely to be less sensitive than smaller scale landforms since, in the latter case, turbines may appear out of scale, detract from visually important landforms and/or appear visually confusing due to turbines being at varying elevations.</p> <p>Information sources: Landscape Character Assessment; Ordnance Survey maps; fieldwork.</p>				
<b>Examples of sensitivity ratings</b>				
<b>Lower sensitivity</b>		<b>Higher sensitivity</b>		
An extensive flat lowland landscape or elevated plateau, often a larger scale landscape with no distinctive landform features	A simple, gently rolling landscape, likely to be of medium-large scale, without distinctive landform	An undulating landscape, perhaps also incised by valleys, likely to be of medium scale	A landscape with distinct landform features, and/or irregular in topography (which may be large in scale), or a smaller scale landform	A landscape with a distinctive, rugged landform or dramatic topographical features (which may be large in scale), or a small scale or intimate landform

<b>Land cover pattern and presence of human scale features</b>				
<p>Simple, regular landscapes with extensive areas of consistent land cover are likely to be less sensitive to wind energy development than landscapes with more complex or irregular land cover patterns, smaller and / or irregular field sizes, and landscapes with frequent human-scale features that are traditional to the landscape, such as red-brick villages, farmsteads, small farm woodlands, trees and hedges. This is because larger wind turbines may dominate traditional human scale features within the landscape.</p> <p>Information sources: Landscape Character Assessment; Ordnance Survey maps; Google Earth (aerial photography); fieldwork.</p>				
<b>Examples of sensitivity ratings</b>				
<b>Lower sensitivity</b>		<b>Higher sensitivity</b>		
An open, continuous landscape with uniform land cover and lacking in human-	A landscape of large open fields, little variety in land cover, with occasional	A landscape with medium sized fields, some variations in land cover and	A landscape with irregular or small-scale fields, variety in land cover and	A landscape with a strong variety in land cover, and complex patterns, containing

Land cover pattern and presence of human scale features				
scale features	human-scale features such as trees and domestic buildings	presence of human-scale features such as trees and domestic buildings	presence of human-scale features such as trees and domestic buildings	numerous human-scale features

### Skylines

Prominent and distinctive and/or undeveloped skylines, or skylines with important landmark features, are likely to be more sensitive to wind energy development because turbines may detract from these skylines as features in the landscape, or draw attention away from existing landform or landmark features on skylines. Important landmark features on the skyline might include historic features or monuments as well as landforms. Where skylines are affected by development, e.g. through the presence of electricity pylons, the addition of turbines may lead to visual confusion, and as such this may not be a consistent indicator of reduced sensitivity.

Information sources: Landscape Character Assessment; fieldwork.

#### Examples of sensitivity ratings

Lower sensitivity		Higher sensitivity		
A landscape in which skylines are not prominent, and there are no important landmark features on the skyline	A landscape in which skylines are simple, flat or gently convex and/or there are very few landmark features on the skyline – other skylines in adjacent LCTs may be more prominent	A landscape with some prominent skylines, but these are not particularly distinctive – there may be some landmark features on the skyline	A landscape with prominent skylines that may form an important backdrop to views from settlements or important viewpoints, and/or with important landmark features	A landscape with prominent or distinctive undeveloped skylines, or with particularly important landmark features on skylines

### Perceptual qualities

Landscapes that are relatively remote or tranquil tend to be more sensitive to wind energy development, since turbines may be perceived as intrusive. Landscapes which are relatively free from overt human activity and disturbance, and which have a perceived naturalness or a strong feel of traditional rurality, will therefore be more sensitive. Qualities such as tranquillity can be found even in settled areas, where the influence of overtly modern development is reduced. Wind turbines will generally be less intrusive in landscapes which are strongly influenced by modern development, including settlement, industrial and commercial development and infrastructure.

Information sources: Landscape Character Assessment; CPRE’s Tranquillity and Intrusion mapping; Ordnance Survey maps, fieldwork.

#### Examples of sensitivity ratings

Lower sensitivity		Higher sensitivity		
A landscape with much human activity and modern development, such as industrial areas	A rural or semi-rural landscape with much human activity and dispersed modern development, such as settlement fringes	A rural landscape with some modern development and human activity, such as intensive farmland	A more naturalistic landscape and/or one with little modern human influence and development	A tranquil landscape with little or no overt sign of modern human activity and development



## Scenic qualities

Landscapes that have a high scenic quality will be more sensitive than landscapes of low scenic quality. Scenic qualities can include contrasts and combinations of landform and landcover which together contribute to attractive views. Scenic qualities may be recorded in the Landscape Character Assessment, or may be referenced in tourist material. Scenic viewpoints may be marked on Ordnance Survey maps. Scenic quality is also considered in the field.

Information sources: Landscape Character Assessment; OS maps; tourist literature; fieldwork.

### Examples of sensitivity ratings

Lower sensitivity		↔	Higher sensitivity	
A landscape without attractive character, with no pleasing combinations of features, visual contrasts and/or dramatic elements, such as an industrial area or derelict land	A landscape of limited attractive character, with few pleasing combinations of features, visual contrasts and/or dramatic elements	A landscape of intermittently attractive character, with occasional pleasing combinations of features, visual contrasts and/or dramatic elements	A landscape of attractive character, with some pleasing combinations of features, visual contrasts and/or dramatic elements	A landscape of consistently attractive character, with pleasing combinations of features, visual contrasts and/or dramatic elements

## Intervisibility

The relative visibility of a landscape may influence its sensitivity. An elevated landscape such as a hill range or plateau, which is viewed from other landscapes, may be more sensitive than an enclosed landscape, since any turbines will be more widely seen. Landscapes which have important visual relationships with other areas, for example where one area provides a backdrop to a neighbouring area, are considered more sensitive than those with few visual relationships. The extent of intervisibility may be modified by the importance of these views to appreciation of the landscape, and whether adjacent landscapes provide a setting for one another.

Information sources: Landscape Character Assessment; fieldwork.

### Examples of sensitivity ratings

Lower sensitivity		↔	Higher sensitivity	
An enclosed, self-contained landscape, or one with weak connections to neighbouring areas	A landscape with limited connections to neighbouring areas, and/or where adjacent landscapes are not visually related	A landscape which has some intervisibility with neighbouring areas, and/or where relationships between adjacent landscapes are of more importance	A landscape which is intervisible with several areas, and/or where adjacent areas are strongly interrelated	A landscape which has important visual relationships with one or more neighbouring areas

### Assessment process

3.8 The landscape sensitivity study is based on an evaluation of key aspects of landscape character assessment. The key characteristics of each landscape character type (LCT), were assessed against each of the criteria to arrive at a judgement as to their potential sensitivity to wind turbine development.

- 3.9 For each LCT, the assessment provides:
- a summary description of the LCT against each of the assessment criteria;
  - an overall discussion on landscape sensitivity, and a sensitivity rating, for the LCT; and
  - a list of key landscape attributes that would be sensitive to wind energy development.
- 3.10 Sensitivity is judged on a five-point scale from 'high' to 'low' as set out in Table 3.2.
- 3.11 The relationship between the evaluations against the individual criteria in Table 3.1, and the judgements of landscape sensitivity, is not a linear one. The process is based on professional judgement, using the individual criteria as indicators of sensitivity only. The relative importance of each criterion varies between LCTs: key characteristics may identify where a particular criterion is more important, and should therefore be given greater weight in the judgement of sensitivity.

**Table 3.2 Sensitivity definitions**

Sensitivity Level	Definition
<b>High</b>	Key characteristics and qualities of the landscape are highly vulnerable to change from wind turbines. Any development is likely to result in a significant change in character and/or significant adverse effects on landscape character and visual amenity.
<b>Moderate-high</b>	Key characteristics and qualities of the landscape are vulnerable to change from wind turbines. Development is likely to result in a change in character and/or some significant adverse effects on landscape character and visual amenity. Great care would be needed in locating turbines.
<b>Moderate</b>	Some of the key characteristics and qualities of the landscape are vulnerable to change from wind turbines. Development may result in more limited changes in character and/or some potentially significant effects on landscape character and visual amenity. Care would be needed in locating turbines.
<b>Low-moderate</b>	Fewer of the key characteristics and qualities of the landscape are vulnerable to change from wind turbines. Development may result in limited changes in character and/or few potentially significant effects on landscape character and visual amenity. Care is still needed when locating turbines to avoid adversely affecting key characteristics or important local sensitivities.
<b>Low</b>	Key characteristics and qualities of the landscape are robust in that they can withstand change from introduction of wind turbines. Development may result in little or no change in character and little or no significant effect on landscape character and visual amenity. Care is still needed when locating wind turbines to ensure best fit with the landscape and to avoid local sensitivities that may still be important.

- 3.12 The assessment was carried out initially as a desk-based exercise, drawing on information in the local and regional landscape character assessments, and other sources identified for each criterion. This was followed up with field work to view each LCT in the field and make any additional observations. Field work was particularly important for criteria such as skylines, which may not be consistently described in the available documentation, and also assists with verification of desk-based material. The field visits informed the development of the siting and design guidance.
- 3.13 Whilst the study provides an indication of landscape sensitivity, this should not be interpreted as a definitive statement on the suitability or otherwise of areas for wind energy development. All proposals will need to be assessed on their own merits. The overall sensitivity rating should not therefore be relied on without reference to the detailed criteria-based assessment, and site specific issues that will influence variation in sensitivity at a local scale.

### Guidance for development

- 3.14 Siting and design guidelines were developed for each LCT, drawing on points noted in the sensitivity assessment. These include guidelines specific to local characteristics and features, as well as guidelines that are more generic to the LCT as a whole. Further general information can be found in *Siting and Designing Wind Farms in the Landscape*, published by Scottish Natural Heritage.<sup>4</sup> These guidelines are necessarily high-level, and cannot cover every scenario. Detailed site-based assessments will be required to inform siting and design of any wind energy proposal.

### Landscape Baseline

- 3.15 The landscape of Selby District is described at national, regional and local scales. At the national scale the District takes in parts of three national character areas (NCA): the Southern Magnesian Limestone along the western edge; the Vale of York to the north; and the Humberhead Levels which covers the majority of the District and extends east towards the coast.
- 3.16 The regional-scale North Yorkshire and York Landscape Characterisation Project defines 39 County landscape character types (LCTs), which are carried across to the new local-scale Selby District Landscape Character Assessment. The LCTs form a framework which is subdivided into character areas in the local assessment.
- 3.17 Since all the character areas within each LCT share a number of key characteristics, their sensitivity to wind energy development of the type being considered will be similar. The LCTs are therefore judged to provide the most effective baseline for the assessment of the whole District. There are four County LCTs that occur within Selby (excluding urban areas that are not considered). These are listed in Table 3.3 and shown in Figure 3.1.

**Table 3.3 County LCTs within Selby**

County LCT	Location
LCT6 – Magnesian Limestone Ridge	Corresponding with the Southern Magnesian Limestone NCA, this LCT is defined along the western boundary of the District, although does not extend as far northwards to the north of Tadcaster.
LCT23 – Levels Farmland	Corresponding with the Humberhead Levels NCA, this LCT is defined in the central, southern and eastern areas of the district, dissected by corridors of LCT24 – River Floodplain.
LCT24 – River Floodplain	This LCT is defined within the Vale of York, Humberhead Levels and Southern Magnesian Limestone NCAs, and covers the floodplain along the Rivers Ouse, Wharfe, Aire and Derwent.
LCT28 - Vale Farmland with Plantation Woodland and Heathland	Corresponding with the Vale of York NCA, this LCT is defined in the north of the District.

- 3.18 The sensitivity assessment covers the whole of the Selby District, with the exception of urban areas.

### Designated landscapes

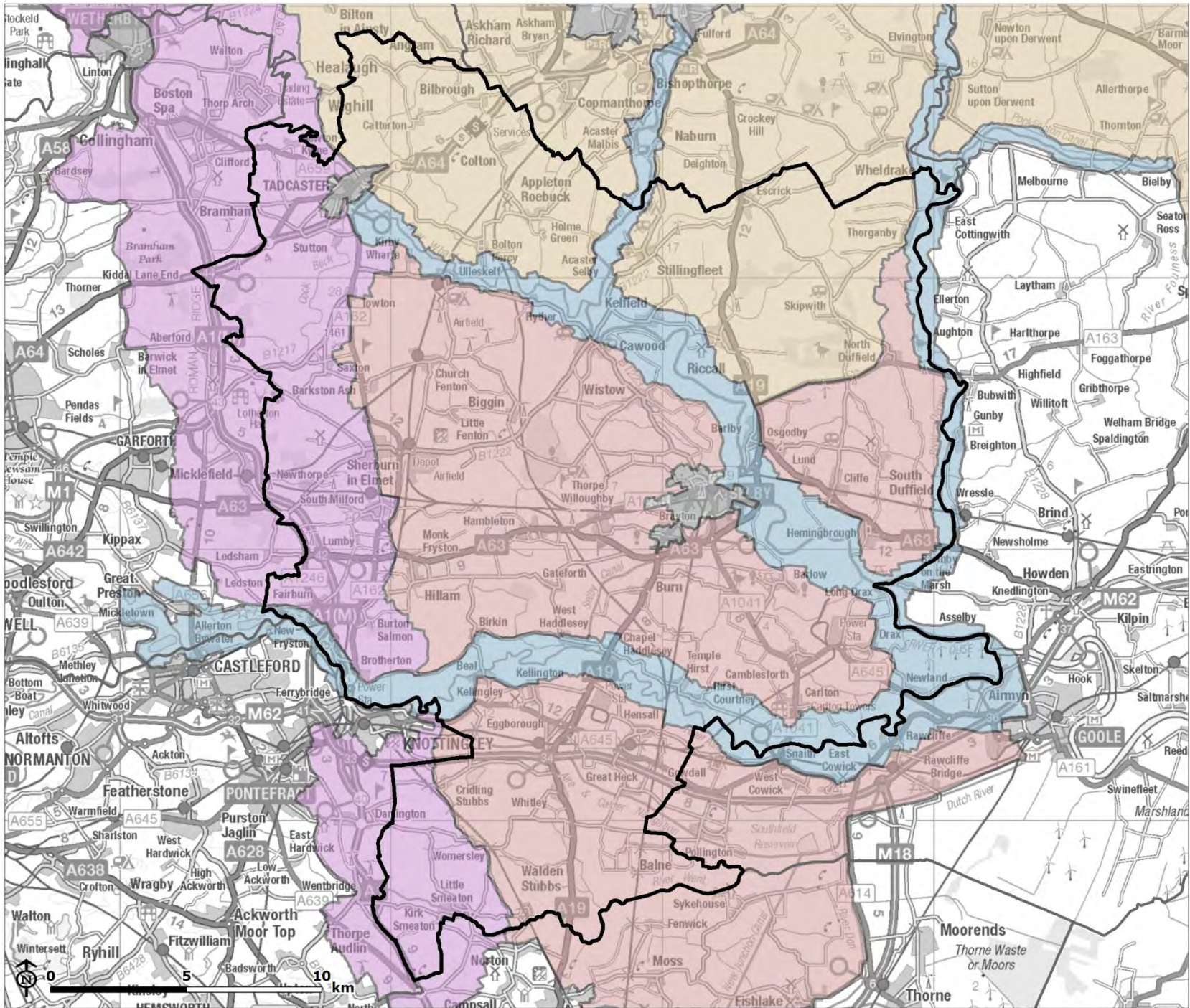
- 3.19 There are no landscapes in Selby District which are protected at a national level for their landscape quality or scenic value (i.e. National Parks or AONBs). At a local level, some areas have been identified as Locally Important Landscape Areas (LILA). These were defined in the Selby District Local Plan (adopted 2005) and are referred to in the Core Strategy.

<sup>4</sup> Scottish Natural Heritage (2017) Siting and Designing Wind Farms in the Landscape. Version 3a.

## Selby District Landscape Sensitivity Assessment

**Figure 3.1: Landscape Character Types**

- Selby
- Neighbouring Local Authority boundary
- Landscape Character Type**
- 001: Urban
- 006: Magnesian Limestone Ridge
- 023: Levels
- 024: River
- 028: Vale Farmland with Plantation Woodland and Heathland



Map Scale @ A4: 1:200,000



## Findings

- 3.20 For each LCT, an assessment pro-forma has been completed that presents:
- A map of the LCT, showing its location and extent within Selby District;
  - An overview of the key characteristics of the LCT, with reference to the local character areas that occur within it;
  - A list of the criteria with sensitivity ranking and justification;
  - A selection of representative photographs;
  - A statement of overall sensitivity to the type of wind energy development proposed, including how consistent this is across the LCT; and
  - Siting and design guidelines for the LCT.
- 3.21 The assessment pro-formas are included in Appendix 4, and a summary table of overall sensitivity of each LCT to wind turbines up to 80m is included at Table 3.1 below. Please note that these overall judgement ratings should always be interpreted in conjunction with the information contained in the detailed profiles for each LCT, as set out in Appendix 4.

**Table 3.1 Summary of sensitivity to wind energy development**

County LCT	Landscape sensitivity to wind turbines up to 80m
LCT6 – Magnesian Limestone Ridge	<b>Moderate</b>
LCT23 – Levels Farmland	<b>Low-moderate</b>
LCT24 – River Floodplain	<b>Low-moderate</b>
LCT28 - Vale Farmland with Plantation Woodland and Heathland	<b>Moderate</b>

- 3.22 The assessment found that the overall sensitivity of LCTs to wind energy development of the type considered is low-moderate for the largely flat, low-lying landscapes that make up the majority of the District, and moderate for the more elevated areas of the Magnesian Limestone Ridge in the east, and the Vale Farmland, that takes in the Escrick Moraine to the north.
- 3.23 Some important variations are noted within this overall picture. Within the Levels Farmland LCT, the Hambleton Sandstone Ridge character area is identified as having **medium-high** sensitivity, due to its higher elevation, varied land cover, and consequent visual prominence in the landscape. Within the River Floodplain LCT, the Derwent Valley character area is also identified as having **medium-high** sensitivity due to its more intact landscape of traditional ings, lack of intrusive development, and tranquillity. Areas where the River Floodplain meets the Magnesian Limestone Ridge are also considered to have **medium-high** sensitivity. Within the Vale Farmland LCT, the Skipwith Lowlands is identified as having lower sensitivity (**low-moderate**) than the rest of the LCT, as it shares many characteristics with the Levels Farmland.
- 3.24 Within each LCT and character area, sensitivity will also vary at a local scale, and it is essential that the potential for landscape and visual impacts should be considered on a case-by-case basis. This assessment has not considered cumulative effects, which would also need to be examined on a case-by-case basis.

## List of abbreviations used in the Appendices

Abbreviation	Definition
<b>AOD</b>	Above Ordnance Datum
<b>HLC</b>	Historic Landscape Characterisation as defined within <i>North Yorkshire, York and Lower Tees Valley Historic Landscape Characterisation</i> (2010)
<b>HLCT</b>	Historic Landscape Character Type as defined within the <i>North Yorkshire, York and Lower Tees Valley Historic Landscape Characterisation</i> (2010)
<b>LCA</b>	Landscape Character Area as defined within the <i>Selby Landscape Character Assessment</i> (2019)
<b>LCT</b>	Landscape Character Type as defined within the <i>North Yorkshire and York Landscape Characterisation Project</i> (2011)
<b>LILA</b>	Locally Important Landscape Area as defined within <i>Policy ENV15</i> of the <i>Selby District Local Plan</i> (2005)
<b>NCN</b>	National Cycle Network
<b>NNR</b>	National Nature Reserve
<b>PLU</b>	Primary Landscape Unit as defined within the <i>North Yorkshire and York Landscape Characterisation Project</i> (2011)
<b>PRoW</b>	Public Right of Way as defined within the North Yorkshire Definitive Map
<b>SAC</b>	Special Area of Conservation
<b>SINC</b>	Site of Importance for Nature Conservation as defined within <i>Policy ENV9</i> of the <i>Selby District Local Plan</i> (2005)
<b>SSSI</b>	Site of Special Scientific Interest

## **Appendix 1**

Residential and Commercial Development: Tier 1 and Tier 2 Settlements

**Appendix 2**

Residential Development: Designated Service Villages



## **Appendix 3**

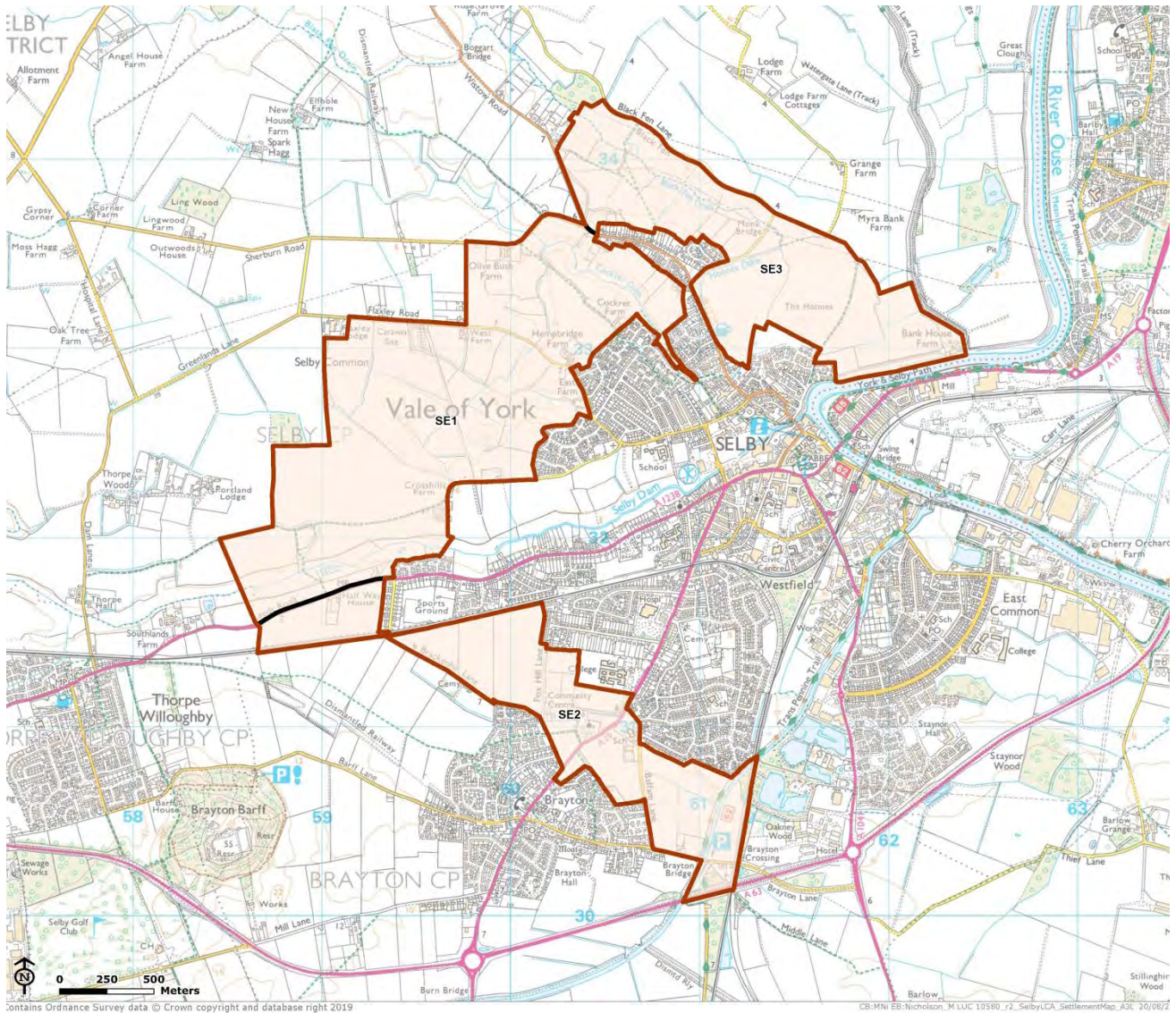
Residential and Commercial Development: Additional Areas

**Appendix 4**

Wind Energy Development: Landscape Character Types

# Appendix 1 Tier 1 and Tier 2 Settlements

# Selby



## Location and summary of landscape character

### Summary of published landscape character

Selby is a Tier 1 Settlement according to Selby District Council, and is the largest settlement in the District.

The landscape surrounding the settlement of Selby can be categorised into **PLU Farmed Lowland and Valley Landscapes** according to the *North Yorkshire and York Landscape Characterisation Project (2011)*, and further refined into **LCT Levels Farmland**, **LCT River Floodplain** and **LCT Ouse Valley**.

The key characteristics of these LCTs include:

- Predominantly flat, low-lying landscape;
- A patchwork of large-scale, unenclosed arable fields;
- Flood meadows and flood plain landscape; and
- Industrial scale farm buildings.

The *Selby Landscape Character Assessment (2019)* places the Selby urban fringe landscape within the following Landscape Character Areas (LCA): **Sherburn Farmland** to the north; **Hambleton Sandstone Ridge** to the south-west; and **Haddlesey Farmland** to the south. The Sherburn Farmland LCA is characterised by flat, arable farmland with little tree cover or hedgerows. Key characteristics of the Hambleton Sandstone Ridge LCA include a distinctive low sandstone ridge with densely wooded hills and gently undulating low-lying arable farmland. The Haddlesey Farmland LCA is characterised by an open landscape of flat arable farmland.

## Definition of landscape assessment parcels

### Refinement of study area boundary and definition of assessment parcels

Criteria to define final refinement of study area boundary						
Boundary of study area	River / canal corridors	Infrastructure corridors	Existing landscape feature	Alignment of minor road / PRow	Adjoins adjacent study area / LPA	Notes
North	✓				✓	Adjoins the boundary of Barlby study area and the River Ouse.
East	✓	✓				The Selby Rail Line and the corridor of the River Ouse.
South		✓			✓	Adjoins the boundary of Brayton study area and the infrastructure corridor of the A63.
West			✓	✓		Delineated by a combination of field boundaries, sections of minor roads and tracks.

Definition of assessment parcels within Selby:

- **SE1: Selby Western Fringe;**
- **SE2: Selby A19 Corridor; and**
- **SE3: River Ouse Corridor.**

Land to the south and East of Selby has not been included within this assessment due to the constraints of the existing road network (A63) and the committed development at Olympia Park.

When viewing the assessment on Selby, reference should also be made to adjoining parcels at Brayton, BR1 and BR2 and nearby parcels at Barlby, BL1.

## Landscape Assessment Parcel SE1: Selby Western Fringe

Character Description
<p>Parcel SE1 Selby Western Fringe lies mainly in the 2019 <b>Sherburn Farmland</b> LCA. A small area in the south of the parcel north of the A1238 Leeds Road is located within the <b>Hambleton Sandstone Ridge</b> LCA. The landscape in this parcel is characterised by:</p> <ul style="list-style-type: none"> <li>• Flat low-lying predominantly arable farmland with little tree cover or hedgerows.</li> <li>• Large scale fields often defined by dikes or ditches and irregularly spaced isolated trees.</li> <li>• Outside the main villages within the area, settlement is sparse with occasional isolated properties and farmsteads.</li> <li>• Small intermittent areas of broadleaved woodland, including intermittent woodland belts.</li> <li>• Predominantly rural character with a strong sense of openness, however with dominant industrial scale human elements to the west around Sherburn in Elmet.</li> </ul>

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>• The majority of Parcel SE1 is flat and low-lying, exhibiting the typical characteristics of the LCA, particularly to the north around Cockret Dike and in the central area south of Flaxley Road.</li> <li>• Fields are large scale, regular in size and mainly arable, with some pasture closer to settlement edges.</li> <li>• Drainage ditches in replacement of hedgerows are clearly evident.</li> <li>• There is localised variation in field boundary vegetation treatment, with more intact hedgerows located in fields around the A1238 Leeds Road.</li> </ul>	<b>L</b>
<b>Natural character</b>	<ul style="list-style-type: none"> <li>• A small area of Deciduous Woodland as defined within the Priority Habitat Inventory is located north of Cross Hills Lane. Otherwise, the landscape is sparsely vegetated intensive farmland, confined to occasional hedgerow trees and surrounding farm steadings, and fragmented vegetation along the River Ouse and Selby Dam.</li> </ul>	<b>L</b>
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>• There is limited time-depth association within the Parcel due to the large-scale intensive arable farming practice which has resulted in an open and expansive landscape.</li> <li>• There are three Grade II Listed properties located at Hempbridge Farm on Flaxley Road.</li> <li>• At its nearest point, Selby Conservation Area is located approximately 70m east of the Parcel.</li> </ul>	<b>L-M</b>
<b>Form, density, identity and setting of existing settlement/development</b>	<ul style="list-style-type: none"> <li>• Parcel SE1 is large in scale encompassing a mix of scattered farms, caravan sites, sprawling settlement edge and ribbon housing development.</li> <li>• Selby itself is an example of a more piecemeal settlement formation with dispersed boundaries. Expansion has mainly taken place along the main transport routes into the settlement.</li> <li>• Edges to the settlement immediately bordering Parcel SE1 are predominantly softened by garden vegetation and an irregular built form, particularly evident around Hempbridge Road estate.</li> </ul>	<b>L-M</b>
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>• Due to the flat, low-lying nature of this Parcel, views are relatively widespread, contained only by local vegetation including small woodland blocks concentrated mainly around the settlement fringe.</li> <li>• Views to the south west are focused on Brayton Barff wooded hill on the horizon which creates an element of long-scale containment within this expansive lowland landscape.</li> </ul>	<b>M-H</b>

<p><b>Access and recreation</b></p>	<ul style="list-style-type: none"> <li>• There is a sparse network of public footpaths within the Parcel which provide local level recreational opportunities.</li> <li>• PROW 35.56/15/2 and PROW 35.56/18/1 transect the southern element of the site linking local walking routes. PROW 35.56/21/1 crosses the northern section of the Parcel with strategic links onwards to the River Ouse, a Green / Blue Corridor linking into Selby Town Centre.</li> </ul>	<p><b>L</b></p>
<p><b>Perceptual and experiential qualities</b></p>	<ul style="list-style-type: none"> <li>• Vertical infrastructure elements such as telegraph poles disrupt middle-distance views and exert a human influence on an otherwise quite rural urban fringe landscape.</li> <li>• Roads within the parcel seem busy and traffic disrupts the tranquillity of the area.</li> </ul>	<p><b>L-M</b></p>

## Representative photographs



### Notes on any variations in landscape sensitivity

There will be some degree on variation in sensitivity with Flaxley Road less sensitive to carefully sited commercial and residential developments due to existing built form, vegetation cover and a greater degree of containment of local views.

### Overall development guidelines

New housing is currently being developed north of Flaxley Road which may create a harder settlement edge with an absence of mature vegetation. The landscape within proximity to these locations will offer a lower level of sensitivity regarding **2-3 Storey Residential Housing** than other parts of the Parcel.

There is evidence of larger scale, isolated farming infrastructure (barns and storage facilities) along some of the transport routes, in particular Sherburn Road and Flaxley Road. These developments are predominantly well-screened with mature vegetation. Carefully sited **Commercial Development** along these transport corridors could be consistent with the existing settlement form.



## Landscape Assessment Parcel SE2: Selby A19 Corridor

Character Description
<p>Parcel SE2 Selby South Farmland lies within <b>Haddlesey Farmland LCA</b>. The landscape in this parcel is characterised by:</p> <ul style="list-style-type: none"> <li>• Flat arable farmland arranged in a patchwork of regularly shaped fields of a large scale, defined predominantly by field margin buffer zones, and occasional trees.</li> <li>• Distinct lack of hedgerows, creating an vast sense of openness with long distance views and lack of enclosure.</li> <li>• Very sparse settlement pattern, with few isolated properties.</li> <li>• Areas of woodland distributed unevenly through landscape, with significant areas concentrated near Gateforth.</li> </ul>

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>• The landscape is influenced by predominantly flat, arable fields which are large in scale, rectilinear in shape with limited hedgerow boundaries.</li> <li>• A number of major corridors including the A19, the Selby-Leeds Railway Line, The East Coast Mainline Railway Line and the Selby Canal transect or adjoin the Parcel.</li> </ul>	<b>L</b>
<b>Natural character</b>	<ul style="list-style-type: none"> <li>• There are relatively few landscape designations to note within the Parcel.</li> <li>• A few blocks are located sporadically across the Parcel. One of these blocks, adjacent the East Coast Mainline Railway is designated Deciduous Woodland according to the Priority Habitat Inventory.</li> </ul>	<b>L</b>
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>• Brayton Conservation Area is wholly located within the central part of Parcel SE2, east and west of the A19.</li> <li>• Other heritage assets include the Grade I Listed Church of St. Wilfred which with its spire is a prominent feature in the landscape.</li> <li>• There is some evidence of strip fields located in the landscape immediately surrounding the Church of St. Wilfred.</li> </ul>	<b>M-H</b>
<b>Form, density, identity and setting of existing settlement/ development</b>	<ul style="list-style-type: none"> <li>• The existing Selby settlement fringe appears well integrated with the surrounding landscape with well vegetated, irregular built form creating 'softer' edges.</li> <li>• Settlement edge surrounding the parcel is predominantly post-war, low-density housing with large private gardens.</li> <li>• St. Mary's Catholic Primary School, Selby Bowling Club, Brayton Community Centre and St. Wilfrid's Church are key community assets in the local area.</li> </ul>	<b>M-H</b>
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>• The spire of the Church of St. Wilfrid's in Brayton and the wooded hill of Brayton Barff form key sensitive landmarks in views from within the Parcel.</li> <li>• Localised views are restricted by existing built form and tree vegetation immediately surrounding the settlement fringes of Selby and Brayton.</li> </ul>	<b>M</b>
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>• Recreational opportunities, including PROW 35.12/9/1 and PROW 35.12/3/1 offer local level footpath access to the landscape.</li> <li>• Further access and recreation facilities are available in the form of playing fields to the west of Brayton Academy, and north of St. Wilfrid's Church. The church yard itself and the grounds of Selby Bowling Club are also designated Open Space.</li> <li>• Other more regional recreational opportunities are evident within the land parcel including The Trans Pennine Trail Long Distance Footpath, and National Cycle Route 62 which both run north-south adjacent Selby Canal.</li> </ul>	<b>M</b>
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>• The Parcel generally exhibits a rural and tranquil character with limited human-scale intervention. However, sensitivity does reduce with proximity to the busy A19 road, the Selby-Leeds Railway Line and the East Coast Mainline Railway Line.</li> </ul>	<b>M</b>

## Representative photographs



View from A1238 Leeds Road looking south



View from Baffam Lane north west towards St. Wilfrid's Church



View east from Baffam Lane towards Drax Power Station (not visible due to weather). Representative of large scale arable fields

### Notes on any variations in landscape sensitivity

The landscape in and around the Brayton Conservation Area will offer a higher sensitivity to development than areas to the east and west although the Parcel as a whole enforces a strategic separation with Brayton

### Overall development guidelines

**2-3 Storey Residential Housing** would need to be carefully sited to respond positively to the pattern and character of neighbouring built form. Land to the west of Brayton Academy and Foxhill Lane may be less sensitive to such development due to the potential for replication of the adjacent settlement character.

There is generally an absence of **Commercial Development** within Parcel SE2, and therefore this landscape will be more sensitive to such development scenarios.

This parcel is a strategic gap between Selby and Brayton and as such represents a more sensitive landscape to development.

## Landscape Assessment Parcel SE3: River Ouse Corridor

Character Description
<p>Parcel SE3 lies within <b>Sherburn Farmland LCA</b>, with the Bank House Farm area located within <b>Ouse Valley LCA</b>. The landscape in this parcel is characterised by:</p> <ul style="list-style-type: none"> <li>• Flat low-lying predominantly arable farmland with little tree cover or hedgerows.</li> <li>• Large scale fields often defined by dikes or ditches and irregularly spaced isolated trees.</li> <li>• Outside the main villages within the area, settlement is sparse with occasional isolated properties and farmsteads.</li> <li>• Small intermittent areas of broadleaved woodland, including intermitten woodland belts.</li> <li>• Significant number of settlements including villages, hamlets and the town of Selby, located along the course of the River Ouse.</li> </ul>

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>• Parcel SE3 is representative of the landscape characteristics typical for this LCA, including flat, low-lying floodplains with large scale heavily drained fields.</li> <li>• Within the central section of the Parcel, there is a clear lack of field boundary vegetation which reinforces a sense of openness and promotes expansive views.</li> <li>• At a local level in the eastern sector of the Parcel, there is more variation in the vegetation with mature trees to the rear of Wistow Road and along the B1223.</li> </ul>	<b>L</b>
<b>Natural character</b>	<ul style="list-style-type: none"> <li>• There are no biodiversity designations within Parcel SE3.</li> <li>• The intensive arable farming regime which typifies the landscape has resulted in the loss of enclosure and hedgerows in this landscape. Drains, dikes and ditches are common field boundary delineations.</li> </ul>	<b>L</b>
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>• There are no heritage assets within Parcel SE3, and very little indication of time-depth due to the intensive arable land use.</li> <li>• A Grade II Listed Property is located on the B1223 approximately 25m from the boundary of the Parcel.</li> </ul>	<b>L</b>
<b>Form, density, identity and setting of existing settlement/development</b>	<ul style="list-style-type: none"> <li>• The settlement edge adjacent Parcel SE3 exhibits a varied and more direct relationship with the surrounding landscape with properties on Bondgate facing open fields beyond the extent of the road.</li> <li>• Urban character is mixed with some historic properties displaying the traditional local vernacular (pantiled rooves and mottled brick), mixed with more modern brick built post war housing towards settlement fringes.</li> </ul>	<b>M</b>
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>• The immediate landscape is dominated by views of the settlement edge which varies between well integrated at the northern end of Wistow Road, with harsher, more exposed edges around Coupland Road.</li> <li>• Far ranging views are afforded further from the restrictions of the settlement edge with key features such as Drax Power Station Chimneys and smoke plumes clearly visible on the skyline.</li> <li>• Views to the north and east are less developed, with a wooded backdrop to views from adjacent LCAs.</li> </ul>	<b>M</b>
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>• There are a few PROWs within the Parcel, namely in the northern area (PROW 35.56/17/1 and 35.56/11/1) within proximity to the Black Fen Drain and providing local recreational links to Wistow.</li> </ul>	<b>L</b>
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>• The northern and eastern parts of the Parcel provide a more rural and tranquil character, whilst land within the eastern quadrant is more influenced by adjacent industry on the eastern bank of the River Ouse, with a reduction in perceived naturalness.</li> </ul>	<b>L-M</b>

## Representative photographs



View from track at end of Wistow Road looking north



View from Wistow Road looking east



View south east from B1223 Bondgate. Large scale arable fields and new settlement expansion evident

### Notes on any variations in landscape sensitivity

The landscape to the east and south of the Parcel is generally of lower sensitivity due to existing built form (Commercial and Residential).

### Overall development guidelines

New housing developments have been recently constructed at Coupland Road, and exhibit a harder settlement edge with the adjacent landscape. Neighbouring / adjoining land will be less sensitive to **2-3 Storey Residential Housing** which offers sympathetic urban form and appropriate design.

Any **Commercial Development** would need to take into account the current surrounding built form and identity to enable an appropriately sited development. Land in the eastern sector of the Parcel adjacent the River Ouse will have a better relationship with commercial built form on the opposite side of the River and would be less sensitive to such a development scenario.











## Selby

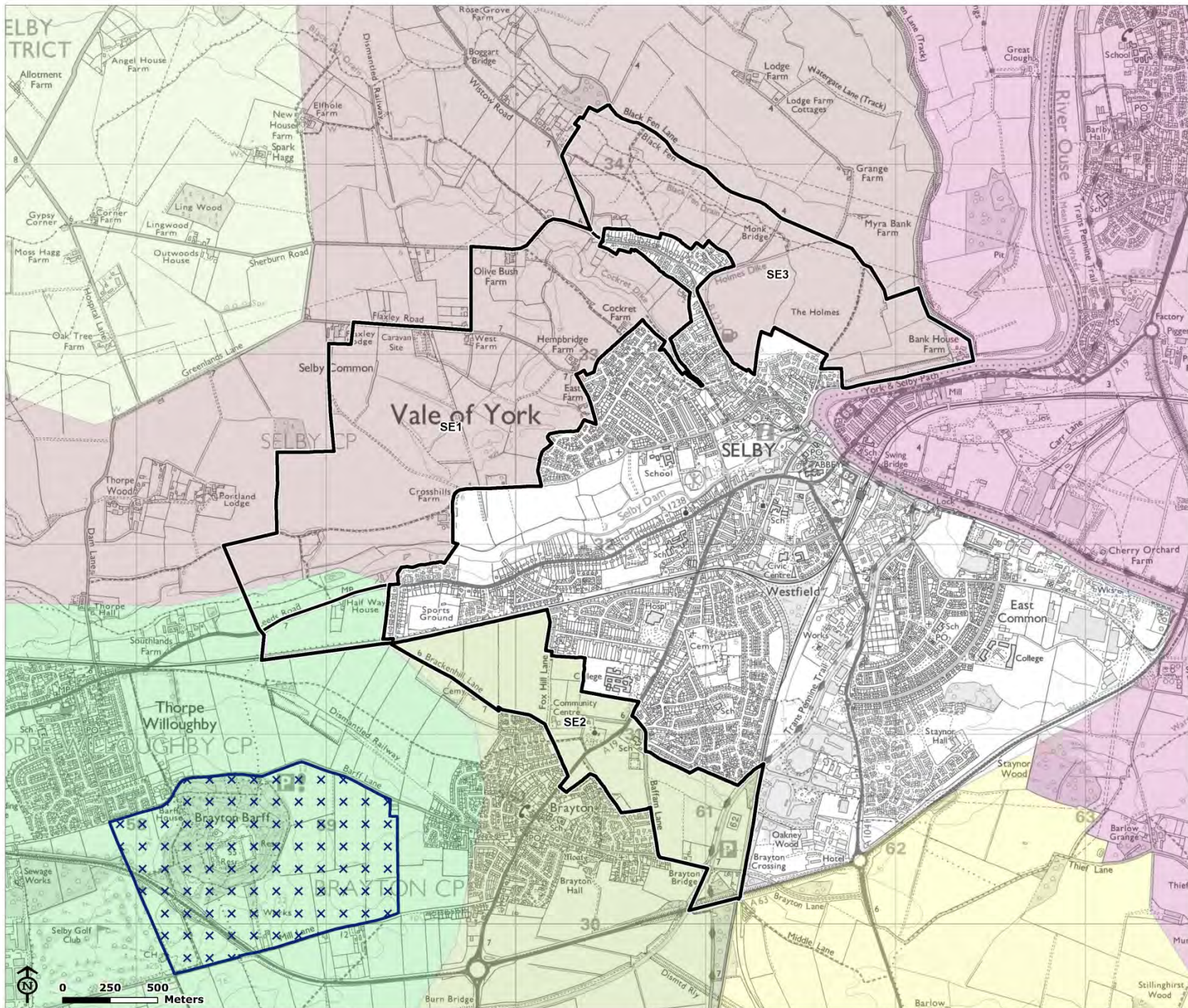
Overall assessment of landscape sensitivity to development scenarios			
	Assessment Parcel SE1	Assessment Parcel SE2	Assessment Parcel SE3
<b>2-3 storey residential housing</b>	<b>L-M</b>	<b>M-H</b>	<b>L-M</b>
<b>Commercial</b>	<b>L-M</b>	<b>M-H</b>	<b>L-M</b>

Few of the key characteristics and qualities of the landscape at both SE1 and SE3 are sensitive to change as a result of the introduction of both development scenarios, resulting in an **overall low-moderate sensitivity** judgement. Parcel SE2 includes Brayton Conservation Area and provides a strategic gap to prevent coalescence between the urban form of Selby and Brayton. The judgement for this Parcel is **overall moderate-high sensitivity** to the introduction of both development scenarios.

# Selby District Council Landscape Sensitivity Assessment

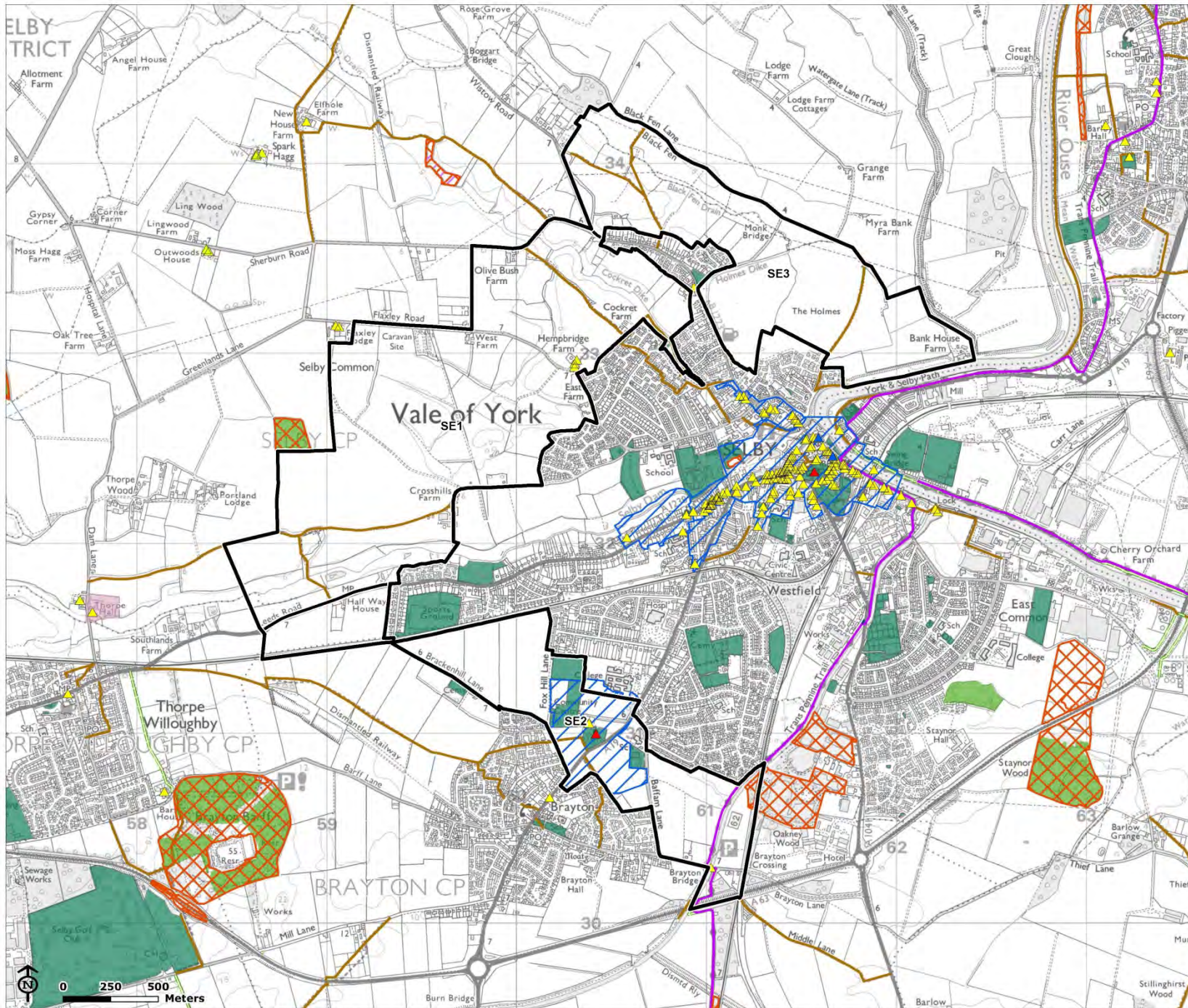
## Landscape - Selby

-  Selby District
-  Assessment Parcel
-  Locally Important Landscape Area
- LUC Landscape Character Area**
-  Ouse Valley
-  East Selby Farmland
-  Sherburn Farmland
-  North Selby Farmland
-  Haddlesey Farmland
-  Hambleton Sandstone Ridge
-  Camblesforth Farmland



Map Scale @A3: 1:19,600





# Selby District Council Landscape Sensitivity Assessment

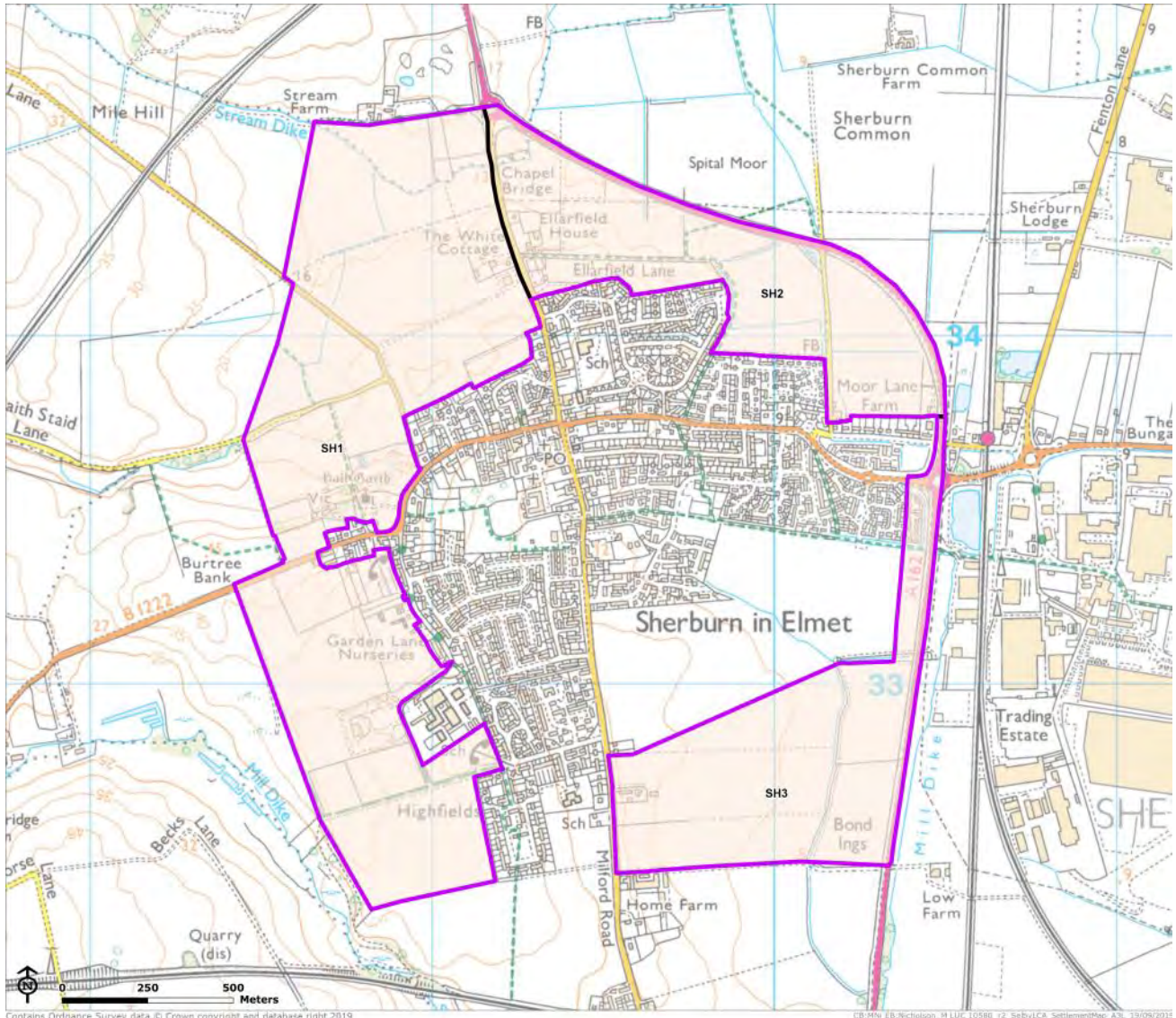
## Biodiversity, Historic Environment and Recreation - Selby

- Selby District
- Assessment Parcel
- Ancient Woodland
- Site of Special Scientific Interest (SSSI)
- SINC
- Listed Building Grade I
- Listed Building Grade II\*
- Listed Building Grade II
- Conservation Area
- Scheduled Monument
- National Cycle Network (NCN)
- NCN Link
- Bridleway
- Footpath
- Open Greenspace

Map Scale @A3: 1:19,600



## Sherburn in Elmet



### Location and summary of landscape character

#### Summary of published landscape character

The settlement of Sherburn in Elmet lies within two Primary Landscape Units (PLUs): **Limestone Landscapes and Farmed Lowland** and **Valley Landscapes**, which fall into two Landscape Character Types (LCTs): **Magnesian Limestone Ridge** and **Levels Farmland** respectively, as defined within the *North Yorkshire and York Landscape Characterisation Project (2011)*. The *Key Characteristics* of these LCTs include a predominantly flat, low-lying landscape with a patchwork of large-scale arable fields.

The *Selby Landscape Character Assessment (2019)* places the Sherburn in Elmet urban fringe landscape within the following Landscape Character Areas: **West Selby Limestone Ridge** to the west and **Sherburn Farmland** to the east. The West Selby Limestone Ridge is located along the western boundary of the district. The majority of the landscape is a low ridge of Magnesian limestone with large scale rolling arable fields. The Sherburn Farmland LCA is located in the centre of the district, to the west of Selby, bounded by the River Ouse to the east and the West Selby Limestone Ridge to the west. The landscape is characterised by predominantly flat, low-lying arable farmland with little tree or hedgerow cover.



## Definition of landscape assessment parcels

Refinement of study area boundary and definition of assessment parcels						
Boundary of study area	Criteria to define final refinement of study area boundary					Notes
	River / canal corridors	Infrastructure corridors	Existing landscape feature	Alignment of minor road / PRow	Adjoins adjacent study area / LPA	
North		✓				The infrastructure corridor of the A162.
East		✓				The infrastructure corridor of the A162.
South					✓	Adjoins the boundary of South Milford study area.
West			✓	✓		The lines of hedgerow field boundaries and a short section of the B1222 form the eastern study area boundary.

Definition of assessment parcels within Sherburn in Elmet:

- **SH1: Sherburn in Elmet Western Fringe;**
- **SH2: Land to the South of the A162; and**
- **SH3: Land to the West of the A162.**

Areas to the south of SH1 and SH3 are discussed in relation to South Milford, in Appendix 2.

## Landscape Assessment Parcel SH1: Sherburn in Elmet Western Fringe

Character Description
<p>Parcel SH1 Sherburn in Elmet Western Fringe lies wholly within the <b>West Selby Limestone Ridge</b> landscape character area. This landscape is characterised by:</p> <ul style="list-style-type: none"> <li>• Low ridge of magnesian limestone with large scale rolling arable farmland.</li> <li>• Irregularly shaped, large scale arable fields, defined by hedgerows and field margin buffers with intermittent hedgerow trees, or occasionally dikes and ditches.</li> <li>• Strong presence of large areas of calcareous woodland to the west of the character area, providing a sense of semi-enclosure.</li> <li>• Major transport links dissect this landscape, including the main trunk roads A1, A63, and A64, and railway lines.</li> <li>• Mineral sites for limestone extraction are recurrent.</li> </ul>

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>• Parcel SH1 exhibits the varied topography of this character area, particularly to the west, creating a large-scale rolling landscape rising from low-lying and flat land to the east.</li> <li>• Fields tend to be arable, large-scale and irregular in shape. They are often defined by low, fragmented hedgerows which promote a sense of openness, particularly to the north and south of the Parcel.</li> </ul>	<b>L-M</b>
<b>Natural character</b>	<ul style="list-style-type: none"> <li>• The Parcel lies within the Locally Important Landscape Area (LILA) as defined by Selby District Council.</li> <li>• The majority of Parcel SH1 also lies within the designated Green Belt for the area, with the exception of small fields west of Garden Lane.</li> <li>• Sherburn Willows SSSI is located immediately adjoining the south western boundary of Parcel SH1 adjacent Mill Dike.</li> </ul>	<b>M-H</b>
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>• There is a sense of time-depth across this landscape with prominent historic features such as Grade I Listed All Saints' Church.</li> <li>• The Site of King Athelstan's Palace, a Scheduled Ancient Monument is located centrally within the Parcel, north of All Saints' Church.</li> </ul>	<b>M-H</b>
<b>Form, density, identity and setting of existing settlement/development</b>	<ul style="list-style-type: none"> <li>• Sherburn in Elmet is a relatively contained, nucleated settlement. Wooded edges, mature garden vegetation and uneven settlement edges create higher levels of sensitivity within Parcel SH1.</li> </ul>	<b>M</b>
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>• Views outwards to the west are contained by land rising to approximately 50m AOD.</li> <li>• Mature vegetation adjacent main roads (Finkle Hill) and along field boundaries restrict local level views, particularly to the south.</li> <li>• Human influence is evident in views towards wind turbines, and the outline of All Saints Church on the elevated skyline can be seen from most of the northern part of this Parcel.</li> <li>• The low hills provide an undeveloped backdrop to the settlement in longer views from the east.</li> </ul>	<b>M</b>
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>• Recreational opportunities are offered at a local level within Parcel SH1. Public Rights of Way are located within the central quadrant of the Parcel. PROW 35.57/8/1, PROW 35.57/9/1, PROW 35.57/4/1 link walking routes east-west and north-south through the landscape. Bridleway 35.57/10/1 runs through the southern part of the Parcel.</li> <li>• The grounds of All Saints' Church are designated Open Greenspace in Selby District Core Strategy.</li> </ul>	<b>L-M</b>
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>• The Parcel has a strong rural feel which creates a sense of tranquillity. This is reduced towards settlement edges by busy main roads and commercial / light industrial activity which exerts an audible interruption. These would potentially be more suitable locations for small-scale <b>Commercial Development</b>.</li> </ul>	<b>M</b>

## Representative photographs



View from Finkle Hill looking west



View from PROW 35.57/10/1 (bridleway) looking west



View Coldhill Lane looking south towards northern part of Sherburn in Elmet. The Grade I Listed Church of All Saints is prominent in views

### Notes on any variations in landscape sensitivity

Landscape sensitivity on infill land to the south and north of Sherburn High School, reflecting the nucleated settlement form, will be of locally reduced sensitivity to development scenarios.

### Overall development guidelines

Wooded edges, mature garden vegetation and uneven settlement edges create higher levels of sensitivity within Parcel SH1.

Commercial activity is currently evident near Sherburn High School (New Lane), and sensitivity to **Commercial Development** near this location would be lower than elsewhere within the Parcel which is predominantly post-war social and private housing.

Parcel SH1 would be of lower sensitivity to **2-3 Storey Residential Housing** than Commercial Development, largely due to the character of the existing built form.

## Landscape Assessment Parcel SH2: Land to the South of the A162

Character Description
<p>Parcel SH2 Land to the South of the A162 lies wholly within the <b>Sherburn Farmland</b> landscape character area. This landscape is characterised by:</p> <ul style="list-style-type: none"> <li>• Flat low-lying predominantly arable farmland with little tree cover or hedgerows.</li> <li>• Large scale fields often defined by dikes or ditches and irregularly spaced isolated trees.</li> <li>• Outside the main villages within the area, settlement is sparse with occasional isolated properties and farmsteads.</li> <li>• Small intermittent areas of broadleaved woodland, including intermittent woodland belts.</li> <li>• Predominantly rural character with a strong sense of openness, however with dominant industrial scale human elements to the west around Sherburn in Elmet.</li> </ul>

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>• Parcel SH2 exhibits the typical flat, low lying arable farmland characteristic of this area.</li> <li>• Fields are generally large scale, rectilinear although boundary vegetation is more mature and intact than elsewhere within the character area, particularly along transport routes including the A162 and Finkle Hill.</li> </ul>	<b>L</b>
<b>Natural character</b>	<ul style="list-style-type: none"> <li>• A northern section of the Parcel, located south of the A162 roundabout is designated Green Belt.</li> <li>• A Traditional Orchard as defined within the Priority Habitat Inventory is located in the south, west of the A162.</li> <li>• Vegetation is constrained to transport corridor planting and small tracts along field boundaries.</li> </ul>	<b>M</b>
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>• There are no historic designations within proximity of the Parcel.</li> <li>• A Grade II Listed Building is located approximately 350m south in the village centre.</li> </ul>	<b>L</b>
<b>Form, density, identity and setting of existing settlement/development</b>	<ul style="list-style-type: none"> <li>• There are a few isolated farmsteads within Parcel SH2, predominantly along Finkle Hill.</li> <li>• New housing is currently being developed in land north of Pinfold Garth, which extends the settlement in a nucleated form.</li> </ul>	<b>L-M</b>
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>• Views to the east are far-ranging due to the low-lying topography, with views to the low limestone hills to the west.</li> <li>• Views to the east are influenced by the industrial buildings associated with the British Gypsum works on Fenton Lane and parts of Sherburn Enterprise Park, visible on the horizon.</li> <li>• The movement of vehicles along the A162 and construction traffic to and within the housing development site near Pinfold Garth are temporary visual influences.</li> </ul>	<b>M</b>
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>• There is a small network of local level PROWs within the central part of the Parcel. PROW 35.57/3/1 links Finkle Hill with the southern extents of Sherburn and PROW 35.57/2/2 links the settlement to Sherburn Common.</li> <li>• Two playing fields are also located within the Parcel, one accessed off Finkle Hill and is part of Sherburn White Rose Football Club facilities and one to the south of the A162 accessed from Ellarfield Lane.</li> </ul>	<b>L</b>
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>• There are significant audible and visual human influences within the Parcel which significantly reduce the rurality and decrease sensitivity to both residential and commercial development.</li> </ul>	<b>L-M</b>

## Representative photographs



View from PROW 35.57/2/1 looking north east



View from Finkle Hill looking east



View south east from Finkle Hill. Gently undulating arable land with urban fringe recreational activities evident

### Notes on any variations in landscape sensitivity

Land around Hodgson's Lane, part of which is currently being developed, may exhibit lower sensitivity to change than more exposed parts of the Parcel to the north and east.

### Overall development guidelines

The adjacent built form, a mixture of post war social and private housing, often exhibits a hard edge with little landscape integration. This would include the landscape adjacent Hodgson's Lane. Such locations would be of reduced sensitivity to **2-3 Storey Residential Housing** development.

Parcel SH2 would be of higher sensitivity to **Commercial Development** due to the nature and relationship of the surrounding built form, being more elevated with open views.

## Landscape Assessment Parcel SH3: Land to the West of the A162

Character Description
<p>Parcel SH3 Land to the West of the A162 lies wholly within the <b>Sherburn Farmland</b> landscape character area. This landscape is characterised by:</p> <ul style="list-style-type: none"> <li>• Flat low-lying predominantly arable farmland with little tree cover or hedgerows.</li> <li>• Large scale fields often defined by dikes or ditches and irregularly spaced isolated trees.</li> <li>• Outside the main villages within the area, settlement is sparse with occasional isolated properties and farmsteads.</li> <li>• Small intermittent areas of broadleaved woodland, including intermittent woodland belts.</li> <li>• Predominantly rural character with a strong sense of openness, however with dominant industrial scale human elements to the west around Sherburn in Elmet.</li> </ul>

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>• A predominantly flat, very low-lying landscape with an average elevation of less than 10m AOD.</li> <li>• Large scale, intensively farmed fields are typical of this character area. Drainage ditches act as boundaries and there is an evident lack of field-side vegetation.</li> </ul>	<b>L</b>
<b>Natural character</b>	<ul style="list-style-type: none"> <li>• The small section of land within the Parcel to the west of Milford Road is designated a Locally Important Landscape Area (LILA) according to Selby District Council Core Strategy. Part of this Parcel is also designated Green Belt.</li> <li>• Bond Ings on the eastern boundary of the Parcel is a Candidate SINC, identified for the importance of its semi-natural / calcareous grassland.</li> <li>• Fields are largely unenclosed and vegetation is sparse, limited to occasional mature trees along the A162 or Milford Road.</li> </ul>	<b>M</b>
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>• There are no historic landscape designations within or near Parcel SH3, and little evidence of heritage assets.</li> </ul>	<b>L</b>
<b>Form, density, identity and setting of existing settlement/development</b>	<ul style="list-style-type: none"> <li>• Built form within the Parcel is limited to agricultural infrastructure at Home Farm Grange.</li> <li>• The landscape provides an undeveloped setting to residential properties at the south eastern extent of Sherburn in Elmet.</li> <li>• The surrounding residential character is predominantly 1950s brick-built properties, although there is a large new-build estate under construction on Low Street north of the Parcel which will exhibit a stark association with the surrounding landscape.</li> </ul>	<b>M</b>
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>• Views west from the Parcel are limited by a gentle rise in topography. Properties at the top of this elevated ridge at Highfield Villas experience panoramic views east across the Parcel.</li> <li>• Industrial units at Sherburn Enterprise Park, chimneys and smoke plumes at the Gypsum Works on Fenton Lane are clearly visible in the middle distance with views stretching towards raised land east of Wood Mine.</li> <li>• There is very little localised vegetation to contain views.</li> </ul>	<b>M</b>
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>• The Parcel has very limited recreational assets. PROW 35.57/32/3 traverses east-west in the northern part of Parcel SH3.</li> </ul>	<b>L</b>
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>• Busy commuter roads and the clear human influence from the nearby industrial developments reduce landscape sensitivity in this Parcel.</li> </ul>	<b>L-M</b>

## Representative photographs



View from Milford Road looking west



Intensive agricultural production evident



View from Milford Road looking west. Representative of expansive views and large scale arable fields

### Notes on any variations in landscape sensitivity

Landscape sensitivity is relatively consistent across the Parcel, although land to the south adjacent Milford Road assists in the maintenance of a strategic gap between the settlements of Sherburn in Elmet and South Milford, and would be of higher sensitivity.

### Overall development guidelines

The surrounding residential character is predominantly 1950s brick-built properties, although there is a large new-build estate under construction on Low Street north of the Parcel which will exhibit a stark association with the surrounding landscape. **2-3 Storey Residential Housing** would be less sensitive within proximity of Milford Road, continuing the nucleated form and existing density of development.

The parcel may be perceived to contribute to the creation of a strategic gap between Sherburn in Elmet and South Milford, particularly in the south, but this would be more applicable to the Parcels immediately adjoining, including SM2.

The landscape is more sensitive to **Commercial Development** due to the scale and general pattern of Sherburn in Elmet.

## Sherburn in Elmet

Overall assessment of landscape sensitivity to development scenarios			
	Assessment Parcel SH1	Assessment Parcel SH2	Assessment Parcel SH3
<b>2-3 storey residential housing</b>	<b>M</b>	<b>L-M</b>	<b>M</b>
<b>Commercial</b>	<b>M</b>	<b>M</b>	<b>M-H</b>

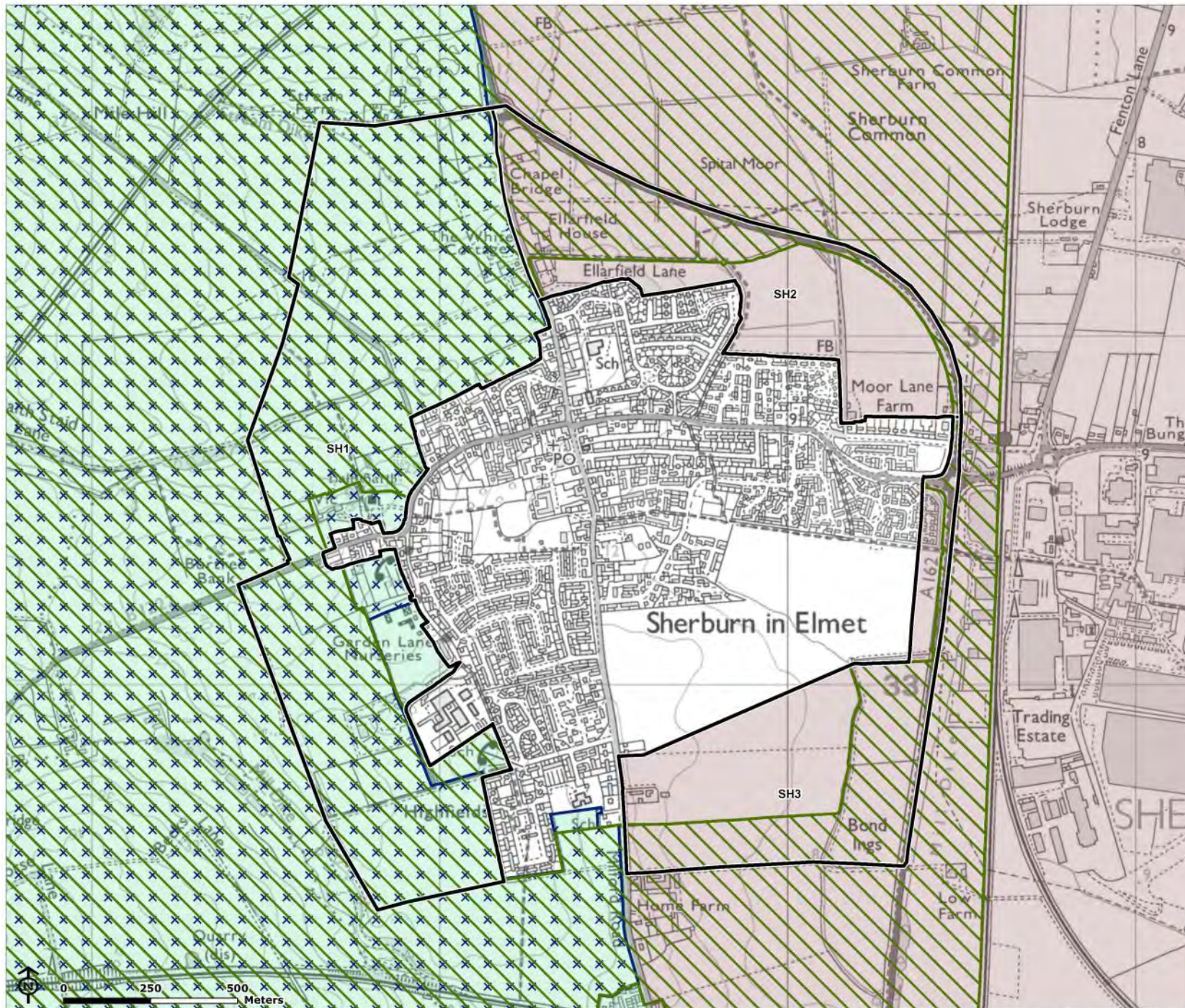
Few of the key characteristics and qualities of the landscape in SH2 are sensitive to change as a result of the introduction of a residential development scenario, resulting in an **overall low-moderate sensitivity** judgement. Sensitivity to commercial development was assessed to be higher at **moderate sensitivity** due to the scale and general pattern of the current built form. SH3 was assessed as a more sensitive landscape, particularly to a Commercial Development scenario due to the contribution this Parcel plays in the creation of a strategic gap between Sherburn in Elmet and South Milford. The landscape and visual qualities in Parcel SH1, including the presence of the Locally Important Landscape Area and Green Belt contribute to a higher degree of landscape sensitivity, but this is reduced locally by the presence of existing industry and commercial development.



**Selby District Council  
Landscape Sensitivity  
Assessment**

**Landscape - Sherburn in Elmet**

-  Selby District
  -  Assessment Parcel
  -  Green Belt
  -  Locally Important Landscape Area
- LUC Landscape Character Area**
-  West Selby Limestone Ridge
  -  Sherburn Farmland



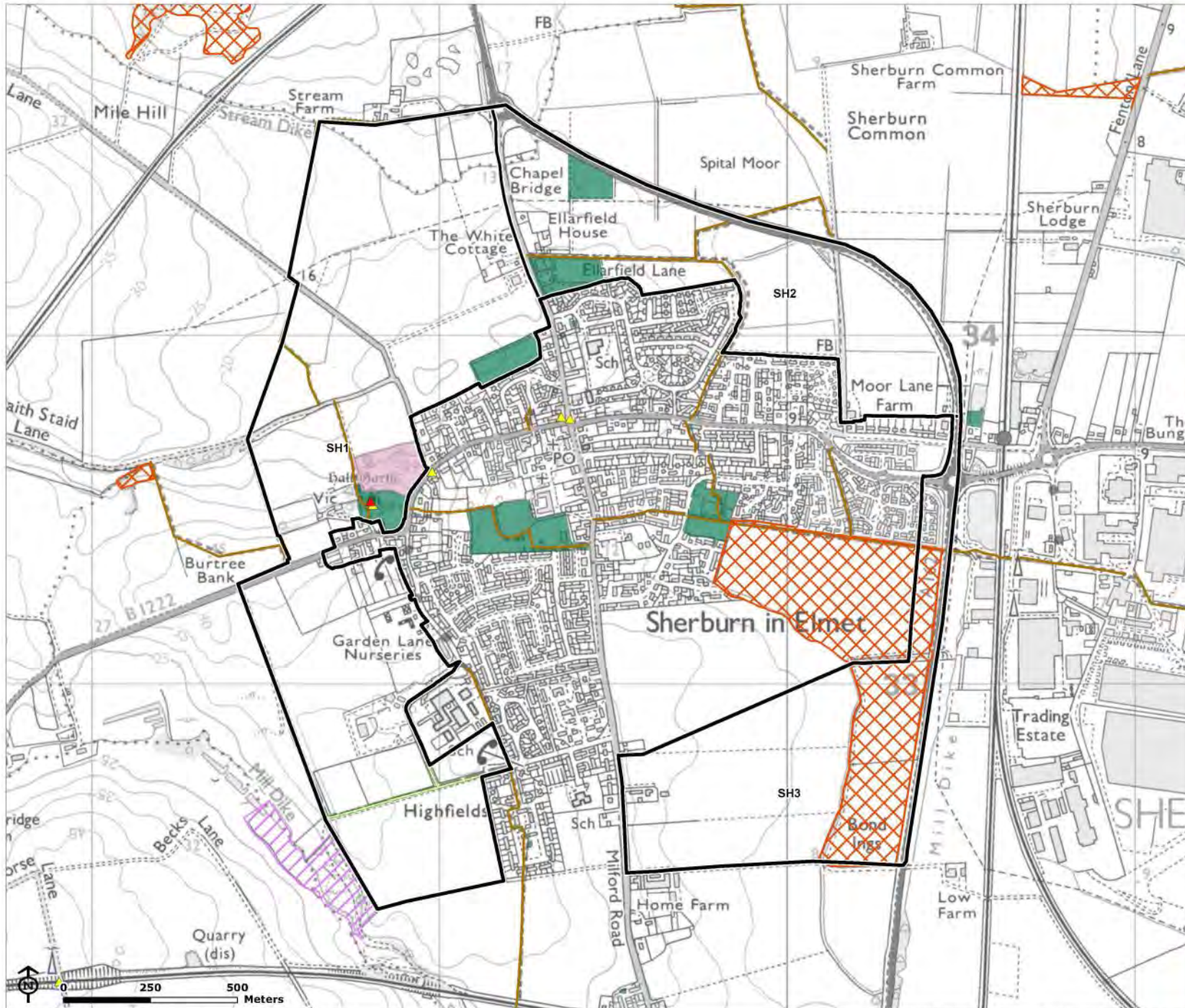
Map Scale @A3: 1:10,700



**Selby District Council  
Landscape Sensitivity  
Assessment**

**Biodiversity, Historic Environment  
and Recreation - Sherburn in Elmet**

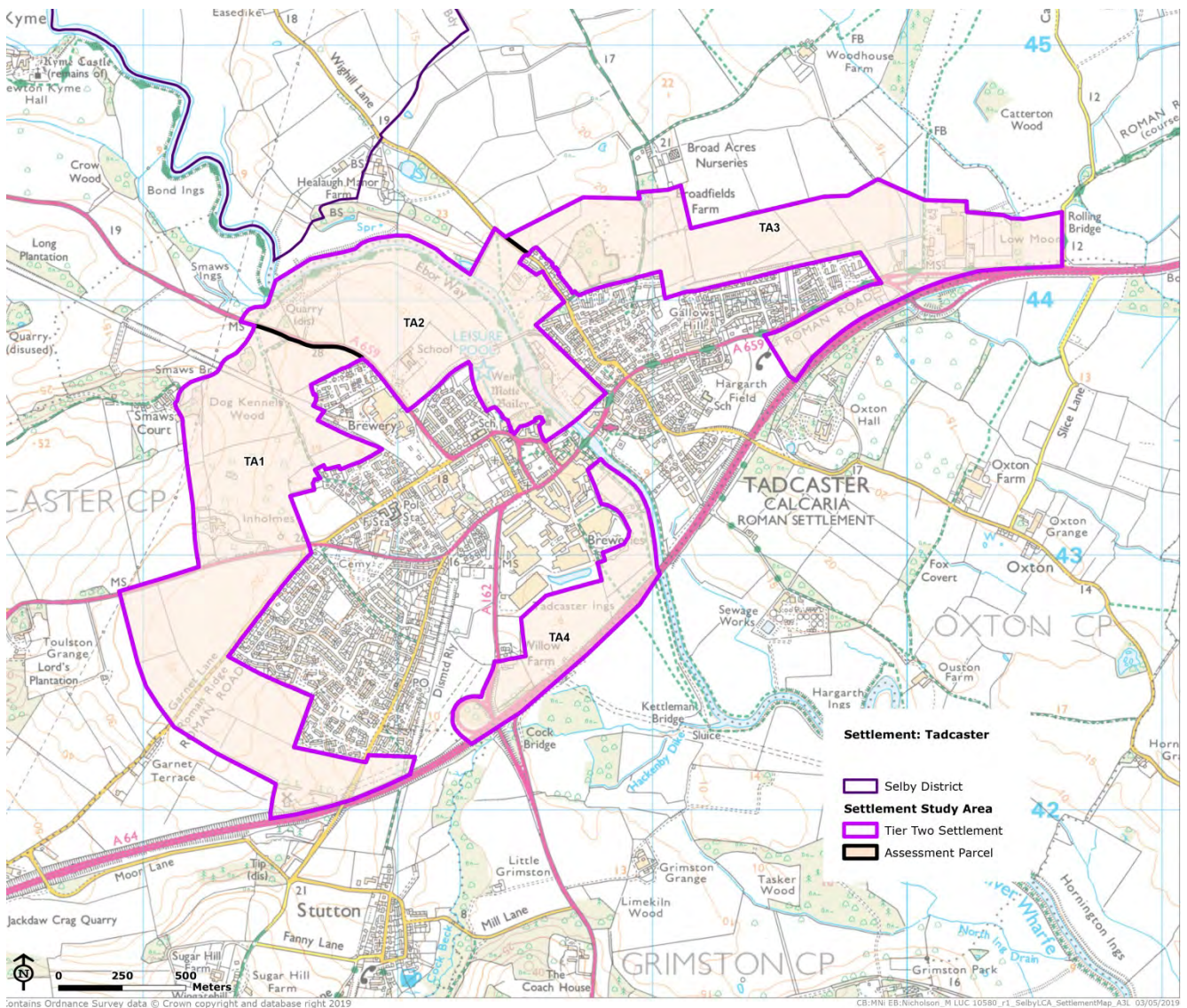
-  Selby District
-  Assessment Parcel
-  Site of Special Scientific Interest (SSSI)
-  SINC
-  Listed Building Grade I
-  Listed Building Grade II
-  Scheduled Monument
-  Bridleway
-  Footpath
-  Open Greenspace



Map Scale @A3: 1:10,700



# Tadcaster



## Location and summary of landscape character

### Summary of published landscape character

The settlement of Tadcaster lies within **Primary Landscape Unit (PLU)** and **Landscape Character Type (LCT) Urban Landscapes**, as defined within the *North Yorkshire and York Landscape Characterisation Project (2011)*. The *Key Characteristics* of this LCT include a mixture of settlement size and pattern often containing a historic core which encompasses a pattern of historic buildings and streetscapes displaying a vernacular tradition of local building materials.

The landscape surrounding the settlement of Tadcaster can be categorised into **PLU Limestone Landscapes** and **PLU Farmed Lowland and Valley Landscapes** according to the 2011 Study, and further refined into **LCT Magnesian Limestone Ridge**, **LCT River Floodplain** and **LCT Vale Farmland with Plantation Woodland and Heathland**. The key characteristics of these LCT's relevant to the study areas include:

- Gently rolling landform
- Large scale arable fields dominate the landscape
- Flood meadows

- Low-lying predominantly with a strong sense of openness

The *Selby Landscape Character Assessment (2019)* places the Tadcaster Urban fringe landscape within the following Landscape Character Areas: **York Fringe West; Wharfe Valley** and **West Selby Limestone Ridge**. The York Fringe West LCA is located in the north-western part of the District, bounded by the River Wharfe to the south and the Ouse to the east. It is characterised by flat, gently undulating farmland with scattered woodland and a strong sense of openness. The Wharfe Valley LCA is an elongated, linear area bound by Tadcaster in the north-west and the confluence of the River Wharfe and Ouse to the south east. Key characteristics in this landscape include a flat floodplain with a well-vegetated river corridor. The West Selby Limestone Ridge is located along the western boundary of the district. The majority of the landscape is a low ridge of Magnesian limestone with large scale rolling arable fields.

### Definition of landscape assessment parcels

Refinement of study area boundary and definition of assessment parcels

Boundary of study area	Criteria to define final refinement of study area boundary					Notes
	River / canal corridors	Infrastructure corridors	Existing landscape feature	Alignment of minor road / PRoW	Adjoins adjacent study area / LPA	
North	✓		✓	✓		The combination of a section of the River Wharfe, field boundaries and road corridors.
East		✓				The infrastructure corridor of the A64.
South		✓				The infrastructure corridor of the A64.
West	✓		✓	✓		The combination of a section of the River Wharfe, field boundaries and road corridors.

Definition of assessment parcels within Tadcaster:

- **TA1 Tadcaster Western Fringe;**
- **TA2: River Wharfe Corridor;**
- **TA3: Tadcaster Eastern Fringe; and**
- **TA4: Land to the North of the A64.**

## Landscape Assessment Parcel TA1: Tadcaster Western Fringe

Character Description
<p>Parcel TA1 Tadcaster Western Fringe lies wholly within the 2019 <b>LCA West Selby Limestone Ridge</b>. This landscape is characterised by:</p> <ul style="list-style-type: none"> <li>• Low ridge of magnesian limestone with large scale rolling arable farmland.</li> <li>• Irregularly shaped, large scale arable fields, defined by hedgerows and field margin buffers with intermittent hedgerow trees, or occasionally dikes and ditches.</li> <li>• Strong presence of large areas of calcareous woodland to the west of the character area, providing a sense of semi-enclosure.</li> <li>• Major transport links dissect this landscape, including the main trunk roads A1, A63, and A64, and railway lines.</li> <li>• Mineral sites for limestone extraction are recurrent.</li> <li>• Sparse settlement pattern outside the town of Tadcaster and small villages, with few isolated properties and farmsteads.</li> </ul>

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>• The parcel is characterised by gently undulating arable fields which are generally large-scale and irregular. There is some variation in the southern sector of the parcel, south of Garnet Lane where fields are smaller and more regular.</li> <li>• Forested areas and calcareous woodland blocks are located on the limestone ridge.</li> <li>• Parkland is a common feature around Tadcaster and particularly dominant within this assessment parcel. Grazing pasture punctuated with mature specimen trees breaks up the arable landscape north of the A569 Leeds Road.</li> </ul>	<b>L-M</b>
<b>Natural character</b>	<ul style="list-style-type: none"> <li>• Irregular medium to large scale fields are predominantly defined by low, fragmented hedgerows or occasional ditches, which promote a sense of openness.</li> <li>• Small, scattered blocks of woodland are concentrated within the northern part of Parcel TA1, two of which are identified as Deciduous Woodland within the Priority Habitat Inventory</li> <li>• The parcel lies wholly within a Locally Important Landscape Area (LILA) as defined by Selby District Council.</li> <li>• The landscape to the west of Tadcaster is also designated Green Belt according to the Selby District Core Strategy. Parcel TA1 lies almost completely within this designation. The exceptions are small fields west of Kelcbar Way and west of Inholmes Lane</li> </ul>	<b>M</b>
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>• There are no historic landscape designations within proximity to the parcel.</li> <li>• A Grade II Listed Milestone marker is located on the A659 Leeds Road, approximately 50m west of the site boundary</li> </ul>	<b>L</b>
<b>Form, density, identity and setting of existing settlement/ development</b>	<ul style="list-style-type: none"> <li>• The parcel remains largely undeveloped with a combination of large scattered farmsteads and stately homes comprising the main urban form.</li> <li>• Adjacent post-war built form is largely contained by road infrastructure including Garnet Lane and Station Road, although more modern infill housing is evident at Cedar Drive (drawing on the limestone vernacular) and small social housing estates north of Tower Brewery.</li> </ul>	<b>M</b>
<b>Views and visual character including</b>	<ul style="list-style-type: none"> <li>• The topography around the A659 Leeds Road promotes a sense of openness and long ranging views across part of the landscape into the surrounding lowland areas.</li> <li>• Views north are often contained by the undulating landform and localised dense hedgerows which limits visibility.</li> </ul>	<b>M</b>

<b>skylines</b>	<ul style="list-style-type: none"> <li>• A stronger sense of enclosure is experienced in the landscape between the A659 Wetherby Road and the A659 Leeds Road.</li> <li>• Woodland on the upper slopes of the limestone ridge is clearly evident on the skyline from the land within the parcel south of the A659 Leeds Road.</li> <li>• Chimneys and infrastructure from the Breweries in Tadcaster town centre are evident on the skyline from the northern part of the parcel.</li> </ul>	
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>• Recreation facilities including footpaths and bridleways are extremely limited within this land parcel. PROW 35.64/14/2 links the River Wharfe with the north west of Tadcaster and Bridleway 35.64/15/1 skirts the western boundary joining settlements to the west with the River Wharfe Corridor.</li> </ul>	<b>L</b>
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>• A strong rural and tranquil character is evident within the land parcel, particularly away from the busy A659 trunk roads. There is a sense of enclosure created by the rolling landform and mature tree cover which restricts local views</li> </ul>	<b>M</b>

## Representative photographs



Arable farmland and settlement fringe adjacent Stutton Road



View north from A659



View south from A659. Representative of large scale open arable fields and woodland blocks

### Notes on any variations in landscape sensitivity

The landscape in and around the pockets of woodland, particularly those designated as Deciduous Woodland as defined within the Priority Habitats Inventory will be more sensitive than elsewhere. Land within the lower lying valley floor south of the A659 offers high inter-visibility with the landscape directly to the west and to the urban fringes of Selby to the east

### Overall development guidelines

Parcel TA1 contributes towards the setting of the settlement with views both into and out of Tadcaster and urban fringe with well vegetated edges such as Garnet Lane which integrate built form into the landscape. Landscape sensitivity to **2-3 Storey Residential Development** would be higher in these localities.

There are some areas to the north of the parcel where existing Commercial built form such as Tower Brewery on A659, lessens the landscape sensitivity to **Commercial Development**.

## Landscape Assessment Parcel TA2: River Wharfe Corridor

Character Description
<p>Parcel TA2 River Wharfe Corridor lies wholly within the 2019 <b>LCA West Selby Limestone Ridge</b>. This landscape is characterised by:</p> <ul style="list-style-type: none"> <li>• Low ridge of magnesian limestone with large scale rolling arable farmland.</li> <li>• Irregularly shaped, large scale arable fields, defined by hedgerows and field margin buffers with intermittent hedgerow trees, or occasionally dikes and ditches.</li> <li>• Strong presence of large areas of calcareous woodland to the west of the character area, providing a sense of semi-enclosure.</li> <li>• Major transport links dissect this landscape, including the main trunk roads A1, A63, and A64, and railway lines.</li> <li>• Mineral sites for limestone extraction are recurrent.</li> <li>• Sparse settlement pattern outside the town of Tadcaster and small villages, with few isolated properties and farmsteads.</li> </ul>

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>• Land adjacent the A659 Wetherby Road is slightly elevated at approximately 35m AOD, and falls gently through the floodplain of the River Wharfe to the east.</li> <li>• Fields are relatively large and open, characterised by striking mature specimen trees and gappy hedgerows.</li> <li>• The well-vegetated corridor of the River Wharfe is a prominent feature from elevated views.</li> </ul>	<b>L-M</b>
<b>Natural character</b>	<ul style="list-style-type: none"> <li>• Apart from a small section to the east of the River Wharfe adjacent Mill Lane, the entirety of Parcel TA2 is designated a Locally Important Landscape Area (LILA).</li> <li>• All of the land to the south west of the River Wharfe is located within designated Green Belt. The fields between the River Wharfe and Wighill Lane are outwith this boundary.</li> <li>• The site of a Motte and Bailey Castle, situated west of the River Wharfe, comprises floodplain grazing marsh according to the Priority Habitat Inventory. The Inventory also defines two areas of Deciduous Woodland within the land parcel, one adjacent Tadcaster Railway Viaduct, and one to the south of the Castle site.</li> <li>• Vegetation along the River Wharfe Corridor is mixed deciduous and provides a green corridor through the landscape.</li> </ul>	<b>M</b>
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>• The parcel includes a small section of Tadcaster Conservation Area at the site of the Castle and land west of the River Wharfe.</li> <li>• The Castle is also a Scheduled Ancient Monument and is to the north of the Grade II* Listed Church of St. Mary. The 15<sup>th</sup> Century Parish Church also has a Grade II Listed Sundial in the grounds</li> </ul>	<b>M</b>
<b>Form, density, identity and setting of existing settlement/development</b>	<ul style="list-style-type: none"> <li>• Urban edges are predominantly softened by vegetation and well integrated, particularly around the school and the viaduct.</li> <li>• Parcel TA2 contributes towards open views into the River Wharfe Corridor and towards the Railway Viaduct meaning that development in this area would alter the urban-rural setting.</li> </ul>	<b>M</b>
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>• Views towards the River Wharfe are extensive across the flood plain, and there is intervisibility from both the A659 and the settlement edge around Kelcbar Close.</li> <li>• Key features of historic and natural heritage such as the Railway viaduct and River Wharfe Corridor are evident in views from adjacent roads and settlement edge.</li> <li>• Views to the north east are contained by rising land near Billbrough which frames the horizon.</li> </ul>	<b>M-H</b>



<p><b>Access and recreation</b></p>	<ul style="list-style-type: none"> <li>• Due to the proximity of the River Wharfe, Parcel TA2 is interspersed with local level recreation routes including PROW 35.64/1/2, PROW 35.64/25/1 and PROW 35.64/28/1.</li> <li>• Open greenspace is identified within the parcel in the grounds of the Church of St. Mary's and in sites which directly border the parcel including community allotments to the rear of Wharfedale Crescent and Tadcaster Community Swimming Pool off the A659 Station Road.</li> </ul>	<p><b>L-M</b></p>
<p><b>Perceptual and experiential qualities</b></p>	<ul style="list-style-type: none"> <li>• Apart from the relatively busy A659, the landscape appears rural and tranquil. The river corridor links this character area with surrounding areas and there is relatively strong inter-visibility with adjacent LCAs.</li> </ul>	<p><b>M</b></p>

## Representative photographs



View from A569 Wetherby Road looking north east



View north west from A569 Wetherby Road



View north towards River Wharfe from A659 Wetherby Road. Flat valley floodplain with land gently rising to the north

### Notes on any variations in landscape sensitivity

Landscape sensitivity will be higher within proximity to areas of landscape and historic designations where development may affect the landscape setting of such features.

### Overall development guidelines

There are very few residential dwellings within Parcel TA2. Isolated large-scale farmsteads, large private dwellings and light industrial buildings are located within the floodplain both north and south of the River Wharfe and therefore **2-3 Storey Residential Housing** would need to be carefully designed and sited in order to relate to the existing settlement pattern.

The A659 is a busy road corridor into Selby, and the sensitivity of the landscape would be lower for well-sited **Commercial Development** to compliment the nucleated built form, for example adjacent Riverside Community Primary School.

## Landscape Assessment Parcel TA3: Tadcaster Eastern Fringe

Character Description
<p>Parcel TA3 Tadcaster Eastern Fringe lies wholly within the 2019 <b>LCA York Fringe West</b>. This landscape is characterised by:</p> <ul style="list-style-type: none"> <li>• Flat and gently undulating low-lying farmland, with areas of woodland scattered throughout the landscape.</li> <li>• Predominantly arable farmland with a medium-large scale field pattern, defined by mature hedgerows with frequent mature hedgerow trees.</li> <li>• Scattered settlement pattern with nucleated villages and farmsteads dispersed throughout the landscape.</li> <li>• Flat and low-lying nature of the landform nature creates a strong sense of openness, with a strong rural character, with limited built development outside of the main villages of Healaugh, Bilbrough, Bolton Percy and Appleton Roebuck.</li> </ul>

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>• A patchwork of low-lying predominantly arable fields often bounded by mature hedgerows and interspersed with blocks of regular-shaped mixed and coniferous plantation woodlands.</li> <li>• The well vegetated trunk-road corridors of the A64 and A569 bisect the parcel.</li> <li>• The high quality fertile soils allow agricultural practice to dominate the landscape with large, mainly open arable farmland. Fields are large and regular in shape with mature, dense hedgerows which limit visibility from the roadside.</li> </ul>	<b>L</b>
<b>Natural character</b>	<ul style="list-style-type: none"> <li>• Brickyard Pond east of Wighill Lane is a Ratified SINC, and also an identified as Lowland Fens and Deciduous Woodland according to the Priority Habitat Inventory published by Natural England.</li> </ul>	<b>L-M</b>
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>• There are no historic designations within or near Parcel TA3.</li> <li>• Part of the route of the A659 York Road is a remnant Roman Road.</li> <li>• A Grade II Listed Property (Fircroft) is located 100m west of the parcel boundary, west of Wighill Lane.</li> </ul>	<b>L</b>
<b>Form, density, identity and setting of existing settlement/ development</b>	<ul style="list-style-type: none"> <li>• The Parcel has limited built form, other than limited residential and commercial linear development along the A659.</li> </ul>	<b>L-M</b>
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>• There are generally no distinct landmarks visible on the skyline. Skylines are dominated by wooded blocks.</li> <li>• Adjacent the A659 York Road, field hedgerows and roadside vegetation contain local views.</li> </ul>	<b>L-M</b>
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>• There is evidence of local level recreational activity within the land parcel including PROW 36.64/10/1 which runs north-south and Bridleway 35.64/27/1 which links Healaugh Priory with Tadcaster.</li> <li>• National Cycle Route 665 skirts the southern fringe of the land parcel along the A64.</li> </ul>	<b>L-M</b>
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>• Parts of this parcel still retain a strongly rural character, although this is reduced with proximity to the A64 and commercial units adjacent the A659.</li> </ul>	<b>L-M</b>

## Representative photographs



View from A569 York Road looking north



View towards southern section of parcel between A659 and A64



View east from Wighill Lane. Gently undulating large scale arable farmland

### Notes on any variations in landscape sensitivity

The landscape to the east of Wighill Lane is more open and rural in character offering a higher degree of landscape sensitivity to areas adjacent the A659 York Road.

### Overall development guidelines

The Parcel contains some isolated farmsteads at Broadfields Farm to the north and adjacent the A659 off Little Catterton Lane alongside commercial properties (car show rooms). The landscape in this area would be of lower sensitivity to accommodate **Commercial Development** than areas within the north and west of the Parcel.

The landscape around the A659 York Road is fragmented and dispersed and future **2-3 Storey Residential** development could be sited within this less sensitive landscape to infill gaps and create a positive relationship with existing built form.

## Landscape Assessment Parcel TA4: Land to the North of the A64

Character Description
<p>Parcel TA4 Land to the north of the A64 lies mainly within the 2019 <b>LCA Wharfe Valley</b>. This landscape is characterised by:</p> <ul style="list-style-type: none"> <li>• Flat, low-lying floodplains to the north and south of the meandering River Wharfe.</li> <li>• Relatively narrow floodplain which widens further upstream and towards the mouth.</li> <li>• High river banks are frequently densely vegetated with trees, shrub and natural grassland, largely isolating the river from view.</li> <li>• Complex and irregular field pattern, defined by hedgerows used for pasture and hay baling.</li> <li>• Small areas of woodland are concentrated to the north-west</li> <li>• Villages of Kirkby Wharfe, Ulleskelf and Ryther located alongside the river.</li> </ul> <p>The exception to the above characterisation is a small tract of land isolated within the A64 / A162 interchange which is located within the 2019 LCA West Selby Limestone Ridge.</p>

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>• A flat, low-lying river corridor landscape contained at this scale by mature urban fringe and roadside vegetation.</li> <li>• The 'Ings' – flood meadows maintained by traditional hay making activities and part-owned / used by Tadcaster Albion Association Football Club as extended playing facilities.</li> <li>• The landscape pattern comprises a mixture of flood meadows, neutral grasslands and floodplain mires with some pony paddocks.</li> <li>• Fields are shaped by the River Wharfe and contained by the A64.</li> </ul>	<b>L-M</b>
<b>Natural character</b>	<ul style="list-style-type: none"> <li>• The land parcel is located within the Locally Important Landscape Area as defined by Selby District Council, apart from a small section in the northern quadrant which is currently used as a formal sports pitch by Tadcaster Albion Association Football Club.</li> <li>• There are no other landscape designations within the area apart from the small tract of land isolated within the A64 / A162 interchange which is designated Deciduous Woodland within the Priority Habitat Inventory.</li> </ul>	<b>L-M</b>
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>• There are no historic designations within proximity to the Parcel.</li> <li>• Tadcaster Conservation Area and a number of Listed Buildings are located within the historic core of the town approximately 40m north of the boundary of the Parcel.</li> </ul>	<b>L</b>
<b>Form, density, identity and setting of existing settlement/ development</b>	<ul style="list-style-type: none"> <li>• Willow Farm and ancillary buildings relating to Tadcaster Albion AFC are the only built form located within Parcel TA4.</li> <li>• The existing settlement edge is mainly diffused by mature vegetation and the surrounding landscape character contributes to the identity and setting for the southern fringe of Tadcaster.</li> </ul>	<b>L-M</b>
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>• Much of the landscape is visually contained and enclosed by the presence of mature vegetation and tree belts along roads, the river banks and some field boundaries.</li> <li>• The chimneys and infrastructure associated with the Breweries are local landmarks in Tadcaster and are prominent on the skyline.</li> <li>• There is a high level of intervisibility between the Parcel and the A64.</li> </ul>	<b>M</b>
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>• There are several local level recreational facilities located within the northern sector of the Parcel, including PROW 35.64/2/2 and 35.64/16/2 which run adjacent the River Wharfe and PROW 35.64/3/1 which cuts across Tadcaster Ings.</li> <li>• A playing field / sports pitch owned by Tadcaster Albion AFC is also situated within the north of the Parcel, adjacent the River Wharfe.</li> </ul>	<b>L-M</b>
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>• The urban influence of Tadcaster, in particular the breweries and the busy A64, exert a visual and audible influence in the landscape.</li> <li>• There is a strong urban-fringe feel to the area which is characterised by recreational / sports activities and equestrian pasture.</li> </ul>	<b>L</b>

## Representative photographs



View from A162 east towards southern section of parcel



Tadcaster Albion AFC sports pitch in northern section of parcel



View south towards A64 from PROW 35.64/2/2. The Ings, part of Tadcaster Albion AFC playing field facilities

### Notes on any variations in landscape sensitivity

Landscape sensitivity will be relatively consistent within Parcel TA4.

### Overall development guidelines

Tadcaster Breweries are the most influential buildings adjacent the site with significant infrastructure including chimneys and processing plant clearly evident above the tree line from most of the parcel. Brewery infrastructure is important to the identity of Tadcaster as a brewing town. Further sensitively sited **Commercial Development** would be in keeping with the current built form.

**2-3 Storey Residential Housing** would be at odds with the surrounding built character which is commercial.

## Tadcaster

Overall assessment of landscape sensitivity to development scenarios				
	Assessment Parcel TA1	Assessment Parcel TA2	Assessment Parcel TA3	Assessment Parcel TA4
<b>2-3 storey residential housing</b>	<b>M</b>	<b>M</b>	<b>L-M</b>	<b>M</b>
<b>Commercial</b>	<b>M</b>	<b>M-H</b>	<b>L-M</b>	<b>L-M</b>

Few of the key characteristics and qualities of the landscape in TA3 are sensitive to change as a result of the introduction of a residential or commercial development scenario, resulting in an **overall low-moderate sensitivity** judgement. Sensitivity in Parcels TA1, TA2 and TA4 was assessed to be higher at **moderate sensitivity**, predominantly due to the type and scale of existing built form, alongside designations such as the Locally Important Landscape Area and Green Belt. TA3 was assessed as **overall low-moderate sensitivity** particularly along the A659 corridor where landscape characteristics are less sensitive to change. The landscape and visual qualities in Parcel TA2 were more sensitive to a Commercial Development scenario due to the extensive views and presence of key sensitivities including the River Wharfe Corridor and Railway viaduct.

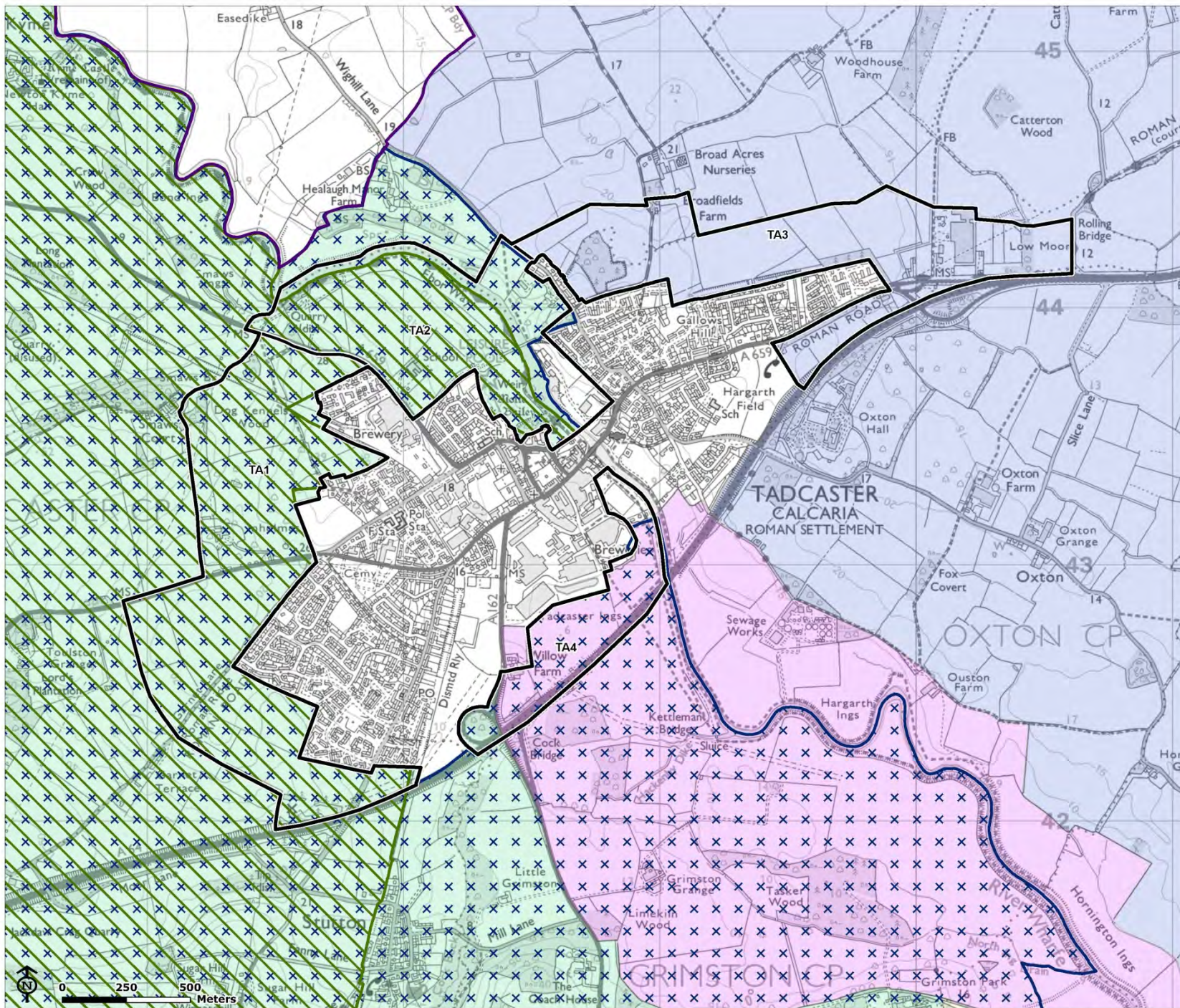
# Selby District Council Landscape Sensitivity Assessment

## Landscape - Tadcaster

-  Selby District
-  Assessment Parcel
-  Neighbouring Local Authority Boundary
-  Green Belt
-  Locally Important Landscape Area

## LUC Landscape Character Area

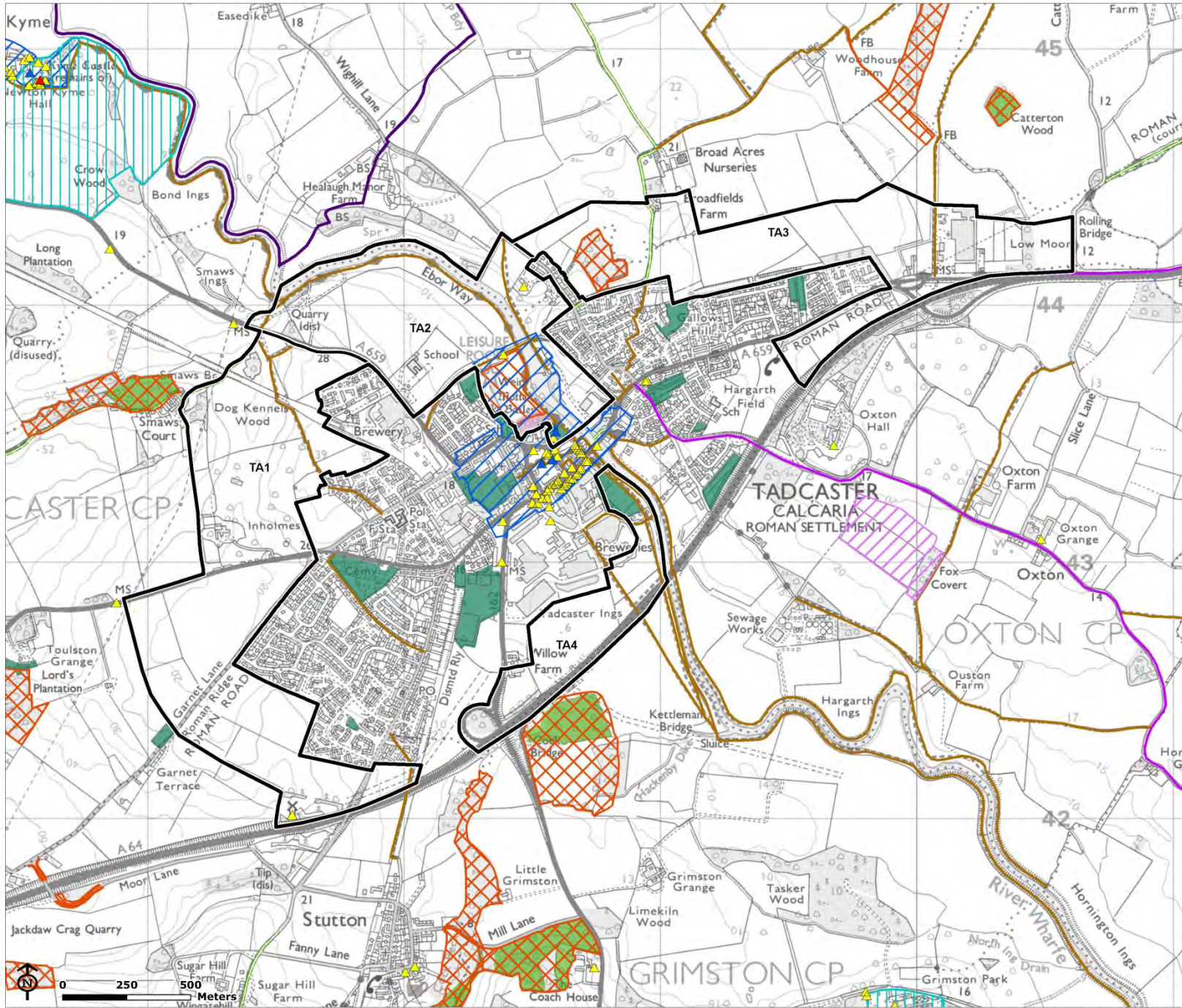
-  York Fringe west
-  Wharfe Valley
-  West Selby Limestone Ridge
-  North Selby Farmland



Map Scale @A3: 1:14,500























## Selby District Council Landscape Sensitivity Assessment

### Biodiversity, Historic Environment and Recreation - Tadcaster

-  Selby District
-  Neighbouring Local Authority Boundary
-  Assessment Parcel
-  Ancient Woodland
-  Site of Special Scientific Interest (SSSI)
-  SINC
-  Listed Building Grade I
-  Listed Building Grade II\*
-  Listed Building Grade II
-  Conservation Area
-  Historic Parks & Gardens
-  Scheduled Monument
-  National Cycle Network (NCN)
-  Bridleway
-  Footpath
-  Open Greenspace

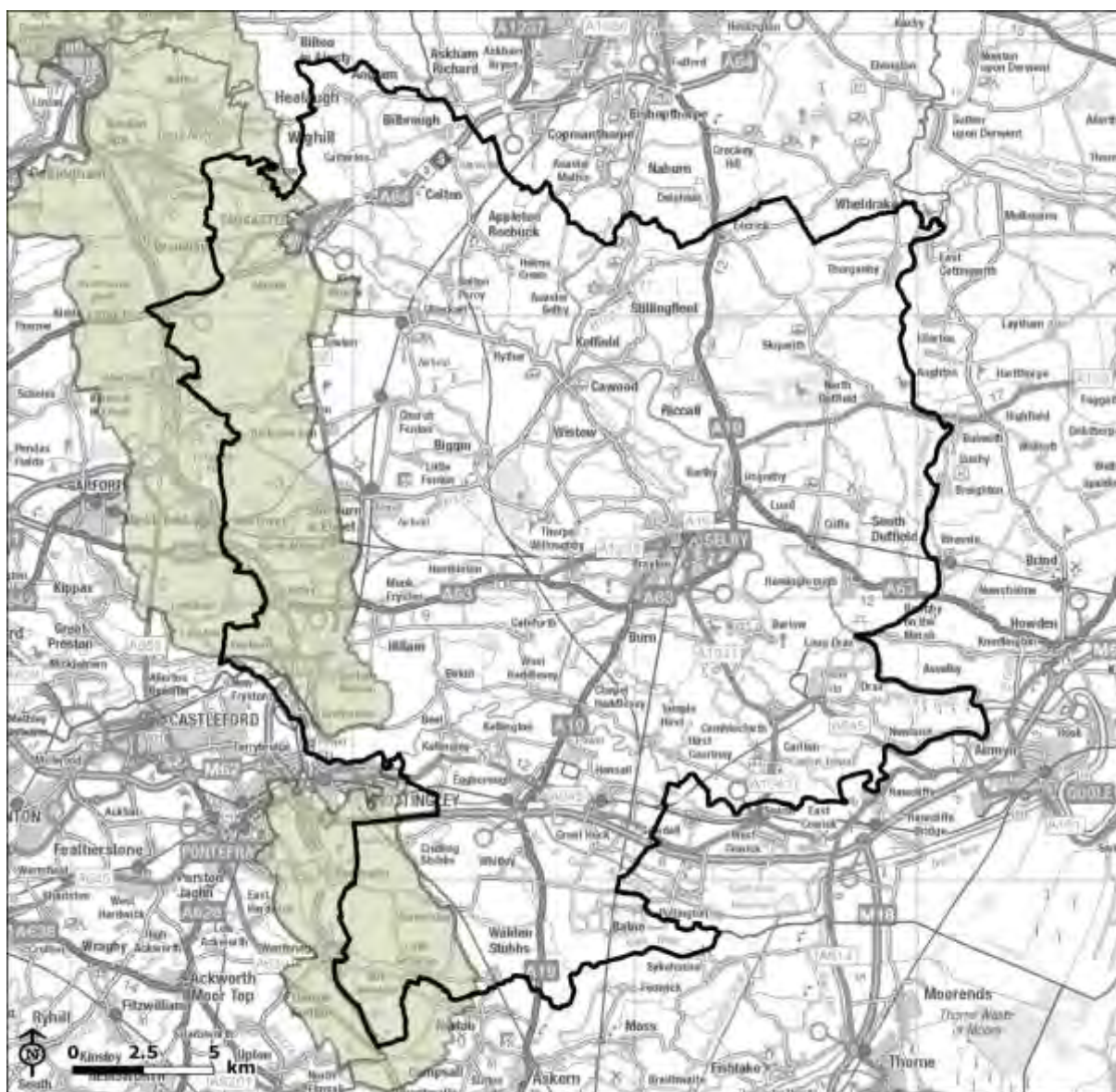
Map Scale @A3: 1:14,500



# Appendix 4: Wind Energy

## LCT6: Magnesian Limestone Ridge

Extent of the Magnesian Limestone Ridge LCT in relation to Selby District



Contains Ordnance Survey data © Crown copyright and database right 2019

CB: EB\macrse.p\d\c 10560\_Selby\DC LCTs: 24/05/2019

### Key characteristics

Key characteristics for this LCT are set out in the 2011 *North Yorkshire and York Landscape Characterisation Project* as follows:

- A low ridge of gently rolling landform which is covered by a pattern of fertile farmland and well wooded estates;
- Landform is intersected by a series of relatively intricate dry valleys;
- Wooded limestone gorges, caves and crags are key landscape features;
- The prominent transport corridor of the A1(M) which runs through the southern section of this LCT;
- Large-scale arable fields dominate the landscape, facilitating long distance views, extending as far as Kilburn White Horse on the edge of the North York Moors National Park;
- Intimate scale and grain of the landscape derived from complex topography and land use patterns;
- Several historic country houses and associated designed landscapes, often containing mature veteran trees;
- Limestone quarries are a relatively common landscape feature; and
- Use of limestone as a building material which creates a unified character.

The 2019 Selby Landscape Character Assessment breaks this LCT down into the West Selby Limestone Ridge and Smeaton Ridge character areas, and their key characteristics have also been referenced.

## Landscape Sensitivity to Wind Turbines: LCT6 Magnesian Limestone Ridge

Criteria	Description	Rating
<b>Landform and scale</b>	<ul style="list-style-type: none"> <li>A large-scale rolling landscape with occasional valleys including the River Aire and the River Went, and the smaller Cock Beck.</li> <li>Moderate to large in scale, there are few distinctive landforms in this LCT.</li> </ul>	<b>M</b>
<b>Land cover pattern and presence of human scale features</b>	<ul style="list-style-type: none"> <li>Mainly comprising large-scale arable farming, there are areas with a smaller scale field pattern and areas of pasture.</li> <li>There are regular areas of woodland, trees, hedges, farm buildings and quarries that offer human scale references.</li> <li>There are occasional limestone villages that are traditional to the area.</li> </ul>	<b>M</b>
<b>Skylines</b>	<ul style="list-style-type: none"> <li>Woodland on upper slopes is an often distinctive feature of the skyline in local views, and in more distant views of the ridge landscape.</li> <li>Skylines are relatively indistinct and there are few landmarks.</li> <li>Overhead power lines run through much of this area, introducing human features on the skyline.</li> </ul>	<b>M</b>
<b>Perceptual qualities</b>	<ul style="list-style-type: none"> <li>A strongly rural character throughout this area, which is relatively tranquil considering nearby large settlements.</li> <li>Relatively limited settlement, with few isolated properties and farms, contributing to the sense of tranquillity.</li> <li>Tranquillity is locally reduced in areas closer to the A1(M) along the west edge of the LCT, as well as close to other transport corridors and the numerous quarries.</li> </ul>	<b>M</b>
<b>Scenic qualities</b>	<ul style="list-style-type: none"> <li>One of the more scenic areas of Selby district, this LCT offers some visual diversity, and most of the area covered is recognised as a Locally Important Landscape Area.</li> <li>There are combinations of features that add scenic value, particularly around areas of more undulating topography with woodlands.</li> <li>Small areas of parkland offer locally greater visual diversity.</li> <li>More open parts of the LCT have less visual interest, and there are few features that could be described as dramatic.</li> </ul>	<b>M</b>
<b>Intervisibility</b>	<ul style="list-style-type: none"> <li>The ridge forms the western edge of Selby District, and is frequently visible as a low skyline feature from the flatter landscapes to the east.</li> <li>Woodland and pylons along the ridge are often visible from adjacent landscapes.</li> <li>The low ridge forms a backdrop to settlements located along the eastern edge, when viewed from further east.</li> </ul>	<b>M-H</b>

### Overall assessment of landscape sensitivity to the development scenario

Development scenario	Sensitivity			
<b>Wind turbines up to 80m</b>			<b>M</b>	

### Notes on any variations in landscape sensitivity

There are no significant variations in sensitivity across the LCT, though sensitivity will vary at a local scale and the potential for landscape and visual impacts should be considered on a case by case basis.

## Representative photographs



Open rolling farmland with Hook Moor turbines



Some scenic arrangements of woodland and topography



Woodland and pylon at Brockadale, River Went valley



Long views with few prominent human features

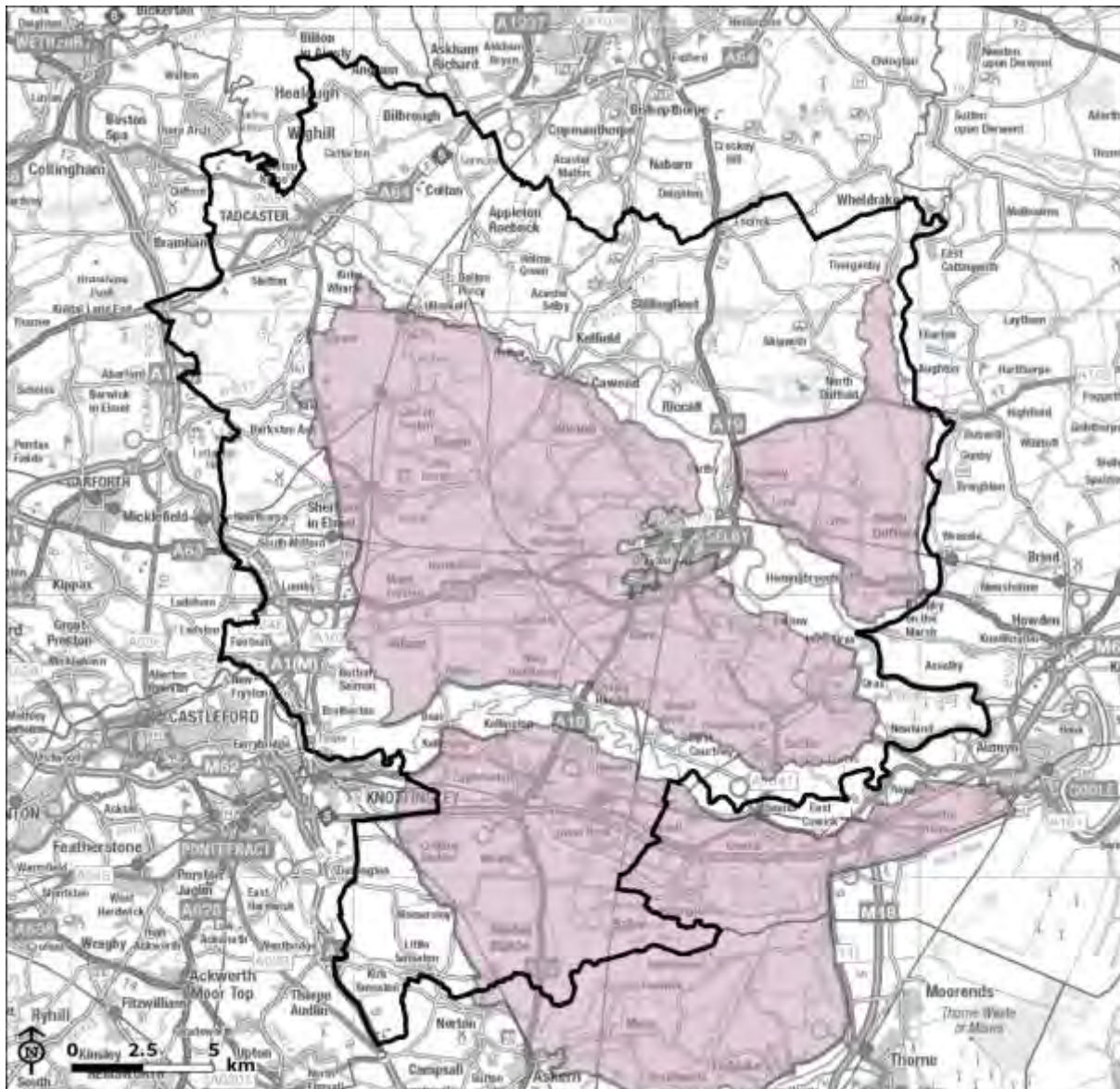
### Guidelines

When siting and designing wind energy developments in this LCT, the following guidance may assist in locating development to reduce landscape and visual effects.

- The combination of undulating ground and relatively frequent woodland may offer opportunities to locate turbines such that views will be contained.
- Sensitive site turbines in relation to key features such as the more incised valleys, and areas of deciduous woodland.
- Carefully consider the potential for effects on wider views from adjacent landscapes, particularly from the east.
- Avoid placing turbines where they could affect the setting of settlements either locally or as viewed from the lower landscape to the east.
- Favour locations with more limited intervisibility with neighbouring LCTs.
- Ensure siting and design of turbines maintains the openness the Green Belt.
- Avoid development that would impact on the integrity and appreciation of parkland landscapes (registered or otherwise) and the Towton historic battlefield.
- Avoid siting turbines where they could exacerbate the effects of the overhead power lines in this LCT.

## LCT23: Levels Farmland

Extent of the Levels Farmland LCT in relation to Selby District



Contains Ordnance Survey data © Crown copyright and database right 2019

CB EB macrae\_p LUC 10580 SelbyDC LCTs 14/05/2019

### Key characteristics

Key characteristics for this LCT, as set out in the 2011 *North Yorkshire and York Landscape Characterisation Project* are as follows:

- Predominantly flat, low-lying landscape which encompasses a patchwork of arable fields;
- Large scale, open and rectilinear field pattern;
- Dykes or ditches often form field boundaries, with an general absence of hedgerows;
- Industrial scale farm buildings, large embankments and drains, and major energy and transport infrastructure contribute human elements; and
- Historical features, such as windmills, recording past attempts to drain the landscape are key features.

The 2019 Selby Landscape Character Assessment breaks this LCT down into the following character areas, and their key characteristics have also been referenced:

- East Selby Farmland;
- Sherburn Farmland;
- North Selby Farmland;
- Haddlesey Farmland;
- Hambleton Sandstone Ridge;
- Camblesforth Farmland;
- Eggborough; and
- Southern Farmland.

## Landscape Sensitivity to Wind Turbines: LCT23 Levels Farmland

Criteria	Description	Rating
<b>Landform and scale</b>	<ul style="list-style-type: none"> <li>Little or no topographical variation across the majority of this LCT, which is almost all under 10m AOD.</li> <li>Slight rises such as south of the River Aire, are not readily perceptible in the field but may indicated slightly higher sensitivity.</li> <li>The general lack of topographical variety creates a large scale open landscape.</li> <li>The rarity of higher ground means that the low hills of the Hambleton Sandstone Ridge, as well as the artificial high ground formed by ash piles, are of much greater sensitivity than other areas.</li> </ul>	<b>L</b>
<b>Land cover pattern and presence of human scale features</b>	<ul style="list-style-type: none"> <li>The LCT is dominated by intensive arable land use, with generally large fields and limited hedges and field boundary trees.</li> <li>The extensive areas of arable land are broken up by woodlands, including both small copses and larger mixed woods.</li> <li>Human scale features include the many farms and villages that are regularly dispersed across this landscape.</li> <li>There are also larger-scale features in several locations, including power stations and industrial buildings.</li> </ul>	<b>L-M</b>
<b>Skylines</b>	<ul style="list-style-type: none"> <li>Skylines are generally not distinctive, and tend to be defined by layers of trees or distant built features.</li> <li>Landmarks in this landscape include power stations and other industrial features, as well as occasional church towers as at Hemingbrough.</li> <li>The low hills of Hambleton Hough and Brayton Barff are local landmarks in the Hambleton Sandstone Ridge area.</li> </ul>	<b>L-M</b>
<b>Perceptual qualities</b>	<ul style="list-style-type: none"> <li>The LCT is an intensively farmed landscape, which does not have strongly remote characteristics. There are large-scale overt human features that have a widespread influence, as well as smaller human features across the landscape.</li> <li>Busy roads including the M62, A63 and A19, as well as railways, have an influence on relative tranquillity.</li> <li>However, away from roads and industrial features the landscape can be quiet and there are pockets of genuine tranquillity, mainly focused on woodlands such as Bishop Wood and Brayton Barff.</li> </ul>	<b>L-M</b>
<b>Scenic qualities</b>	<ul style="list-style-type: none"> <li>This flat landscape has limited visual diversity and is not generally considered to have scenic value.</li> <li>There are some combinations of attractive features, including woodland and traditional buildings.</li> <li>The small hills of Hambleton Hough and Brayton Barff are locally valued as scenic features, identified as Locally Important Landscape Areas in the development plan. This designation represents a very small area of the LCT.</li> </ul>	<b>L-M</b>
<b>Intervisibility</b>	<ul style="list-style-type: none"> <li>Long views are a characteristic feature of this landscape. Where tall structures exist, they are frequently visible over long distances.</li> <li>The flat landscape is overlooked from higher ground to the west, and intervisibility between areas of the Levels Farmland is also important.</li> </ul>	<b>M</b>

### Overall assessment of landscape sensitivity to development scenarios

Development scenario	Sensitivity			
<b>Wind turbines up to 80m</b>		<b>L-M</b>		

#### Notes on any variations in landscape sensitivity

This extensive LCT shows little overall variation in character that would alter sensitivity. The exception is the Hambleton Sandstone Ridge character area, which takes in the small hills of Hambleton Hough and Brayton Barff. Though modest in scale, these hills display visual interest and diversity of landcover, and are visually important to local skylines. The sensitivity of this character area should be considered **medium high**. Sensitivity also varies at a local scale, and the potential for landscape and visual impacts should be considered on a case by case basis.

## Representative photographs



Typical flat, open farmland



Ash disposal sites provide local topographic variation



Human-scale and industrial-scale features



More diverse landscape, Hambleton Hough

## Guidelines

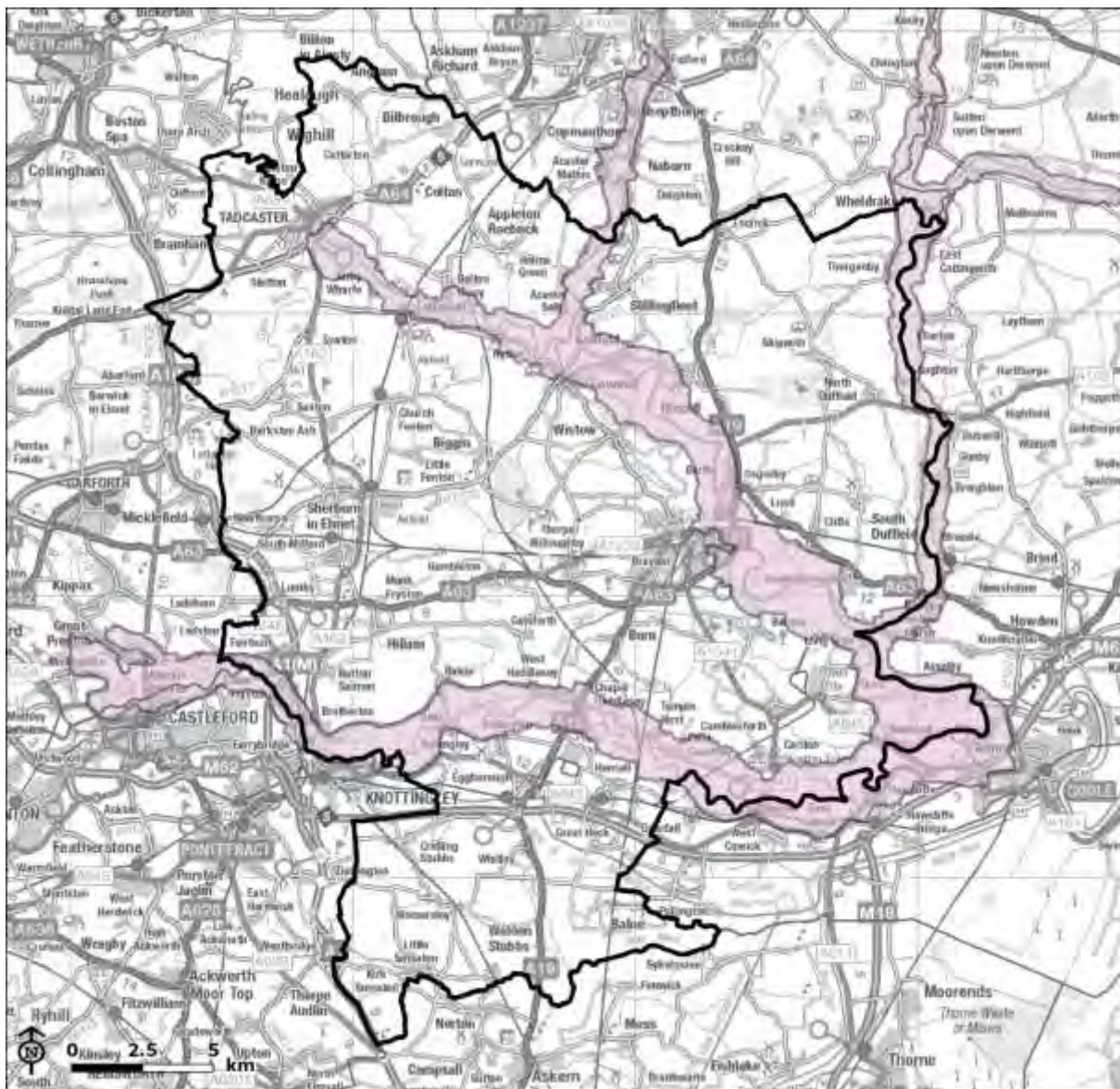
When siting and designing wind energy developments in this LCT, the following guidance may assist in locating development to reduce landscape and visual effects.

- Areas of landscape that are already affected by large-scale human intervention, such as industrial installations, power stations, former mines and disused airfields, will be less sensitive to the addition of wind turbines.
- Consideration should be given to the potential for cumulative effects to arise with existing large-scale wind farms and other overt human development, such as pylons, which may lead to visual confusion.
- Long views in this area raise the possibility of cumulative effects arising at relatively long distances for this scale of wind turbine. Consideration of cumulative effects should focus on more sensitive views within the landscape.
- Presence of woodlands and copses may offer opportunities to site turbines so that they take **advantage of 'ready-made' screening**.
- Siting of turbines should avoid the human-scale landmarks that contribute to the rural character of the landscape, such as church spires.
- Avoid placing turbines where they could affect the setting of smaller traditional settlements within this landscape.
- Avoid siting turbines on or near higher ground, particularly Hambleton Hough and Brayton Barff, but also the artificial ash piles, and more subtle rises for example south of the River Aire.
- Avoid the need to fell woodlands to site turbines or to enable access.
- Avoid development that would impact on the integrity and appreciation of parkland landscapes (registered or otherwise).
- Ensure siting and design of turbines maintains the openness the Green Belt.



## LCT24: River Floodplain

Extent of the River Floodplain LCT in relation to Selby District



Contains Ordnance Survey data © Crown copyright and database right 2019

CB: EB/macrae\_p LUG 10580 SelbyDC LCTs 24/05/2019

### Key characteristics

Key characteristics for this LCT, as set out in the 2011 *North Yorkshire and York Landscape Characterisation Project* are as follows:

- A series of flat, low lying, relatively narrow river corridors which flow through the different types of Vale Farmland Landscape Character Types within the Study Area;
- The 'Ings' - flood meadows maintained by traditional hay making activities;
- Landscape pattern comprises a mixture of flood meadows, neutral grasslands and floodplain mires;
- Halls and manor houses are key landscape features;
- River engineering features such as Levees assert a human influence over the landscape;
- Power stations, pylons and former collieries are present in parts of this Landscape Character Type; and
- The A1 (M) introduces a source of noise and visual intrusion in several places.

The 2019 Selby Landscape Character Assessment breaks this LCT down into the following character areas, and their key characteristics have also been referenced:

- Wharfe Valley;
- Ouse Valley;
- Derwent Valley; and
- Aire Valley.

## Landscape Sensitivity to Wind Turbines: LCT24 River Floodplain

Criteria	Description	Rating
<b>Landform and scale</b>	<ul style="list-style-type: none"> <li>Generally these floodplain landscapes are almost entirely flat.</li> <li>In the west the floodplains of Wharfe and Aire are framed by higher ground of the Magnesian limestone ridge, while to a lesser extent the Ouse is framed by the Escrick Moraine to the north of the District.</li> <li>This framing is particularly pronounced where the floodplain passes through the Magnesian limestone west of Brotherton, indicating higher sensitivity in this location.</li> <li>Other areas merge seamlessly with the adjacent Levels Farmland.</li> </ul>	<b>L</b>
<b>Land cover pattern and presence of human scale features</b>	<ul style="list-style-type: none"> <li>Intensive arable farmland is the dominant land use across these floodplains.</li> <li>There are smaller but significant areas of pasture, and these include traditionally managed inges. These are highly sensitive to change particularly where they occur in concentration along the Derwent Valley.</li> <li>Development is limited within this landscape, though settlements are often sited adjacent on marginally higher ground. Human-scale features are therefore generally seen in views.</li> </ul>	<b>L-M</b>
<b>Skylines</b>	<ul style="list-style-type: none"> <li>In areas where the floodplain runs through flat farmland, skylines are indistinct and formed by layers of trees and occasional buildings, often punctuated by larger built features.</li> <li>Local landmarks such as church spires are sometimes a feature of skylines as seen from the floodplains. Other features such as bridges serve to mark the course of the river and these landmarks are sensitive to change.</li> <li>The presence of pylons, particularly along the Aire Valley, could lead to visual confusion if turbines were added.</li> </ul>	<b>L-M</b>
<b>Perceptual qualities</b>	<ul style="list-style-type: none"> <li>The floodplains include some of the more tranquil parts of the District, due to the lack of development and the limited access to many parts of the rivers.</li> <li>The sense of remoteness is most pronounced in the traditionally managed inges of the Derwent Valley, where the presence of nature reserves contributes to a perception of naturalness.</li> <li>Other areas are more affected by nearby development, as around Selby and Eggborough. Major road crossings have a local influence on tranquillity.</li> </ul>	<b>M</b>
<b>Scenic qualities</b>	<ul style="list-style-type: none"> <li>The flat floodplain areas are not visually diverse, and do not have strong scenic qualities.</li> <li>The river is often hidden from view behind artificial flood banks, though there are some attractive combinations of landscape where woodland and local landmarks combine with open pastures.</li> <li>More diverse landscapes are found where the floodplain LCT coincides with the Magnesian limestone ridge.</li> </ul>	<b>L-M</b>
<b>Intervisibility</b>	<ul style="list-style-type: none"> <li>Long views are a characteristic feature of this landscape, which is visually continuous with the adjacent Levels Farmland. Where tall structures occur in either of these landscapes, they tend to be visible over long distances.</li> <li>The floodplain landscape is overlooked from limited areas of higher ground to the west and north, indicating slightly higher sensitivity in these locations.</li> </ul>	<b>M</b>

### Overall assessment of landscape sensitivity to development scenarios

Development scenario	Sensitivity				
<b>Wind turbines up to 80m</b>		<b>L-M</b>			

#### Notes on any variations in landscape sensitivity

As noted above, the traditionally managed inges of the River Derwent are sensitive due to their greater level of tranquillity and more varied land cover. The sensitivity of the Derwent Valley character area should be considered **medium-high**. In addition, the sections of the Wharfe and Aire Valley character areas adjacent to the Magnesian limestone ridge are judged to be of **medium-high** sensitivity due to the juxtaposition of landscapes and greater scenic value. Sensitivity will vary at a local scale and the potential for landscape and visual impacts should be considered on a case by case basis.

## Representative photographs



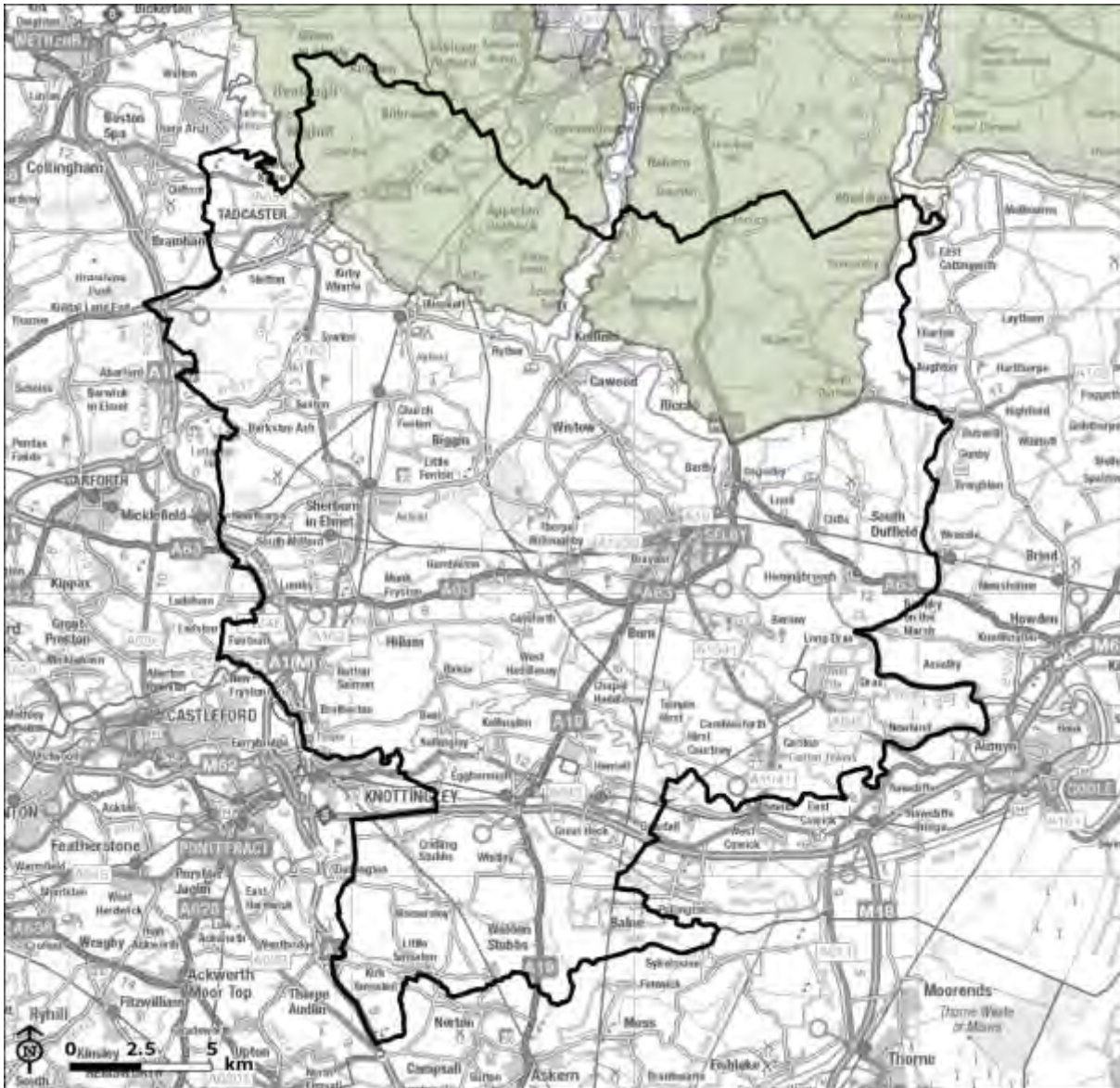
## Guidelines

When siting and designing wind energy developments in this LCT, the following guidance may assist in locating development to reduce landscape and visual effects.

- Areas of landscape that are already affected by large-scale human intervention, such as those with nearby industrial installations or commercial development, will be less sensitive to the addition of wind turbines.
- Consideration should be given to the potential for cumulative effects to arise with existing large-scale wind farms and other overt human development, such as pylons, which may lead to visual confusion.
- Long views in this landscape, and into the adjacent LCT, raise the possibility of cumulative effects arising at relatively long distances for this scale of wind turbine. Consideration of cumulative effects should focus on more sensitive views within the landscape.
- Siting of turbines should avoid effects on the setting of the human-scale features that contribute to the rural character of the landscape, such as landmark church spires and traditional villages.
- Turbines placed on higher ground adjacent to the floodplains, where this occurs, may be of greater prominence in views from the river valley.
- Avoid constructing turbines where disturbance to traditionally managed lands would occur, either from the turbine itself or access requirements.
- Avoid development that would impact on the integrity and appreciation of parkland landscapes (registered or otherwise).

## LCT28: Vale Farmland with Plantation Woodland and Heathland

Extent of the Vale Farmland with Plantation Woodland and Heathland LCT in relation to Selby District



Contains Ordnance Survey data © Crown copyright and database right 2019

CB: EB/macrae\_p LUG 10580 SelbyDC LCTs 14/05/2019

### Key characteristics

Key characteristics for this LCT, as set out in the 2011 *North Yorkshire and York Landscape Characterisation Project* are as follows:

- A patchwork of low lying, predominantly arable fields, often delineated by a network of mature hedgerows and interspersed with patches of regular-shaped mixed and coniferous plantation woodlands;
- Large heathlands are key features on sandy soils;
- Distant visual containment is provided by higher Landscape Character Types to the east and west;
- Strong sense of openness throughout much of this Landscape Character Type;
- Scattered settlement pattern of towns, villages and farmsteads within the landscape around the main historic City of York; and
- A network of trunk roads linking the larger settlements and towns.

The 2019 Selby Landscape Character Assessment breaks this LCT down into the following character areas, and their key characteristics have also been referenced:

- York Fringe East;
- York Fringe West; and
- Skipwith Lowlands.

## Landscape Sensitivity to Wind Turbines: LCT28 Vale Farmland with Plantation Woodland and Heathland

Criteria	Description	Rating
<b>Landform and scale</b>	<ul style="list-style-type: none"> <li>The northern area of the District includes the Escrick Moraine which, although modest in elevation, provides a contrast in its rolling form and slight visual enclosure, with the generally flat landscapes elsewhere.</li> <li>South of the moraine the landscape becomes flatter, and larger in scale, as it merges visually with the adjacent floodplains and Levels Farmland.</li> </ul>	<b>L-M</b>
<b>Land cover pattern and presence of human scale features</b>	<ul style="list-style-type: none"> <li>The majority of the area is under intensive arable cultivation. However, there is some variety in land cover, with extensive areas of pasture, some of which comprises small fields with hedges and trees around villages.</li> <li>Woodland includes large plantations as well as smaller farm woodlands.</li> <li>The parkland landscape of Nun Appleton occupies a large area west of the Ouse, and at Skipwith Common is the largest remaining area of heathland in the District.</li> <li>Human-scale features include the woodlands, as well as several nuclear villages, farms and parkland features. There is more limited large-scale industrial development in this LCT.</li> </ul>	<b>L-M</b>
<b>Skylines</b>	<ul style="list-style-type: none"> <li>Occasionally skylines are more distinctive, with rounded landforms and pasture, though these are not prominent.</li> <li>Generally skylines are obscured by woodland or, in flatter areas, by the same layering of trees as seen in the Levels Farmland.</li> </ul>	<b>L-M</b>
<b>Perceptual qualities</b>	<ul style="list-style-type: none"> <li>A strongly rural landscape, the lack of major industrial infrastructure means this is a more tranquil landscape than other parts of the district.</li> <li>There are few major roads or other sources of noise intrusion.</li> <li>Pockets of genuine tranquillity occur at Skipwith Common, with its strong sense of naturalness.</li> </ul>	<b>M</b>
<b>Scenic qualities</b>	<ul style="list-style-type: none"> <li>The rolling moraine landscape has some visual diversity and there are attractive combinations of landscape features particularly around the parkland landscapes and areas of smaller scale pasture.</li> <li>The remnant heathland at Skipwith Common is an attractive landscape with strong contrast to the surrounding arable farmland.</li> </ul>	<b>M</b>
<b>Intervisibility</b>	<ul style="list-style-type: none"> <li>There are long views south from the moraine ridge, which has local roads running along its length. These views overlook the Levels Farmland.</li> <li>The ridge itself is not a prominent or highly visible feature in views north from the Levels Farmland, though higher ground is locally visible on the skyline.</li> </ul>	<b>M</b>

### Overall assessment of landscape sensitivity to development scenarios

Development scenario	Sensitivity			
<b>Wind turbines up to 80m</b>			<b>M</b>	

#### Notes on any variations in landscape sensitivity

More elevated areas of this landscape will be of higher sensitivity than the lower-lying areas to the south of the moraine, that share key characteristics with the Levels Farmland. Like the Levels Farmland, the Skipwith Lowlands character area generally has **low-medium** sensitivity to wind turbines. Sensitivity will vary at a local scale and the potential for landscape and visual impacts should be considered on a case by case basis.

## Representative photographs



Attractive landscape of Skipwith Common



Rural lanes and villages



Smaller scale pasture fields with hedgerows



Parkland character around Esrcick

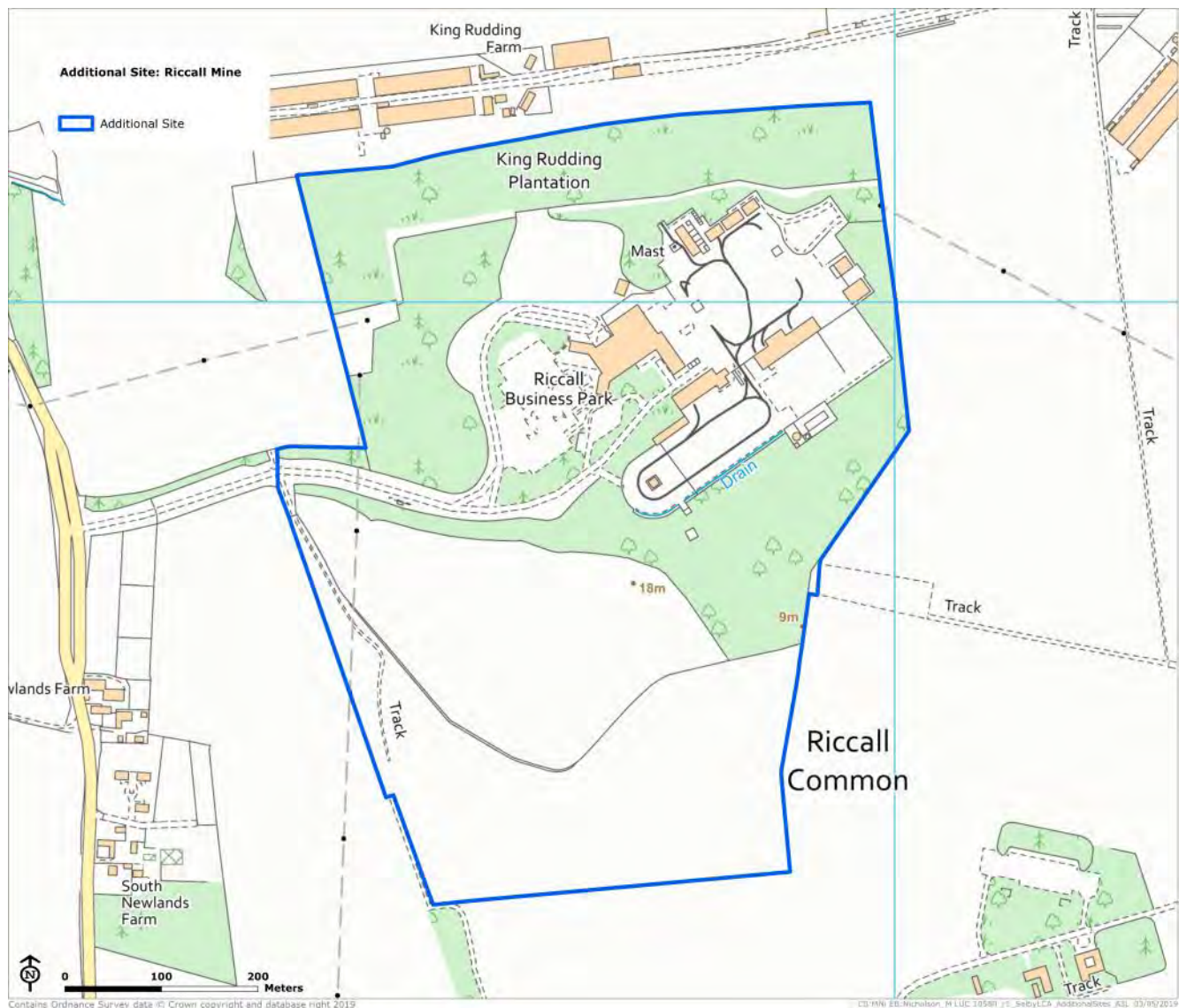
## Guidelines

When siting and designing wind energy developments in this LCT, the following guidance may assist in locating development to reduce landscape and visual effects.

- Turbines located on more elevated ground within this LCT are likely to be more prominent in the landscape than those sited on lower ground.
- Prefer sites in simple, regular landscapes with more extensive areas of consistent land cover, over landscapes with more complex or smaller scale field patterns.
- Presence of woodlands and copses may offer opportunities to site turbines so that they take **advantage of 'ready-made' screening.**
- Avoid placing turbines where they could affect the setting of smaller traditional settlements within this landscape.
- Long views in this area raise the possibility of cumulative effects arising at relatively long distances for this scale of wind turbine. Consideration of cumulative effects should focus on more sensitive views within the landscape.
- Avoid the need to fell woodlands to site turbines or to enable access.
- Avoid development that would impact on the integrity and appreciation of parkland landscapes (registered or otherwise).
- Maintain the tranquil character and setting of the woodland and heathland on and around Skipwith Common.
- Ensure siting and design of turbines maintains the openness the Green Belt.

# Appendix 3 Additional Sites

## A19 Business Park (Riccall Mine)



### Location and summary of landscape character

The A19 Business Park is located on the site of the former Riccall Mine, a pithead for Selby Coalfield. The 41ha site offers commercial and office space to a number of businesses as well as storage facilities.

It is located in the **Skipwith Lowlands**, according to the 2019 *LUC Landscape Character Areas*. The 2011 *North Yorkshire and York Landscape Character Assessment* defined its Primary Landscape Unit as **Farmed Lowland and Valley Landscapes** and the Landscape Character Type as **Vale Farmland and Plantation Woodland and Heathland**.

The business park is set within an extensive green infrastructure of mature deciduous woodland in the north. The site is accessed via Selby Road and surrounded by open arable fields.

The surrounding landscape is dominated by a patchwork of low lying, predominantly arable fields, often delineated by mature hedgerows. Blocks of mixed and coniferous plantation woodlands also break up the landscape.



## Landscape Assessment: A19 Business Park (Riccall Mine)

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>Low lying, flat landscape surrounded by a patchwork of arable fields.</li> <li>The site is strongly influenced both visually and audibly by the adjacent A19 trunk road.</li> <li>A19 Business Park appears medium in scale in relation to the adjacent field pattern and built form.</li> </ul>	<b>L</b>
<b>Natural character</b>	<ul style="list-style-type: none"> <li>There are large tracts of woodland within the site, most of which are designated Deciduous Woodland within the Priority Habitat Inventory.</li> <li>Riccall Business Park is approximately 200m from Skipwith Common to the east, a designated Site of Special Scientific Interest (SSSI) and Special Area of Conservation (SAC).</li> <li>The southern part of the site is open arable land with more limited natural character.</li> </ul>	<b>L-M</b>
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>There are no historic landscape designations in or near to the site.</li> </ul>	<b>L</b>
<b>Form, density, identity and setting of existing settlement/ development</b>	<ul style="list-style-type: none"> <li>The A19 Business Park is located approximately 1km south east of Riccall Village, a nucleated and compact settlement with roots linking back to Anglo-Saxon times. Houses in the historic centre follow the traditional style of this part of Yorkshire with red Barton brick and red pantiled cottages adjacent whitewashed dwellings.</li> <li>Scattered farmsteads and small isolated post-war housing developments are also evident in the site vicinity.</li> </ul>	<b>L</b>
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>The A19 Business Park is located in a low-lying area which offers panoramic views.</li> <li>Views into the site are restricted by blocks of mature deciduous woodland, and the proximity of the site from publicly accessible roads / footpaths. The woodlands themselves would be sensitive to change due to their screening value.</li> <li>The southern part of the site is more open to views from the A19 and Selby Road.</li> <li>There are long-distance views to both Drax and Eggborough Power Stations which are visible on the skyline.</li> </ul>	<b>L-M</b>
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>Public Rights of Way are limited immediately adjacent the site with most concentrated to the north linking settlements with Skipwith Common.</li> </ul>	<b>L-M</b>
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>The site itself is relatively enclosed by mature vegetation giving a sense of seclusion, however the surrounding large-scale built form at King Ridding Farm, and the busy A19 trunk road to the west create an audible and human influence in the landscape detracting from the sense of rurality.</li> </ul>	<b>L-M</b>

### Overall assessment of landscape sensitivity to development scenarios

Development scenario	Sensitivity				
<b>2-3 storey residential housing</b>		<b>L-M</b>			
<b>Commercial</b>	<b>L</b>				

## Representative photographs



View towards the site from King Ridding Lane



Expansive arable fields with mature hedgerows



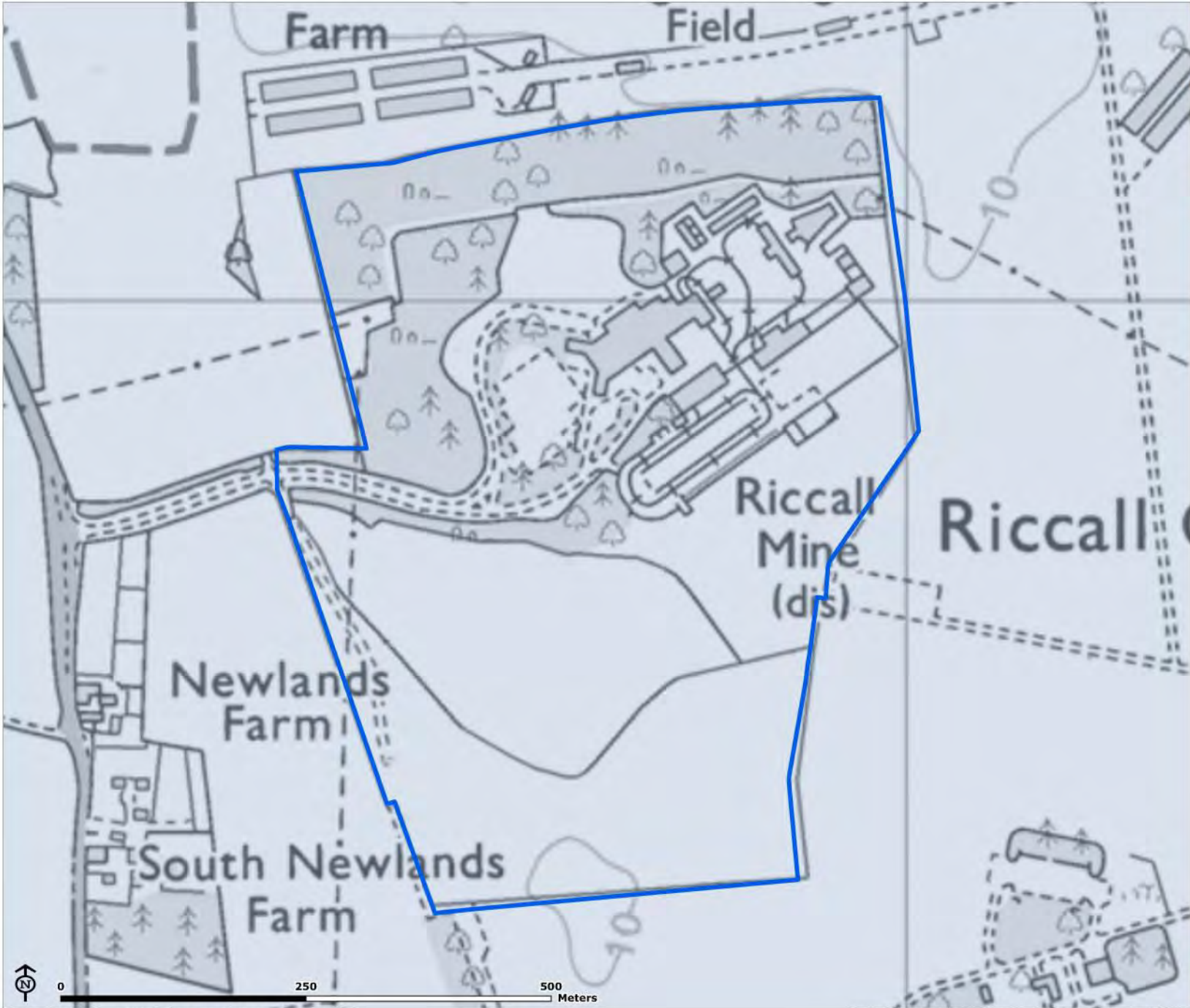
View from Selby Road north towards the Business Park. The site is fully enclosed by mature vegetation

### Notes on any variations in landscape sensitivity

The landscape in the southern part of the site is more open and therefore more sensitive to development than the wooded location of the former mine. Additional screening / mitigation would be required to integrate development with the surrounding landscape.

### Overall development guidelines

The former mine is located some distance from Riccall village and therefore **2-3 Storey Residential Housing** will have an incongruous relationship with the existing built form. Lower sensitivity to **Commercial Development** due to the existing site integration (well vegetated), and evidence of existing commercial built form within the site and to the north.



Selby District Council  
Landscape Sensitivity  
Assessment

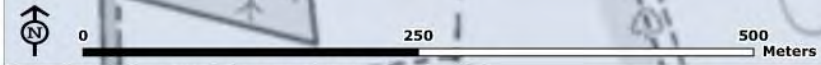
Landscape - Riccall Mine Additional  
Site

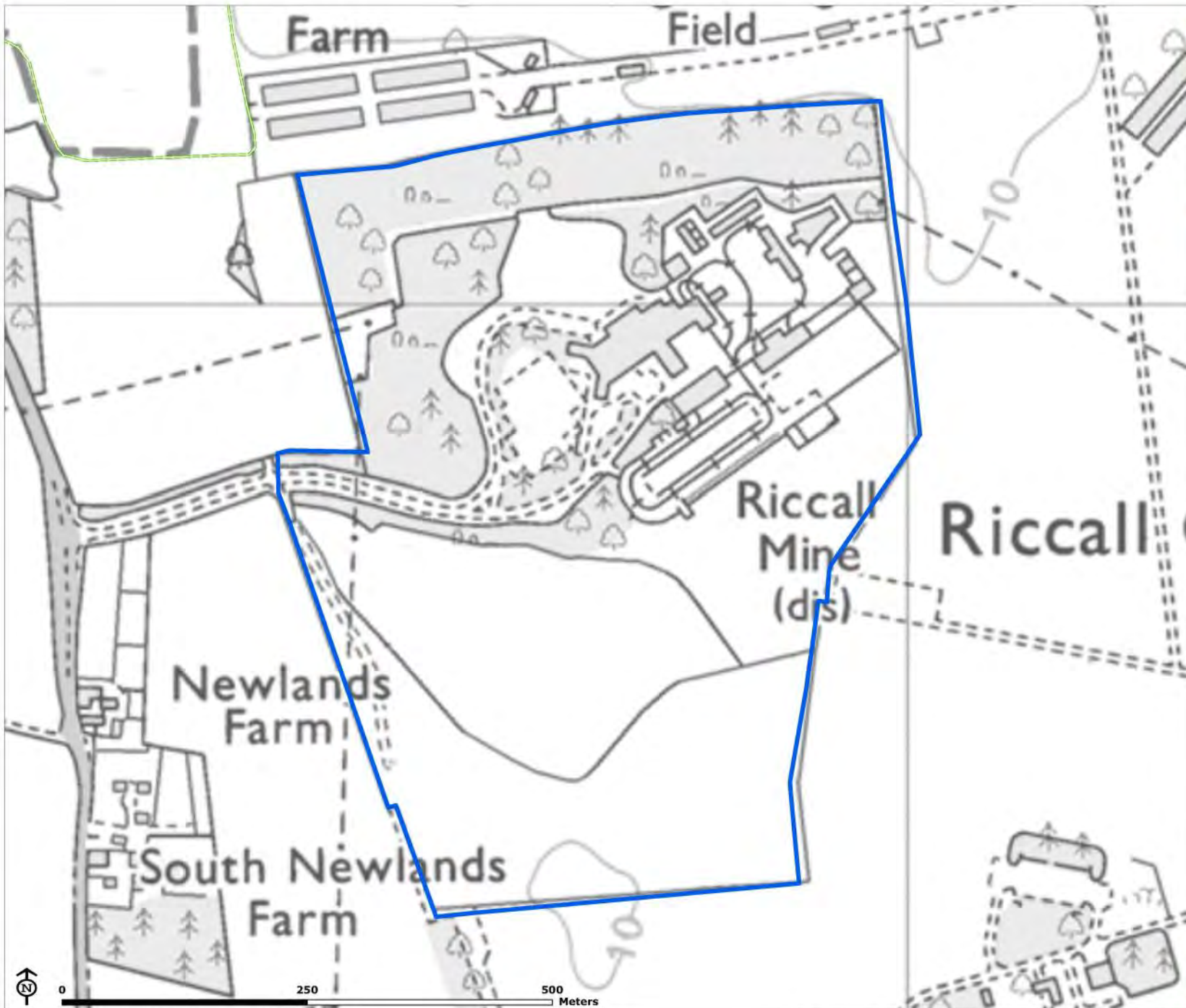
- Selby District
- Additional Site

LUC Landscape Character Area

- Skipwith Lowlands

Map Scale @A3: 1:3,800





**Selby District Council  
Landscape Sensitivity  
Assessment**

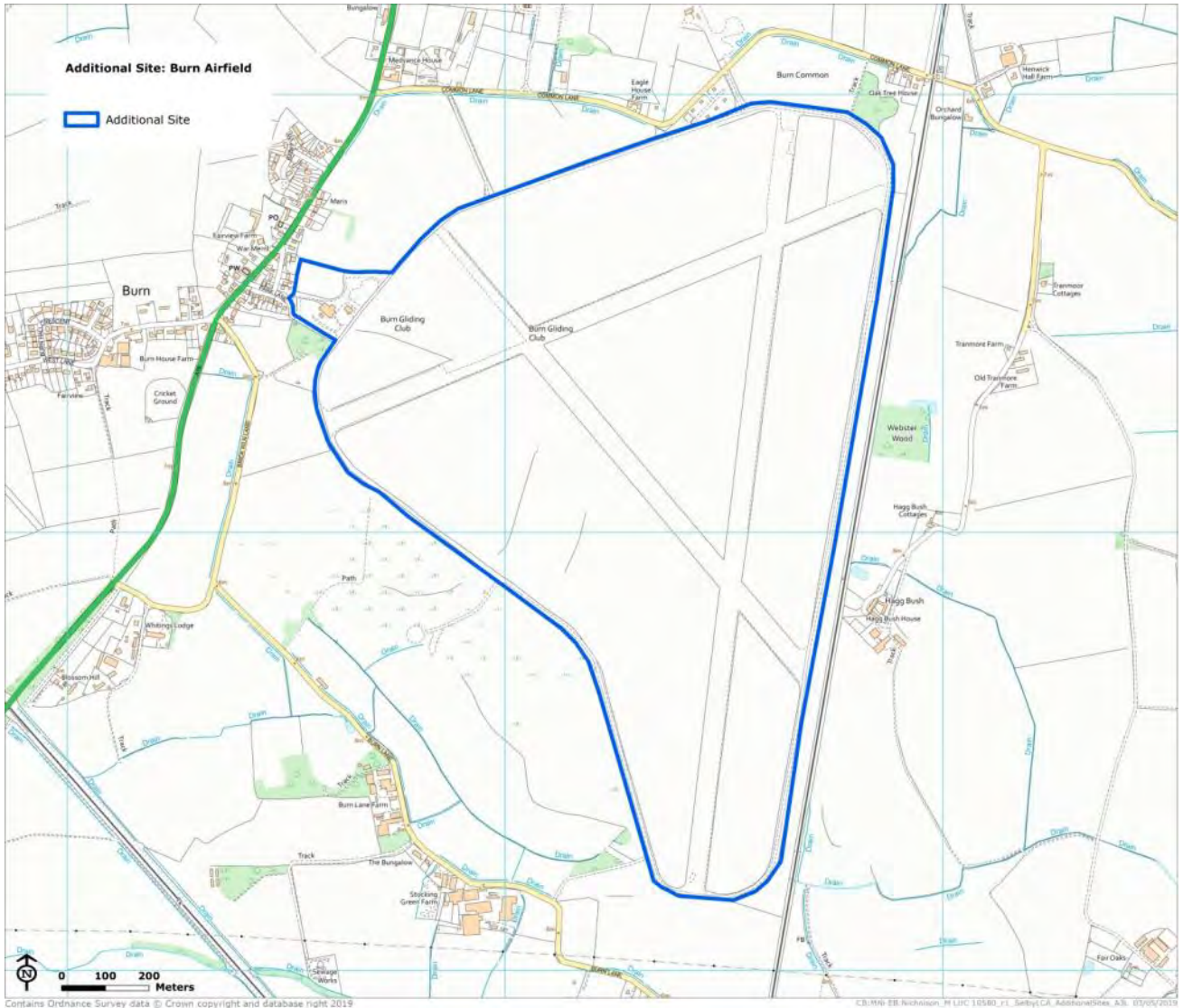
**Biodiversity, Historic Environment  
and Recreation - Riccall Mine  
Additional Site**

-  Selby District
-  Additional Site
-  Bridleway

Map Scale @A3: 1:3,800



## Burn (Selby) Airfield



### Location and summary of landscape character

Burn (Selby) Airfield, a former RAF base, lies to the east of Burn village located within Burn Parish Council. The 2019 *Selby Landscape Character Assessment* indicates that it is located in **Haddlesey Farmland**. It is located within the **Farmed Lowland Valley Landscapes** Primary Landscape Unit in accordance with the *North Yorkshire and York Landscape Characterisation Project* (2011), and further categorised into **Levels Farmland** Landscape Character Type (LCT).

The airfield is bounded the Selby-Doncaster Railway Line to the east, open arable and pasture land to the north and west with pockets of woodland on the southern fringe.

Burn Gliding Club is located within the site and uses the remaining runways, and the Trans Pennine Trail footpath runs along the eastern boundary.

The topography is relatively flat with open or semi-enclosed fields. Hedgerows, feature mature trees and woodland belts are more evident to the southern part of the site, whilst views to the north are wide ranging.

Agriculture is the dominant land-use within and around the site, with ploughed and furrowed fields being seasonally prominent. Light industry is also located along the more major roads within the locality, particularly to the north of the airfield off Common Lane.

## Landscape Assessment: Burn (Selby) Airfield

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>A flat low-lying river valley floodplain landscape which is broken up into medium scale mixed arable and pasture fields and airfield infrastructure.</li> <li>The site as a whole would be considered a large scale development within the context of the surrounding landscape, although individual fields contained within the airfield remain comparable with larger scale farming practice within the landscape character area.</li> </ul>	L
<b>Natural character</b>	<ul style="list-style-type: none"> <li>There are no biodiversity designations in the site.</li> <li>A Ratified SINC (Site of Importance for Nature Conservation) is located immediately adjacent the south western boundary of the site. It is designated for its established semi-natural neutral / calcareous grassland.</li> <li>Land use comprises arable and pasture fields with open boundaries, and only occasional remnant hedges and one row of mature trees.</li> </ul>	M
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>There are no historic landscape designations in or near to the site.</li> <li>The site does not contain any designated heritage features or make a significant contribution to the setting of any designated heritage features.</li> <li>The site represents the former RAF Burn, which was operational during the Second World War.</li> </ul>	L-M
<b>Form, density, identity and setting of existing settlement/ development</b>	<ul style="list-style-type: none"> <li>There is no built development on the site, with the exception of the gliding club buildings. The airfield site consists of three hardstanding runways crossing the site in a triangular formation, with arable fields, pasture and mown grass infilling land in and around the runways.</li> <li>A caravan site is situated to the north of Burn Airfield outwith the boundary of the site. The caravan site is relatively well screened from the airfield and Common Lane by 1m height bunding sporadically planted with vegetation.</li> </ul>	M
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>Extensive, open views into the site are apparent from the north (Common Lane) due to the lack of hedgerow field boundaries.</li> <li>Extensive views are available from within the site to the north as a result of the open field patterns</li> <li>Views to the south are restricted by mature tree planting and hedgerow vegetation</li> <li>Drax power station, overhead power lines and telegraph poles are prominent features on the skyline due to the flat topography</li> </ul>	M-H
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>There is a dense network of public rights of way to the north and east of the site, including the Trans Pennine Way long distance footpath which forms the eastern boundary.</li> <li>There are some bridleway routes located to the west of Burn airfield to the south and west of Burn village.</li> <li>Burn Cricket Club is located at Linnet's Park, adjacent the A19 south of Burn village and is designated as Recreational Open Space Policy RT1 in Selby District Local Plan and Core Strategy.</li> <li>There is also recreational use associated with Burn Gliding Club.</li> </ul>	M
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>The setting is strongly influenced by large scale industrial, energy and infrastructure interventions including Drax Power Station to the east and Eggborough Power Station to the south.</li> <li>Infrastructure developments including the A19, the East Coast Mainline and Selby to Doncaster train lines further erode the tranquillity of the area.</li> </ul>	L-M

### Overall assessment of landscape sensitivity to development scenarios

Development scenario	Sensitivity				
<b>2-3 storey residential housing</b>				M-H	
<b>Commercial</b>				M-H	

## Representative photographs



Burn airfield and surrounding arable farmland



View towards Common Lane on Public Right of Way 35.14/5/1



View south towards Eggborough Power Station. Representative of large scale open arable fields

### Notes on any variations in landscape sensitivity

Landscape sensitivity across the site will be consistent

### Overall development guidelines

The site is located remotely from the village of Burn which is a linear settlement typical of this area. The village has significant historical roots and is recorded in the Domesday Book. Both **Commercial Development** and **2-3 Storey Residential Housing** development at this site would therefore be out of character with the existing built form.

The site does not contribute to a perceived gap between settlements, although there is limited integration with the surrounding landscape which is highly visible, and therefore development edges would be relatively exposed, indicating higher sensitivity to **Commercial Development** than **2-3 Storey Residential Housing**.

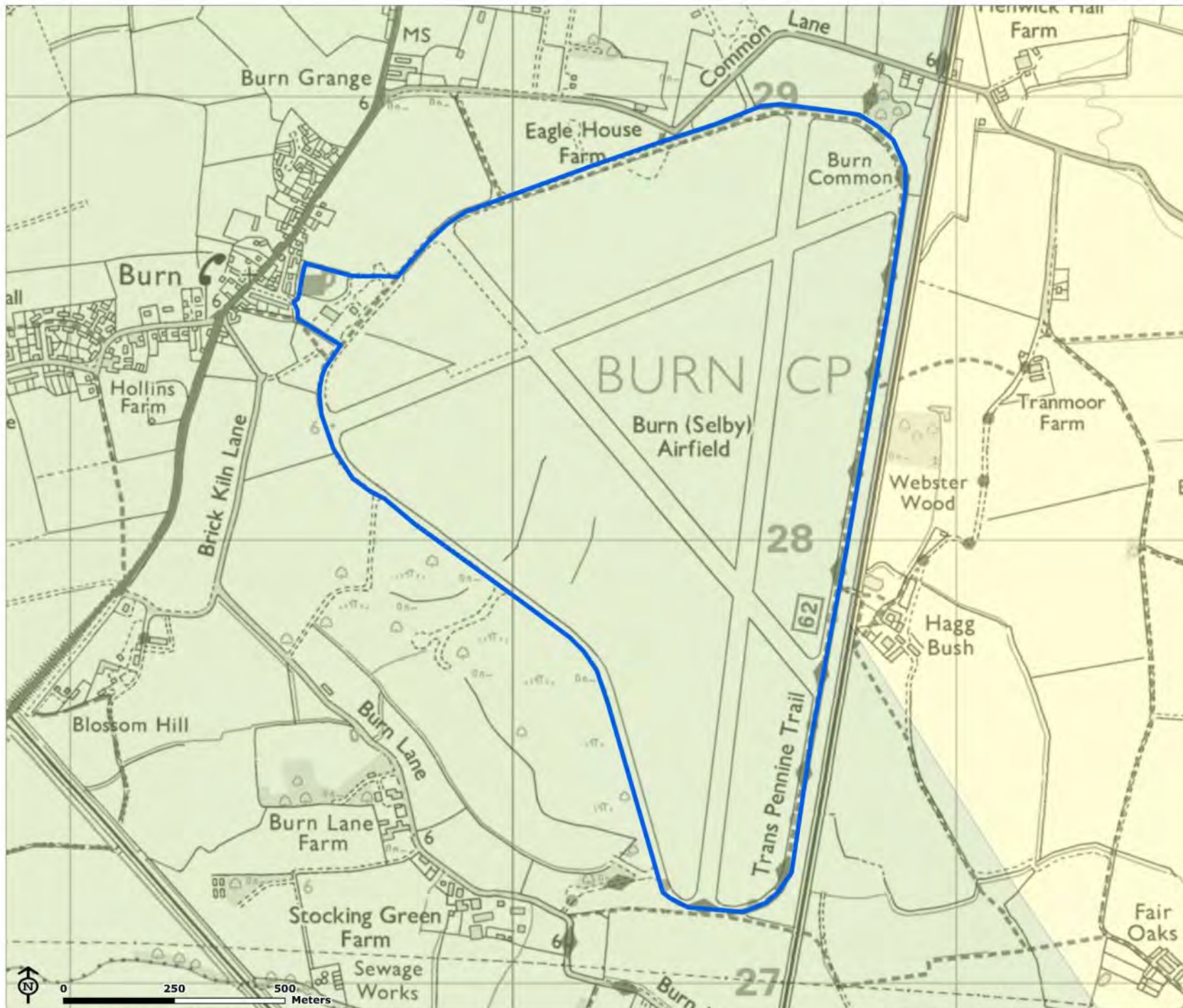
Selby District Council  
Landscape Sensitivity  
Assessment

Landscape - Burn Airfield Additional  
Site

- Selby District
- Additional Site

LUC Landscape Character Area

- Haddlesey Farmland
- Camblesforth Farmland



Map Scale @A3: 1:8,400

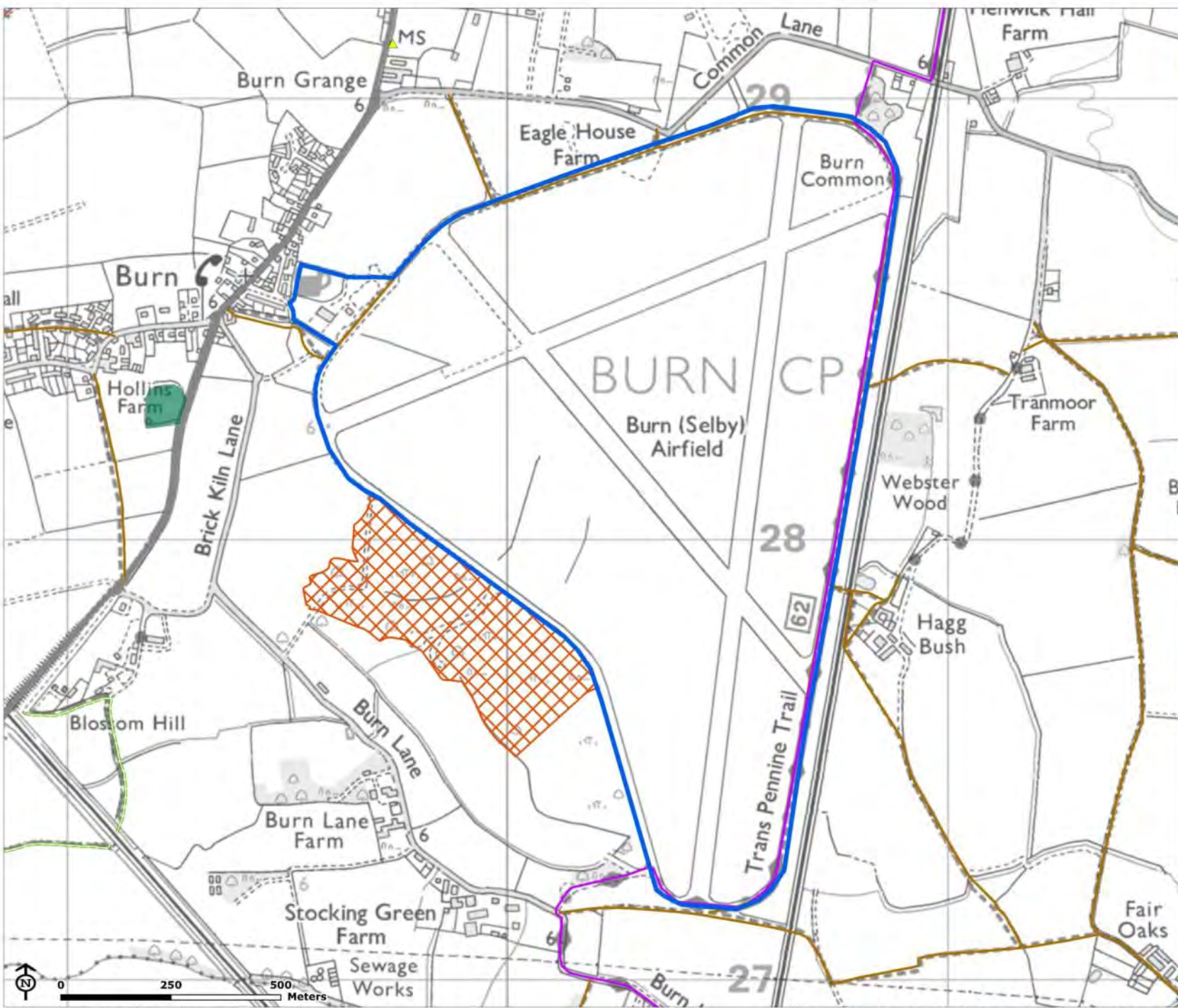




Selby District Council  
Landscape Sensitivity  
Assessment

Biodiversity, Historic Environment  
and Recreation Site - Burn Airfield  
Additional Site

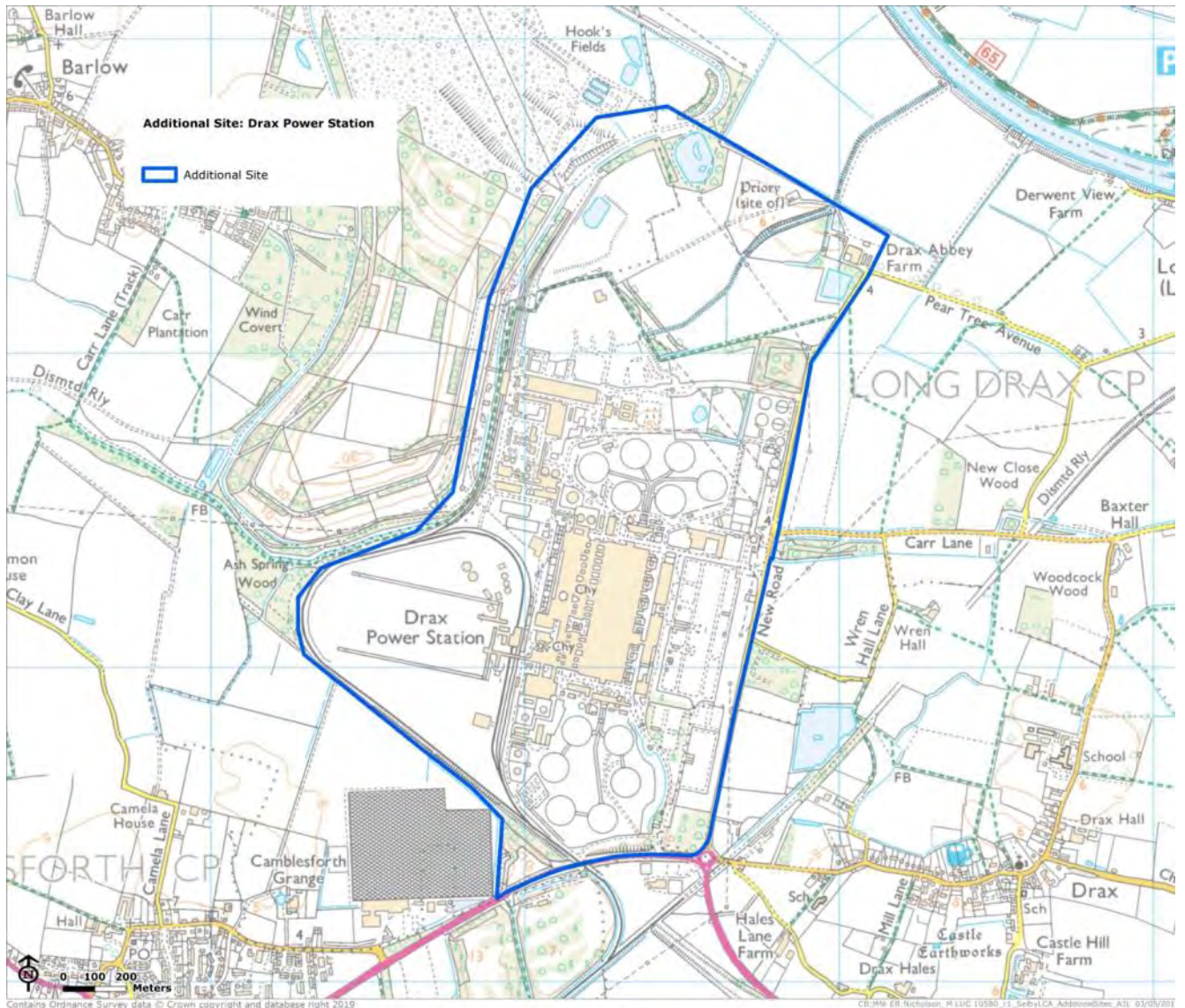
-  Selby District
-  Additional Site
-  SINC
-  Listed Building Grade II
-  National Cycle Network (NCN)
-  Bridleway
-  Footpath
-  Open Greenspace



Map Scale @A3: 1:8,400



## Drax Power Station



### Location and summary of landscape character

Drax Power Station is located north of the A645 between Drax and Camblesforth villages. According to the 2019 *Selby Landscape Character Assessment*, the site is predominantly within the **Camblesforth Farmland** with the north edge within the **Ouse Valley**. From the 2011 *North Yorkshire and York Landscape Characterisation Project* the power station is located within the **Farmed Lowland Valley Landscapes** Primary Landscape Unit (PLU) and the **Levels Farmland** Landscape Character Type (LCT).

The 252 ha site is located in a predominantly flat, low-lying landscape (below 10m AOD) consisting of drift deposits which facilitate open, expansive views. There is strong intervisibility with adjacent Landscape Character Types.

The surrounding countryside is characterised by arable fields with small patches of improved grassland, and remnant wetland areas. The artificial ash mound immediately west has a major influence on the otherwise flat local landscape.

## Landscape Assessment: Drax Power Station

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>The site is flat and low-lying, typical of the landscape character.</li> <li>There is a large-scale landform association with the Drax Power Station development, both within the context of the neighbouring landscape and in relation to other developments in the local area. The power station infrastructure is a dominant and identifiable feature within much of the local and wider landscape setting.</li> </ul>	<b>L</b>
<b>Natural character</b>	<ul style="list-style-type: none"> <li>The River Derwent SSSI is located approximately 750m north east of Drax Power Station site.</li> <li>Several woodland blocks, some of which are identified as Deciduous Woodland in the Priority Habitat Inventory, are located within and immediately surrounding the site, particularly along the western boundary.</li> </ul>	<b>M</b>
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>Drax Augustinian Priory, a Scheduled Monument, lies within the northern part of the site boundary.</li> <li>Barlow Hall, a Grade II Listed Building, and the adjacent medieval settlement and early post-medieval garden earthworks around Barlow Hall (a Scheduled Monument) lie approximately 1.5km north west of the study area.</li> <li>The heritage value of the power station and associated structures is uncertain.</li> </ul>	<b>M</b>
<b>Form, density, identity and setting of existing settlement/development</b>	<ul style="list-style-type: none"> <li>Settlements close to the Drax Power Station site include: Drax; Camblesforth, Carlton, Newlands, Barlow, Hemingbrough and Barmby on the Marsh. Settlements are small to medium in size and often linear spreading along transport routes.</li> <li>The Drax Power Station site itself is characterised by the built infrastructure of the turbine hall, boiler house, chimney and 12 cooling towers. Electricity pylons, a substation, car parks and access roads infill the remaining parts of the site. Mature landscape mitigation planting is evident around the boundary of the site, most significantly to the west and north.</li> <li>The site is perceived to be well integrated with the landscape to the south and west, whilst the northern and eastern boundaries are more exposed and form a harder edge with the landscape.</li> </ul>	<b>L-M</b>
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>Views of Drax Power Station are extensive and span beyond 30km. It forms a prominent visual indicator on the horizon of views across the low landform of this area. The most prominent features include the chimney, northern and southern cooling towers, boiler and absorber house.</li> <li>In the absence of these features, the woodland around the site perimeter provides effective screening, such that views into the site from close by (e.g. along the A63) are limited. The wooded vegetation is a key sensitivity within the landscape.</li> <li>Views are more expansive to the north and east. To the west the large ash mound blocks any distant views of the site whilst screening and woodland vegetation filter and obstruct views to the south and west.</li> <li>In the absence of topographical features, woodland blocks are prominent on the horizon.</li> </ul>	<b>L-M</b>
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>Several Public Rights of Way exist in close proximity to the Drax Power Station site, particularly to the north with a path linking Barlow and Drax village.</li> <li>The majority of PRoW link the outlying villages of Camblesforth, Drax, Carlton and Barlow and onwards to the River Ouse.</li> <li>Drax Golf Course, a private facility, is located south of the site adjacent the A645.</li> </ul>	<b>M</b>

<p><b>Perceptual and experiential qualities</b></p>	<ul style="list-style-type: none"> <li>• The landscape in and around the site contains a number of areas which could be considered tranquil and remote in the absence of the power station.</li> <li>• Drax Power Station site is a dominant and imposing feature within the landscape and imposing in long distance views and reducing sense of rurality this landscape would otherwise offer.</li> <li>• Nearby wind turbines and overhead electricity pylons and power lines exert a strong vertical and human influence on the landscape.</li> <li>• Plumes of smoke from the cooling towers create temporary interruptions on the skyline.</li> <li>• Vegetation surrounding the immediate boundary to the power station offers a sense of containment.</li> </ul>	<p><b>L-M</b></p>
---	---	-------------------

**Overall assessment of landscape sensitivity to development scenarios**

Development scenario	Sensitivity				
2-3 storey residential housing			M		
Commercial		L-M			

## Representative photographs



View from Carr Lane west towards Drax Power Station



Drainage ditches and open arable fields



View from A1401 looking south east towards Drax Power Station. Representative of large scale open arable fields

### Notes on any variations in landscape sensitivity




Landscape sensitivity to the north of the site will be higher than that to the south, due to the more rural character and scheduled monument, compared to the large scale built form of the Drax Power Station Site.

### Overall development guidelines

Due to the separation from Drax Village, **2-3 Storey Residential Housing** will not relate to the existing form and settlement pattern, whereas well-sited and well-integrated **Commercial Development** would be less incongruous. Retention and enhancement of existing woodland screening would be important mitigation measures to any development scenario.

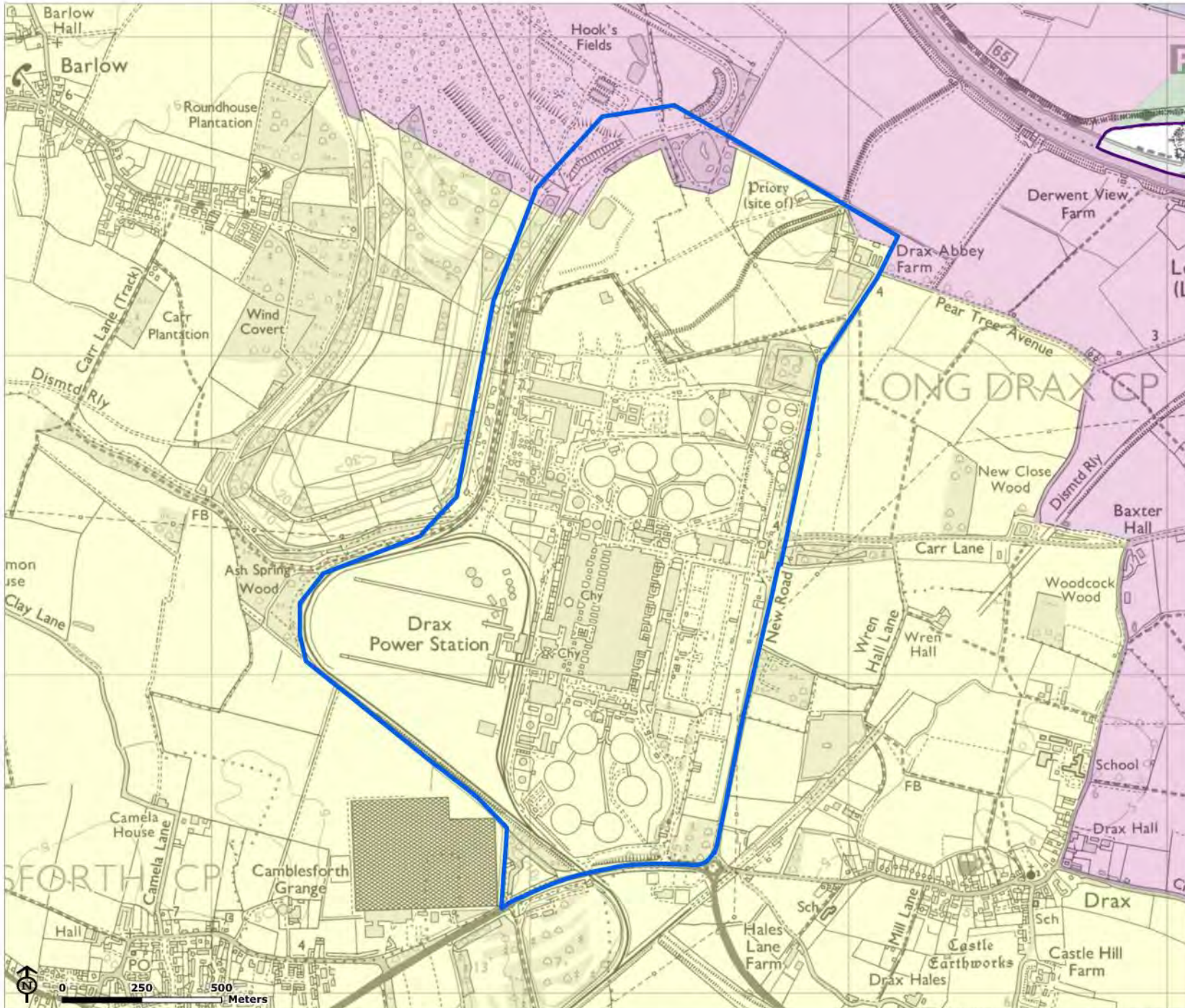
**Selby District Council  
Landscape Sensitivity  
Assessment**

**Landscape - Drax Power Station  
Additional Site**

-  Selby District
-  Additional Site
-  Neighbouring Local Authority Boundary

**LUC Landscape Character Area**

-  Ouse Valley
-  Derwent Valley
-  East Selby Farmland
-  Camblesforth Farmland











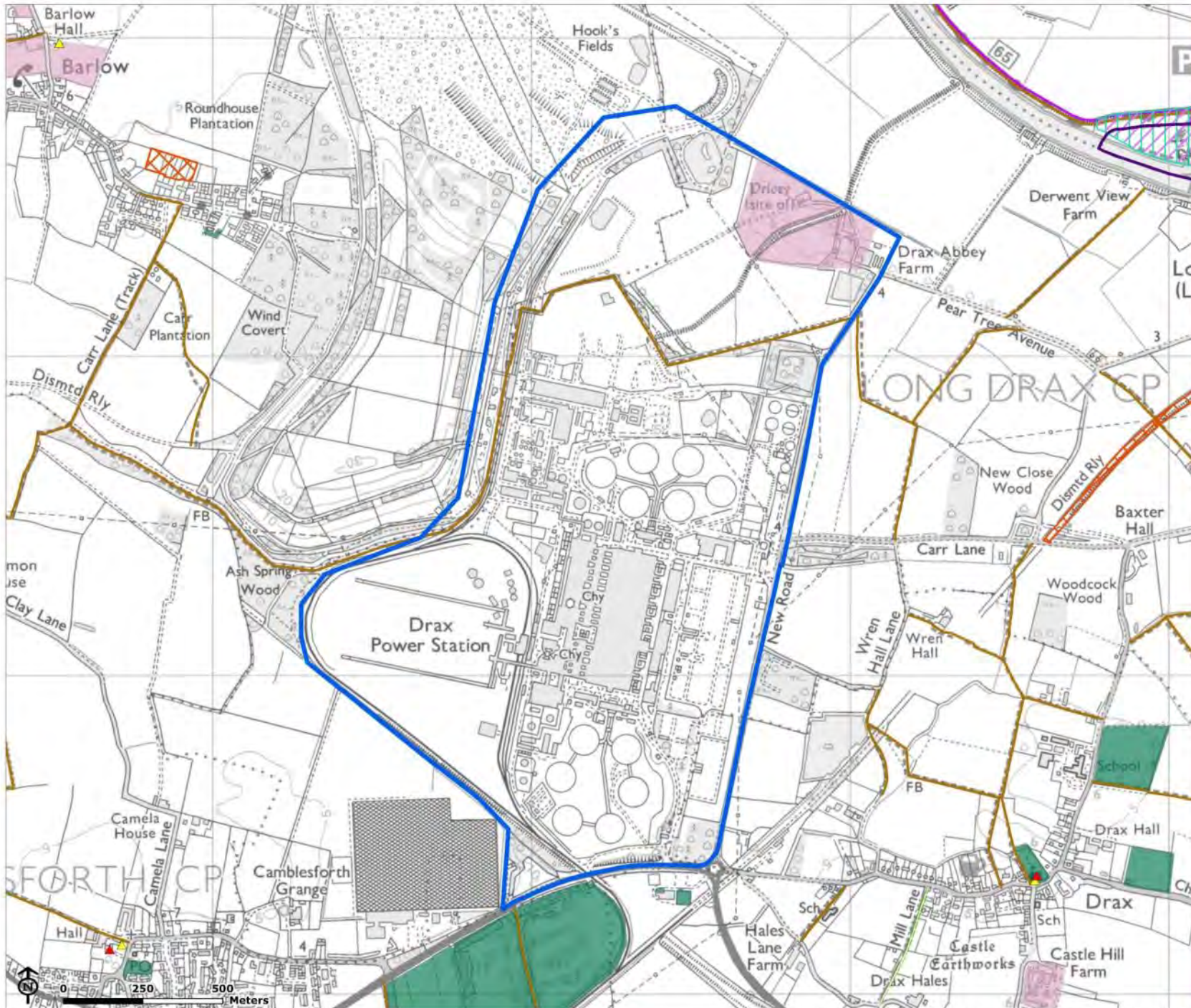
Map Scale @A3: 1:11,700



**Selby District Council  
Landscape Sensitivity  
Assessment**

**Biodiversity, Historic Environment  
and Recreation - Drax Power  
Station Additional Site**

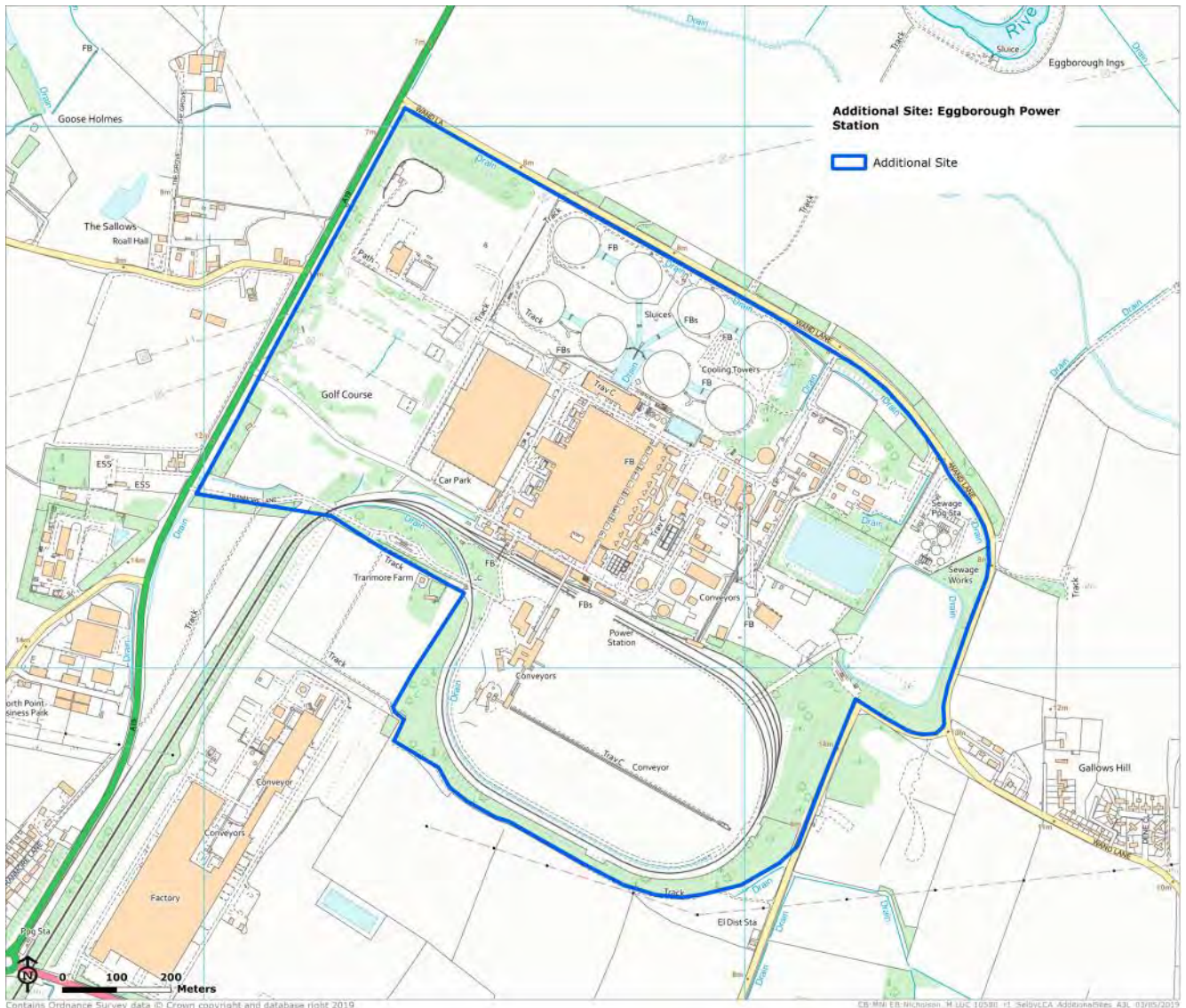
-  Selby District
-  Additional Site
-  Neighbouring Local Authority Boundary
-  Site of Special Scientific Interest (SSSI)
-  Special Area of Conservation (SAC)
-  SINC
-  Listed Building Grade I
-  Listed Building Grade II
-  Scheduled Monument
-  National Cycle Network (NCN)
-  Bridleway
-  Footpath
-  Open Greenspace



Map Scale @A3: 1:11,700



# Eggborough Power Station



## Location and summary of landscape character

Eggborough Power Station is located approximately 850m north east of the village of Eggborough. It is also classified as being in **LCA 16: Eggborough** by the 2019 *Selby Landscape Character Assessment*. It is located within the **Farmed Lowland Valley Landscapes** Primary Landscape Unit (PLU) as defined within the 2011 *North Yorkshire and York Landscape Characterisation Project* which further refines this study area into **Levels Farmland** Landscape Character Type (LCT).

The site is bounded by Wand Lane to the north, the A19 to the west, Hazel Old Lane to the east and a local service railway line to the south.

The landscape of the surrounding area is characterised by its flat, low-lying topography which offers expansive views into neighbouring Landscape Character Areas.

Fields are predominantly medium-sized, unenclosed arable farmland, often bounded by ditches or drainage dykes. The landscape has strong references to historical flooding including flood meadows, windmills and dykes. Other commercial and industrial development surrounds the power station site.



## Landscape Assessment: Eggborough Power Station

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>The site exhibits the flat, low-lying landform typical of this landscape character area.</li> <li>Eggborough Power Station is smaller in scale to neighbouring Drax Power Station, but is still considered a large scale development within the context of the local landscape. Adjacent fields are typically a tenth the size of the Power Station site.</li> </ul>	<b>L</b>
<b>Natural character</b>	<ul style="list-style-type: none"> <li>Several woodland parcels are located within the site as the result of landscape integration planting. These wooded areas are particularly evident around the service railway tracks. The majority of the woodland on site has been identified as Deciduous Woodland in the Priority Habitat Inventory.</li> </ul>	<b>L-M</b>
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>There are no historic landscape designations in the site.</li> <li>A Grade II Listed milestone is located adjacent the western boundary of the Eggborough Power Station site, off the A19 and a Grade II Listed entrance gate is located at Roall House adjacent Roall Lane, again west of the site.</li> <li>A Roman Fort, which is designated a Scheduled Monument is located to the north of Roall Manor Farm, west of Eggborough Power Station.</li> </ul>	<b>L</b>
<b>Form, density, identity and setting of existing settlement/ development</b>	<ul style="list-style-type: none"> <li>The nearby settlements of Eggborough and Kellington are nucleated around transport crossroads and consist of traditional red brick and white-washed houses in the historic cores, surrounded by modern 1950s -1990s settlement expansion.</li> <li>There are significant housing development sites currently under construction in Eggborough village.</li> <li>The Eggborough Power Station site itself is dominated by 8 cooling towers arranged in two rows of four units to the west of the main power station building. There is a single 200m tall chimney located to the north of the main building with an electrical switching station, overhead electricity pylons and car parks also evident. The site has evident green infrastructure including Eggborough Power Station Golf Course and Eggborough Sports and Leisure Complex.</li> </ul>	<b>L</b>
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>Views of Eggborough Power Station are expansive and span beyond 10km. The chimney and cooling towers mark prominent features on the skyline from views from the M62 and surrounding settlements.</li> <li>Views from within the site are more contained by localised vegetation particularly along the A19 west of the site and surrounding the rail service track to the south. This vegetation is a key landscape sensitivity to change.</li> <li>Views into the site itself at ground level are limited by the dense vegetation that surrounds the power station.</li> </ul>	<b>L-M</b>
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>Public Rights of way are sparse around the Eggborough Power Station Site. PRoW 35.27/2/1 links the village of Hensall to the east with the River Ouse and skirts the eastern boundary of the Power Station complex.</li> <li>Eggborough Power Station Golf Course, a municipal play and play facility and Eggborough Sports and Leisure Complex are located within the western quadrant of the site.</li> </ul>	<b>L</b>
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>The landscape is influenced by large scale interventions such as Eggborough Power Station, busy link roads including the A19 and light – heavy industrial units off the A19 and A645 which further interrupt the otherwise rural nature of this landscape.</li> </ul>	<b>L</b>

**Overall assessment of landscape sensitivity to development scenarios**

Development scenario	Sensitivity				
<b>2-3 storey residential housing</b>		<b>L-M</b>			
<b>Commercial</b>		<b>L-M</b>			

## Representative photographs



View from Selby Road towards Eggborough Power Station



Overhead electricity pylon network



View from Wand Lane north west adjacent Eggborough Power Station. Representative of low lying topography

### Notes on any variations in landscape sensitivity

Landscape sensitivity across the site will be consistent, although the established woodland and open space would be more sensitive to change.

The site does not contribute to a separation role between settlements, and the form and setting could accommodate both **Commercial Development** and **2-3 Storey Residential Housing**. Assuming the removal of the Power Station buildings, commercial or residential development on the site would need to be designed to be self-contained with retention of much of the existing screening vegetation, as the site does not relate directly to other built form.

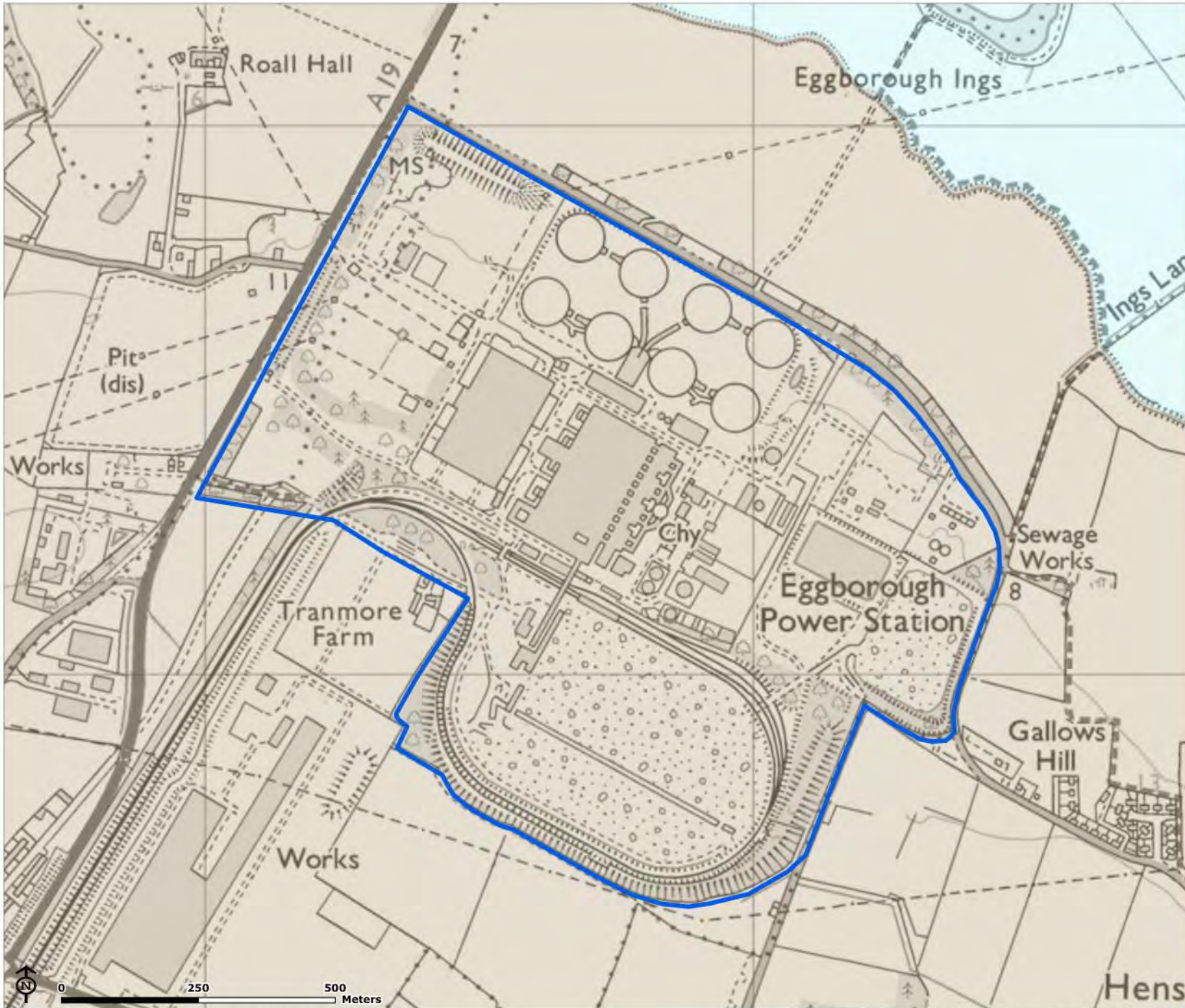
Selby District Council  
Landscape Sensitivity  
Assessment

Landscape - Eggborough Power  
Station Additional Site

- Selby District
- Additional Site

LUC Landscape Character Area

- Aire Valley
- Eggborough



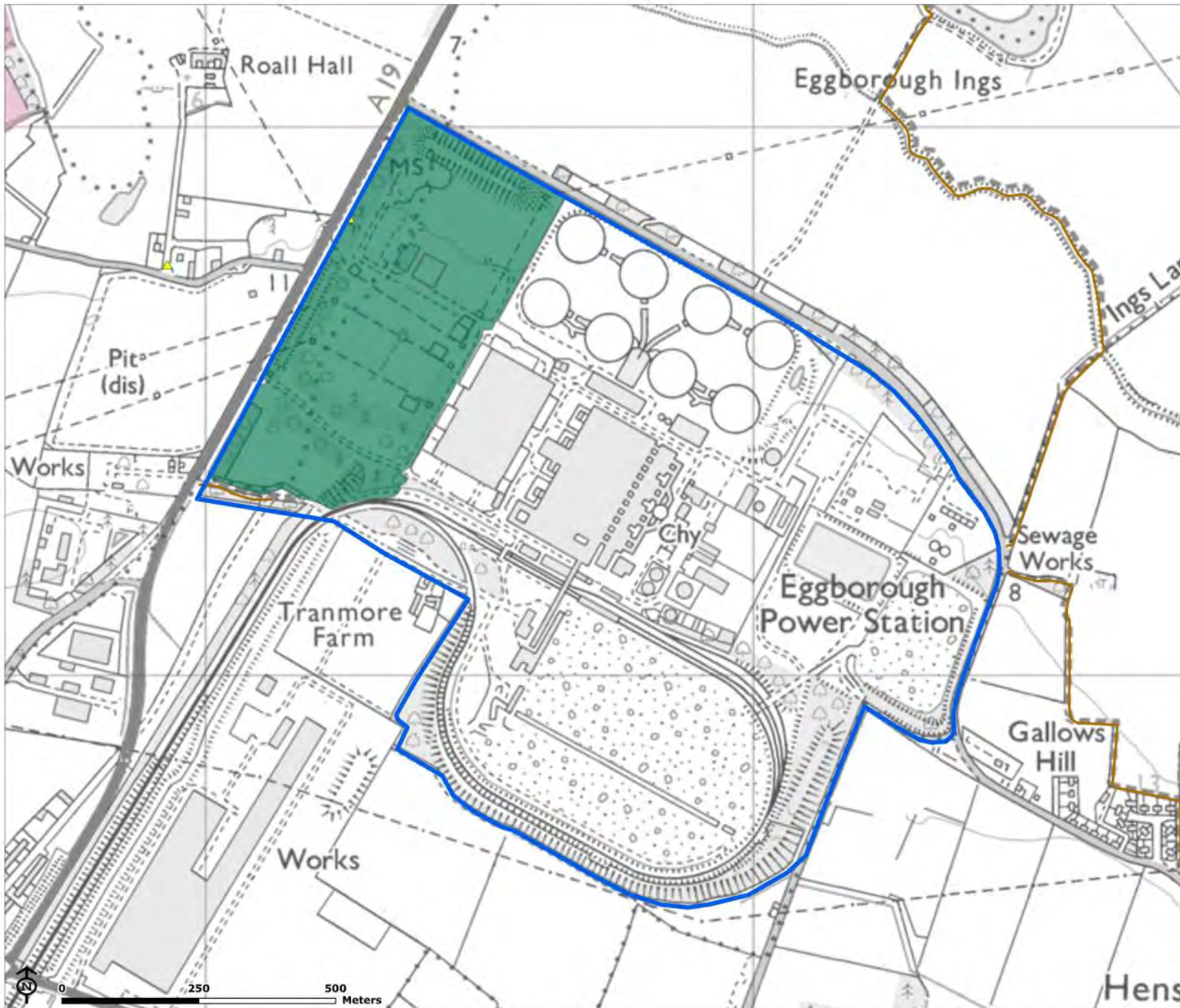
Map Scale @A3: 1:6,800



Selby District Council  
Landscape Sensitivity  
Assessment

Biodiversity, Historic Environment  
and Recreation - Eggborough Power  
Station Additional Site

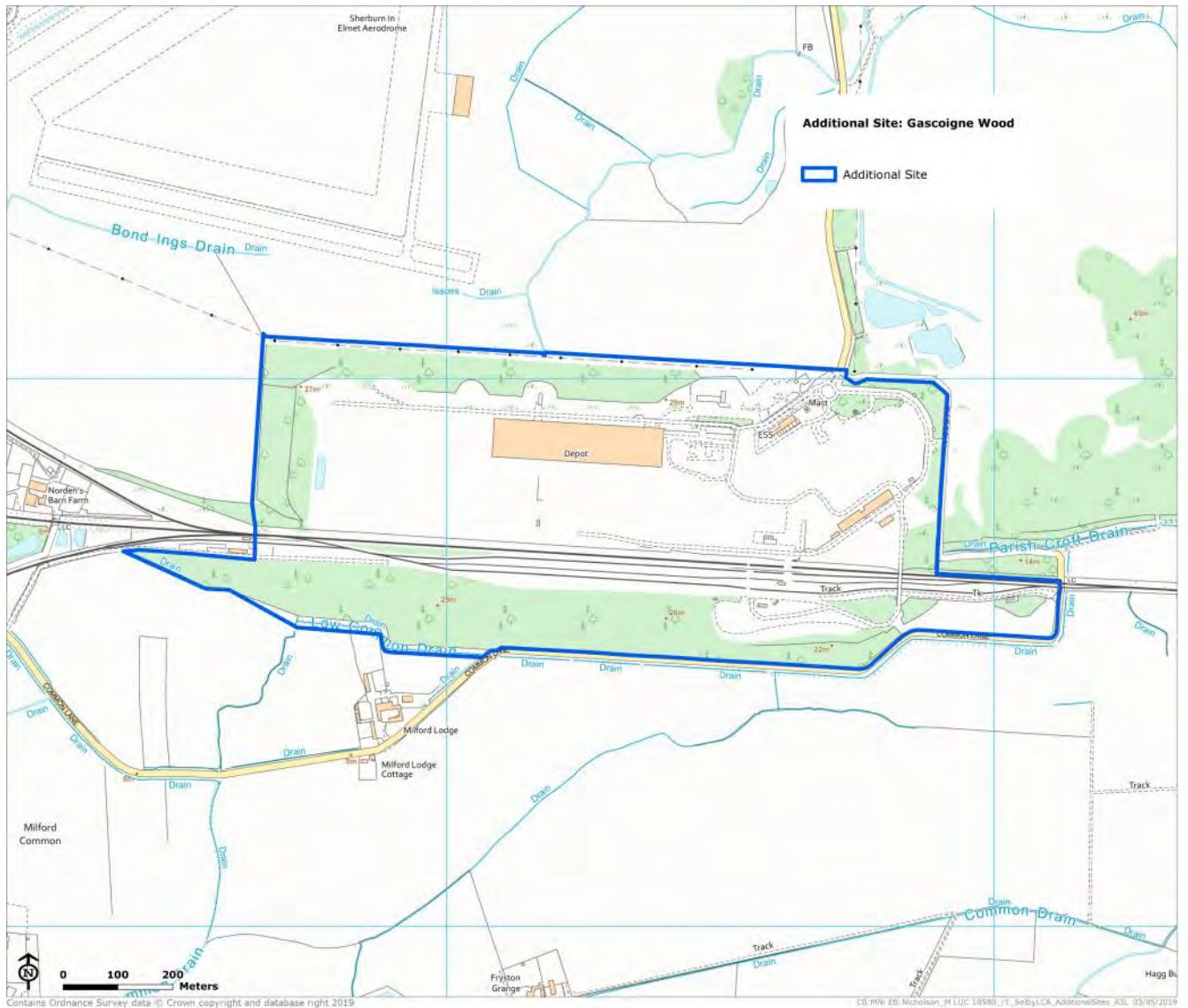
- Selby District
- Additional Site
- Listed Building Grade II
- Scheduled Monument
- Footpath
- Open Greenspace



Map Scale @A3: 1:6,800



## Gascoigne Wood Mine



### Location and summary of landscape character

Gascoigne Wood Mine is situated approximately 1.8km south east of the town of Sherburn-in-Elmet. A former pithead of Selby Coalfield, it was closed in 2004. It is characterised as **Sherburn Farmland** by the *Selby Landscape Character Assessment* (2019). The 2011 *North Yorkshire and York Landscape Character Assessment* defines the area as **Farmed Lowland Valley Landscapes** Primary Landscape Unit, and is further defined as **Levels Farmland** Landscape Character Type.

The Leeds-Hull Railway Line bisects the site with remnant pit infrastructure in the northern part and a wooded area in the southern sector and along all edges. Minor roads, including Common Lane and Hagg Lane approach the site to the east and south whilst medium scale arable fields surround the site to the north and west. Sherburn-in-Elmet airfield is located to the north of the mine.

The surrounding landscape character comprises flat, open farmland and semi-enclosed arable fields with small pockets of wooded farmland. There is a strong influence of industrial and infrastructure development, in particular power stations, associated power lines and mining infrastructure.

## Landscape Assessment: Gascoigne Wood Mine

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>A predominantly flat, low-lying site, typical of this landscape character area.</li> <li>The development is large scale within the context of the surrounding landscape and field pattern, although is in keeping with the scale of nearby Moor Lane Trading Estate, Sherburn in Elmet</li> <li>Surrounding vegetation screens the size and scale of the development at street level.</li> </ul>	L
<b>Natural character</b>	<ul style="list-style-type: none"> <li>Relatively large blocks of woodland are located within the site to the north and south which are remnant screen planting for the mine.</li> <li>Some of the woodland blocks in the north and east of the mine are designated Deciduous Woodland within Natural England's Priority Habitat Inventory.</li> </ul>	L-M
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>There are no historic landscape designations in or near to the site.</li> <li>A Grade II Listed Structure (Common Lane Bridge) is located approximately 1.1km west of Gascoigne Wood Mine.</li> <li>The potential historic value of remaining mine structures is unclear.</li> </ul>	L
<b>Form, density, identity and setting of existing settlement/ development</b>	<ul style="list-style-type: none"> <li>The site is remote from nearby settlements. There is commercial development at Sherburn Industrial Area on the north side of the airfield.</li> <li>The mine site itself retains some of the mining infrastructure including steel buildings.</li> <li>The site does not form a strategic gap between settlements, nor does it contribute to the setting of neighbouring villages.</li> </ul>	L
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>Views into and out from the site are restricted by mature woodland planting, and embankments adjacent the Leeds-Hull Railway line which form key landscape sensitivities in themselves. The site is visible from the railway line itself.</li> <li>The surrounding terrain is very flat and skyline features include woodland blocks, power lines and glimpses of Eggborough and Drax Power Station Chimneys and Cooling Towers.</li> </ul>	L
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>A number of Public Rights of Way are evident near and skirting Gascoigne Wood Mine, particularly to the north and east. PRoW 35.59/2/1 follows the eastern boundary of the site and links to other Public Rights of Way to surrounding villages and Bishop Wood to the east.</li> <li>Bridleway 35.48/4/1 and 35.48/4/2 join lanes and scattered farmsteads to the south.</li> <li>There are no areas of designated recreational open space near to the site.</li> </ul>	M
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>The mature woodland vegetation surrounding the site creates a sense of enclosure.</li> <li>The distance from main roads also contributes to a more remote feeling within the landscape, although the adjacent train line undermines this perceptual quality.</li> <li>There is occasional overhead interruption from light aircraft at Sherburn Aero Club.</li> </ul>	M

### Overall assessment of landscape sensitivity to development scenarios

Development scenario	Sensitivity				
<b>2-3 storey residential housing</b>		L-M			
<b>Commercial</b>	L				

## Representative photographs



Vegetation creates a sense of local containment



Former mining infrastructure evident above tree line



View of Gascoigne Wood Mine and surrounding arable fields. Representative of restricted local site views

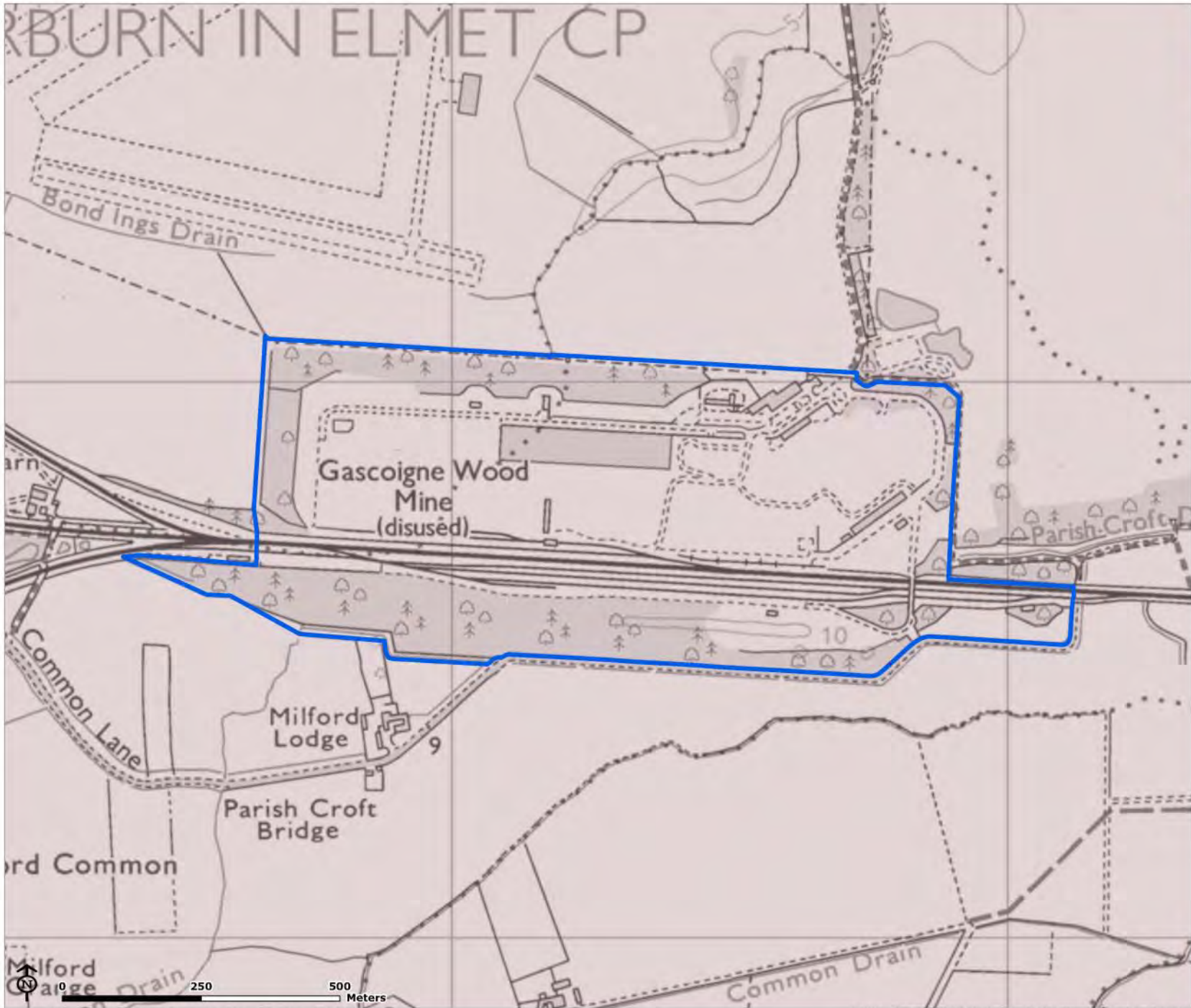
### Notes on any variations in landscape sensitivity

The woodland screening forms a key landscape sensitivity.

### Overall development guidelines



The sensitivity rating for **2-3 Storey Residential Housing** will be higher than that of **Commercial Development** as residential development will bear no relationship to any existing built form. Any development would need to be self-contained within the site and retain / incorporate key landscape features including the mature woodland planting and mitigation mounding.






Selby District Council  
Landscape Sensitivity  
Assessment

Landscape - Gascoigne Wood  
Additional Site

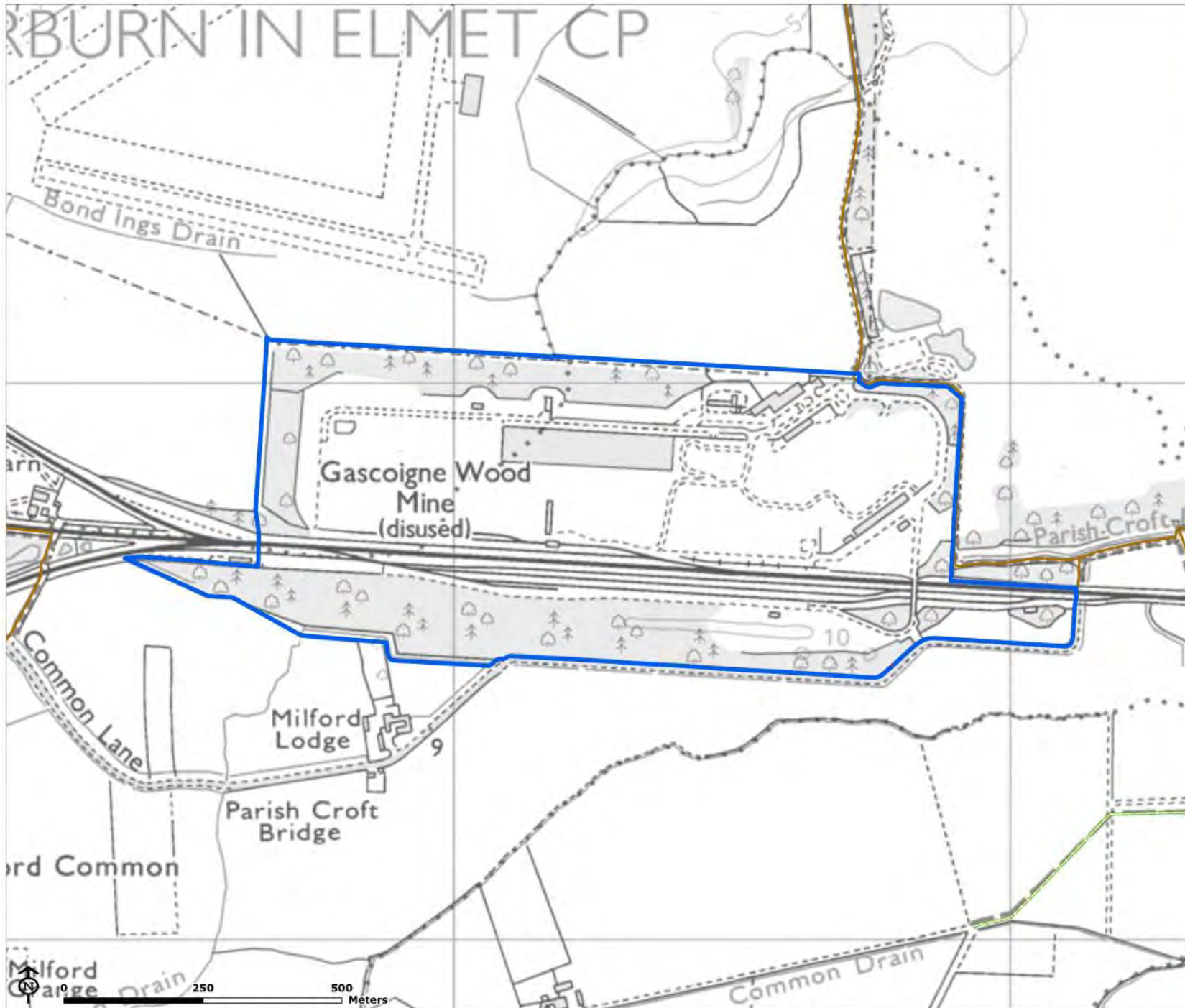
-  Selby District
-  Additional Site

LUC Landscape Character Area

-  Sherburn Farmland

Map Scale @A3: 1:6,700





Selby District Council  
Landscape Sensitivity  
Assessment

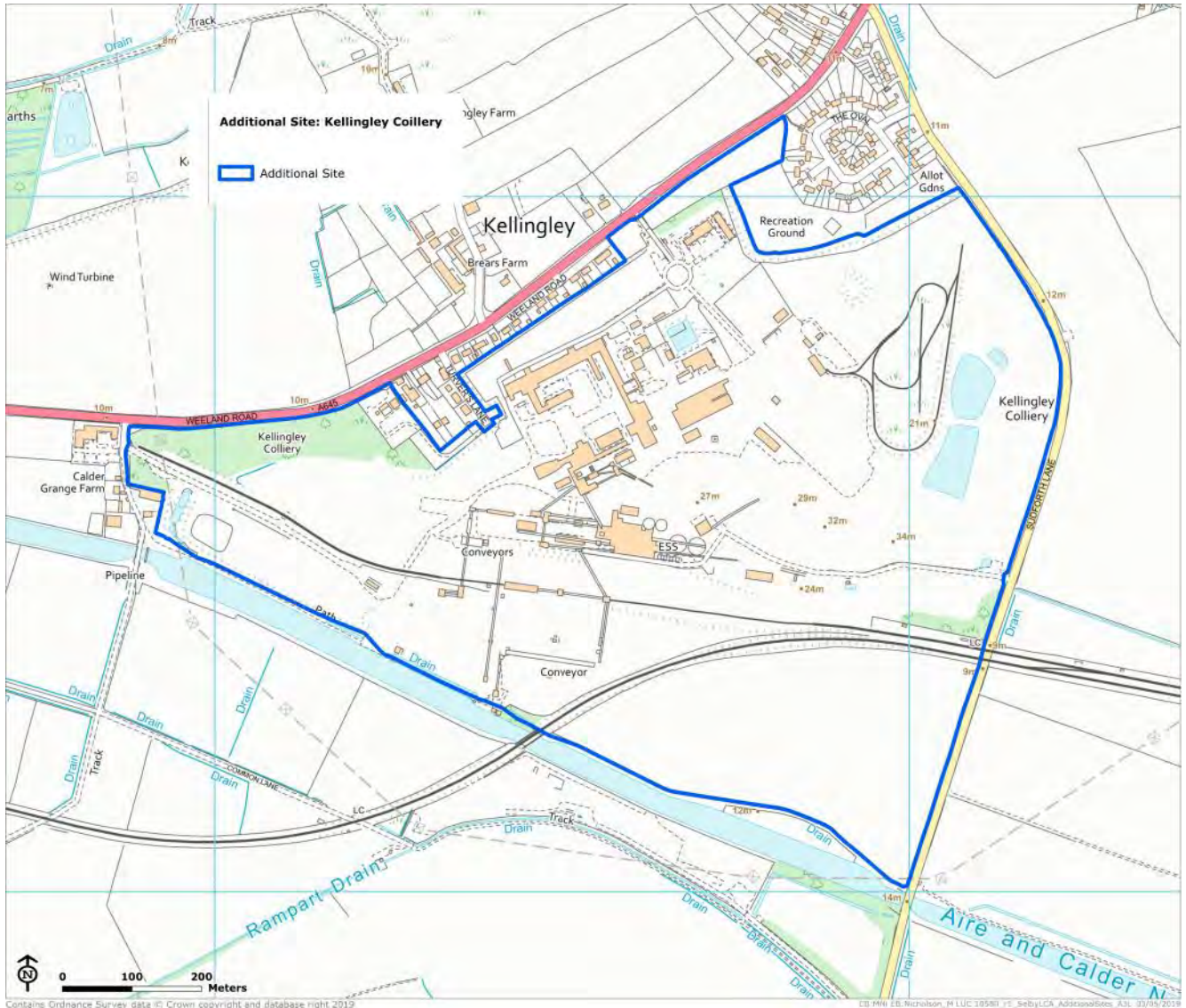
Biodiversity, Historic Environment  
and Recreation - Gascoigne Wood  
Additional Site

- Selby District
- Additional Site
- Bridleway
- Footpath

Map Scale @A3: 1:6,700



## Kellingley Colliery



### Location and summary of landscape character

Kellingley Colliery is the site of a former deep coal mine. It is located approximately 1km from the outskirts of the town of Knottingley and is situated on the edge of Selby District. The mine closed in 2015 marking the end of deep coal mining in the UK.

According to the 2011 *North Yorkshire and York Landscape Characterisation Project*, the former colliery lies within **Farmed Lowland and Valley Landscapes** Primary Landscape Unit (PLU), which is further split into **Levels Farmland** Landscape Character Type (LCT). The 2019 *Selby Landscape Character Assessment of Selby* places the site within the Eggborough landscape character area.

The site is bounded by the A645 to the north and west, Sudforth Lane to the east and the Aire and Calder Canal to the south.

The landscape around Kellingley Colliery is characterised by flat, low-lying and large scale agricultural fields. These fields are large, regular and geometric, predominantly arable and divided by ditches and dykes rather than hedgerows. The landscape immediately surrounding the Colliery has an urban fringe character with allotments, a recreation ground and pony paddocks evident.

## Landscape Assessment: Kellingley Colliery

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>A predominantly flat, low-lying site with some variance in landform associated with artificial bunding at perimeters adjoining neighbouring residential developments in the north of the parcel.</li> <li>The site is large scale within the context of the surrounding landscape, but almost completely enclosed, which makes this sense of scale difficult to relate to at street level.</li> </ul>	L
<b>Natural character</b>	<ul style="list-style-type: none"> <li>The site is relatively open with little wooded vegetation apart from a small block located in the western corner of the site adjacent the A645 and Turver's Lane. Part of this woodland has been identified as Deciduous Woodland in Natural England's Priority Habitat Inventory.</li> </ul>	L
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>There are no designated historic assets in or near to the site.</li> <li>The heritage significance of any remaining mine infrastructure is uncertain, but the past use of the site is of importance to any redevelopment proposal</li> </ul>	L-M
<b>Form, density, identity and setting of existing settlement/ development</b>	<ul style="list-style-type: none"> <li>The settlement of Kellingley comprises housing on along the north boundary of the site at The Oval and Weeland Road.</li> <li>Kellingley Colliery itself is being levelled with the landmark winding towers demolished in 2018. Spoil heaps now form the most prominent feature on the site. A solar farm has been constructed south of the railway.</li> <li>The edges to the site are softened by existing mature vegetation which contributes to the setting of the former colliery and adjacent housing. The screening vegetation form key landscape sensitivities .</li> </ul>	L
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>Whilst the surrounding landscape is flat and offers expansive views, local views into the site are partially obscured by mature roadside vegetation and small housing developments at The Oval and Weeland Road.</li> <li>Views from the site periphery are far-ranging across the flat flood plain of the surrounding landscape and landmark features such as Ferrybridge Power Station and Eggborough Power Station alongside the associated overhead electricity pylons are prominent on the skyline.</li> </ul>	M
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>Two Public Rights of Way link the site with wider countryside to the north and west and onwards to the River Aire.</li> <li>A well maintained playing field, playground and allotment site is located to the rear of properties on The Oval to the north of the site.</li> </ul>	M
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>At parts of the site, there is still a sense of remoteness to be experienced, particularly on Sudforth Lane to the west.</li> <li>The neighbouring Power Stations at Eggborough and Ferrybridge, and the intermittent plumes of smoke create an industrial feel in an otherwise rural landscape.</li> <li>The prominence of the local rail line and the M62 to the south exert an audible influence on the site reducing some of the tranquillity that would otherwise be experienced.</li> </ul>	L-M

### Overall assessment of landscape sensitivity to development scenarios

Development scenario	Sensitivity				
<b>2-3 storey residential housing</b>		L-M			
<b>Commercial</b>		L-M			

## Representative photographs



Allotments: Typical settlement-edge land use



Former mining infrastructure evident beyond landscape bunding



View from Sudforth Lane looking north east adjacent Kellingley Colliery site. Representative of expansive views

### Notes on any variations in landscape sensitivity

The Parcel does play a role in the setting of the Aire and Calder Canal, and the landscape in proximity to this feature will have a higher sensitivity to development scenarios.

### Overall development guidelines

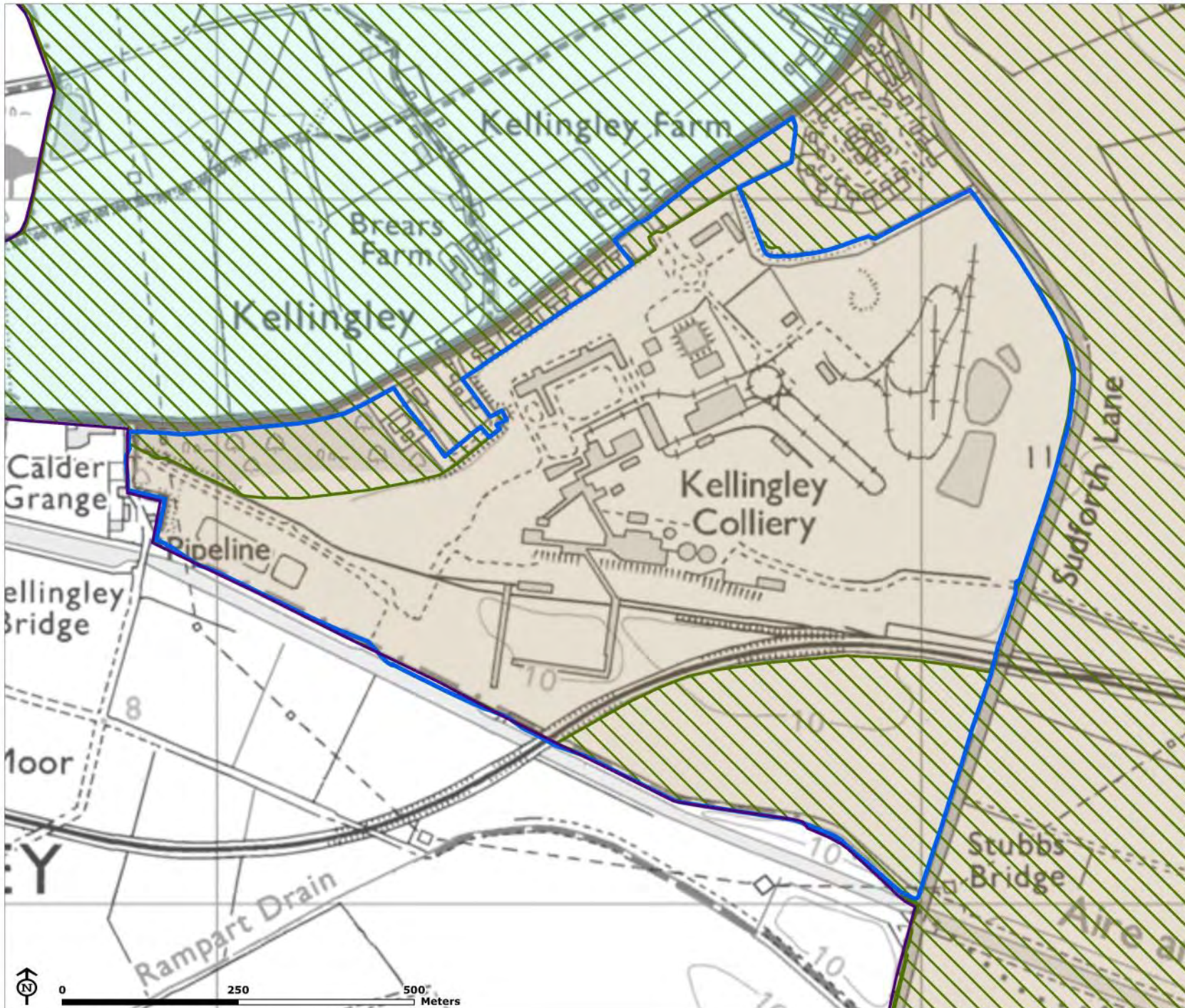
The site is of low-moderate sensitivity to both **Commercial Development** and **2-3 storey residential housing** as it does not play a separation role and remains relatively contained from local views in the northern quadrant of the site.

Residential development should relate to existing housing along the A645 to maintain the density and character of the existing built form.

Selby District Council  
Landscape Sensitivity  
Assessment

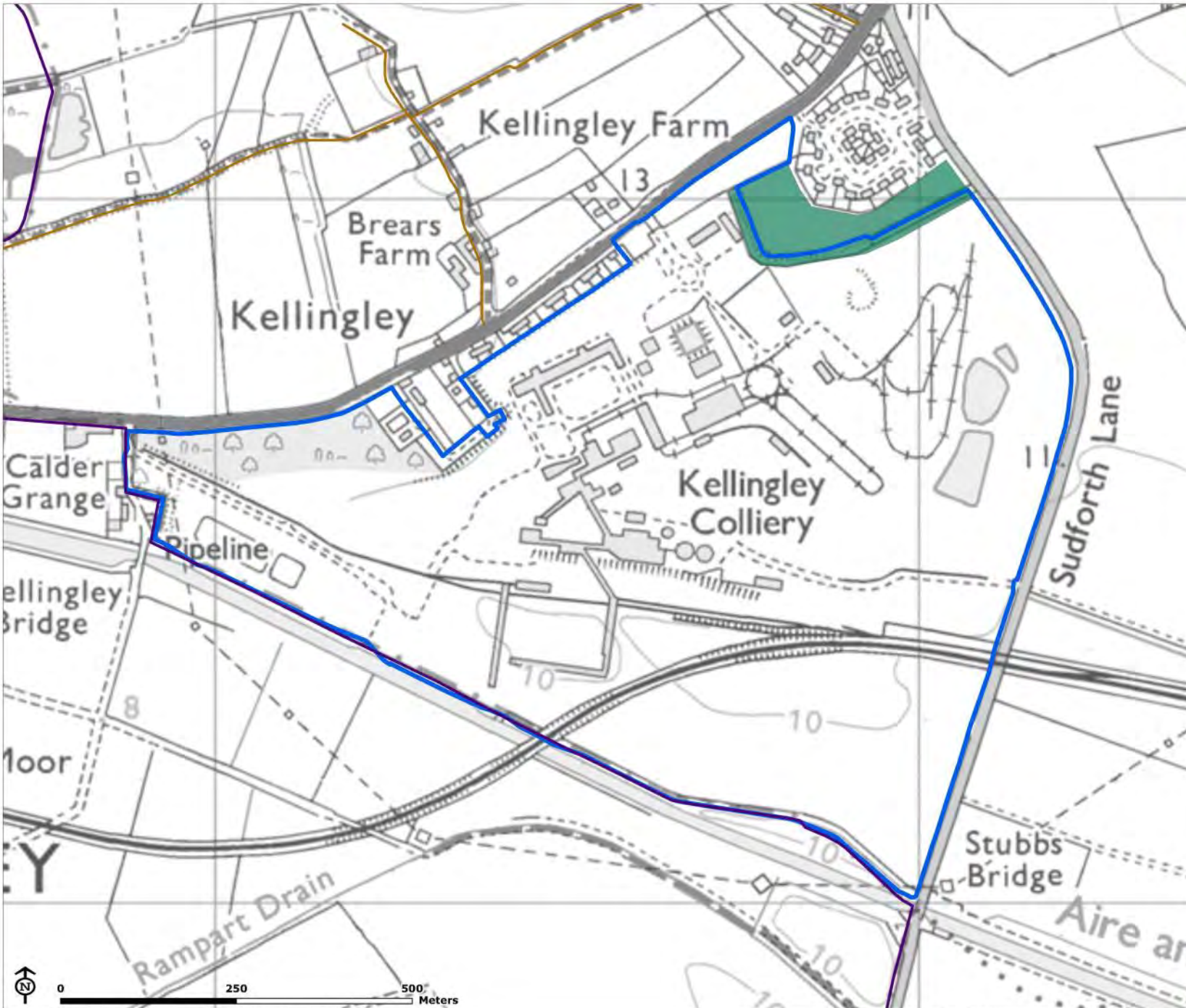
Landscape - Kellingley Colliery  
Additional Site

-  Selby District
  -  Additional Site
  -  Neighbouring Local Authority Boundary
  -  Green Belt
- LUC Landscape Character Area**
-  Aire Valley
  -  Eggborough



Map Scale @A3: 1:5,300





**Selby District Council  
Landscape Sensitivity  
Assessment**

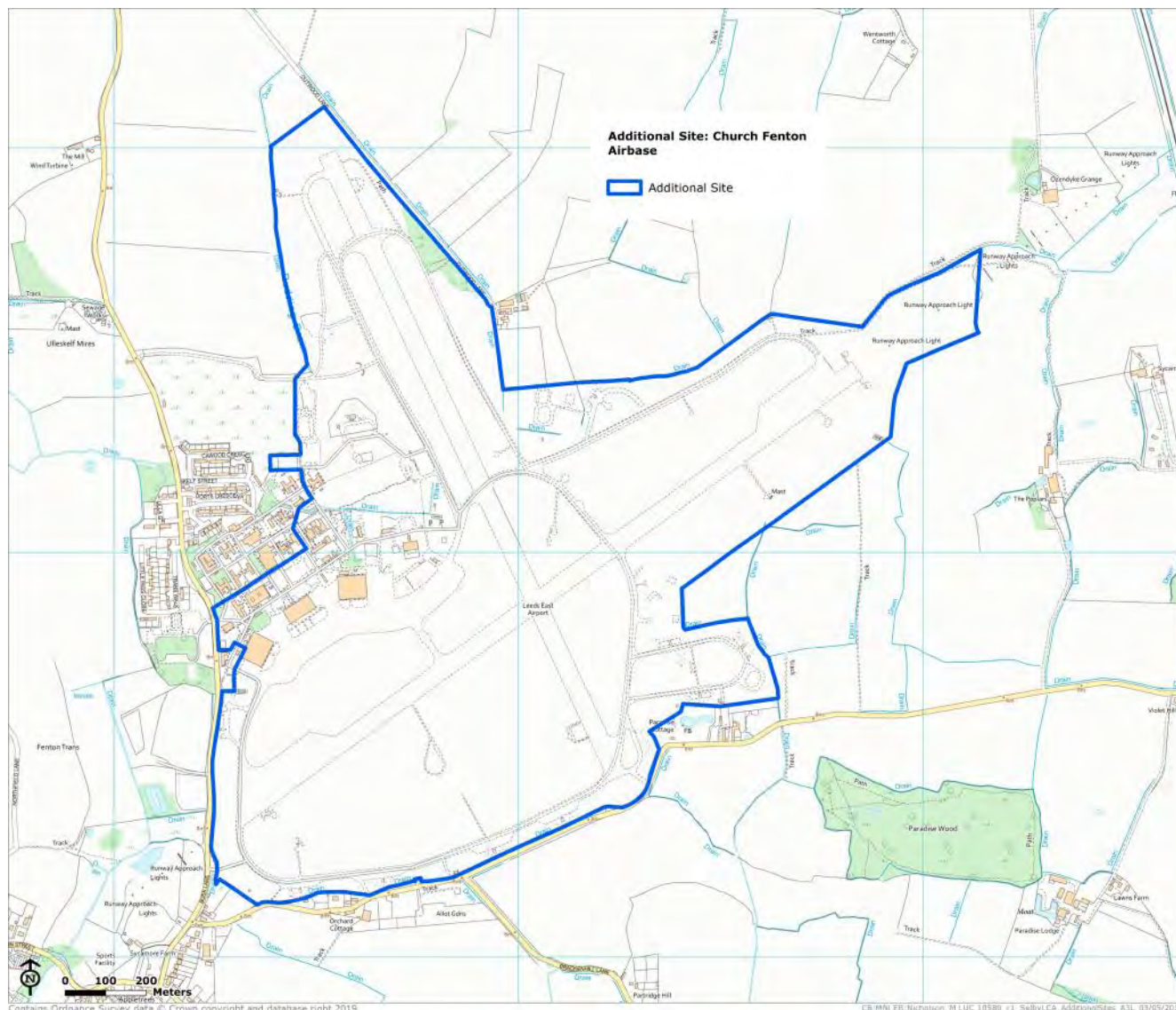
**Biodiversity, Historic Environment  
and Recreation - Kellingley Colliery  
Additional Site**

-  Selby District
-  Additional Site
-  Neighbouring Local Authority Boundary
-  Footpath
-  Open Greenspace

Map Scale @A3: 1:5,300



## Leeds East Airport (Church Fenton Airfield)



### Location and summary of landscape character

Church Fenton Airfield, now referred to as Leeds East Airport, is a former RAF base located north east of the village of Church Fenton. The 2019 *Selby Landscape Character Assessment* defines the area as **North Selby Farmland**. The 2011 *North Yorkshire and York Landscape Character Assessment* described the Primary Landscape Unit as **Farmed Lowland and Valley Landscapes** and further refined this as **Levels Farmland** Landscape Character Type.

The airfield is approximately 181ha in size and bounded by Brackenhill Lane to the south, Busk Lane to the west, Outwood Lane to the north and agricultural fields to the east.

The site is situated within an open and extremely flat landscape offering wide, expansive views across the broad floodplain. The fertile alluvial deposits make this one of the most productive arable areas in Britain and has given way to a landscape of large regular-shaped arable fields without hedgerows but bounded by ditches and dykes. The presence of traditional buildings such as windmills hints at past land-use. Flooding on low-lying fields is clearly evident with submerged trees and seasonal ponds.



## Landscape Assessment: Leeds East Airport (Church Fenton Airfield)

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>A very flat, low-lying site which encompasses Leeds East Airport runways and infrastructure.</li> <li>The site is predominately open to the surrounding landscape with an absence of roadside vegetation, assisting in the sense of a large scale, open landscape character.</li> <li>Leeds East Airport is a very large scale development even in the context of the surrounding unenclosed arable farmland.</li> </ul>	L
<b>Natural character</b>	<ul style="list-style-type: none"> <li>There is very little wooded vegetation in or near the airfield. Two tracts of land, one adjacent Outwood Lane to the north and one to the rear of properties on Dorts Crescent, are designated Deciduous Woodland within the Priority Habitat Inventory.</li> <li>Paradise Wood, approximately 200m south east of Leeds East Airport is designated ancient and semi-natural woodland</li> </ul>	L-M
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>Along the southern site boundary are several World War II airfield defences which are Scheduled Monuments. These are the only designated historic features in or adjacent Leeds East Airport, though other surviving structures may have some heritage significance.</li> </ul>	M
<b>Form, density, identity and setting of existing settlement/development</b>	<ul style="list-style-type: none"> <li>The small village of Church Fenton is a typical linear settlement close to the southern site boundary, expanding along Main Street in an east-west pattern. Houses within the historic core retain much of the traditional vernacular including red Barton brick and red pantiles. Modern private and social housing expansion is evident at the village periphery, particularly near the railway line to the west.</li> <li>A small residential area is located immediately adjacent the airfield. This most likely expanded to accommodate service personnel based at RAF Church Fenton. Houses are brick built 1970s semi-detached or maisonettes.</li> <li>Leeds East Airport is supported by a number of remnant RAF structures which serve the modern airport, including a large brick built main terminal building, an air traffic control tower, three large hangars and smaller storage buildings. There are two major runways surrounding by mown grass. One of the runways is currently used by Renault as a mass vehicle storage facility, which creates a prominent feature within the landscape.</li> </ul>	L-M
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>Views into Leeds East Airport site are limited from the north and west by settlement and vegetation.</li> <li>Views into the site from the south and east are extensive due to gappy hedgerows and the flat, low lying land. Airport buildings and a mature treeline are set against an expansive sky.</li> <li>There is visibility from the East Coast Mainline train route which runs to the east of the site with passing trains clearly visible.</li> <li>There are distant, glimpsed views to Drax and Eggborough Power Station.</li> </ul>	M-H
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>There are several Public Rights of Way to the east of Leeds East Airport, including PRoW 35.54/15/1 which runs along part of the eastern boundary of the site. Bridleway 35.54/35/2 is also located east of the airfield. These routes create a network of recreational trails linking strategic settlements and the River Wharfe to the north.</li> <li>Church Fenton Allotments are located on Brackenhill Lane, south of the airfield site.</li> <li>Church Fenton Cricket Club and a municipal playing field are located south west of the site on the outskirts of the village of Church Fenton.</li> </ul>	M
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>The openness and vast scale of this part of the Selby District create a strong sense of remoteness.</li> <li>The tranquillity of the landscape is punctuated by frequent trains on the East Coast Mainline.</li> </ul>	L-M

Overall assessment of landscape sensitivity to development scenarios

Development scenario	Sensitivity				
2-3 storey residential housing			M		
Commercial			M		

## Representative photographs



Large scale arable fields adjacent airfield



Character features such as windmills evident



View from Brackenhill Lane north across airfield site. Representative of flat, low-lying topography

### Notes on any variations in landscape sensitivity

Landscape sensitivity close to the scheduled monuments will be higher than that of other parts of the site. The more open eastern and northern portions are remote from other built form and development here would be incongruous.

### Overall development guidelines



The site provides green open space setting to the adjacent settlement. **2-3 Storey Residential Development** could be in keeping with the existing nucleated urban form, but would need to be carefully sited in relation to the existing development.

Due to the high visibility, lack of landscape integration and similar built form, this location would be more sensitive to **Commercial Development** though a modest scale of development could be sited in association with existing hangars.



Acceptable mitigation measures would need to be incorporated into any design development scenarios to reduce the visual impact in the landscape, such as woodland planting to create landscape structure.

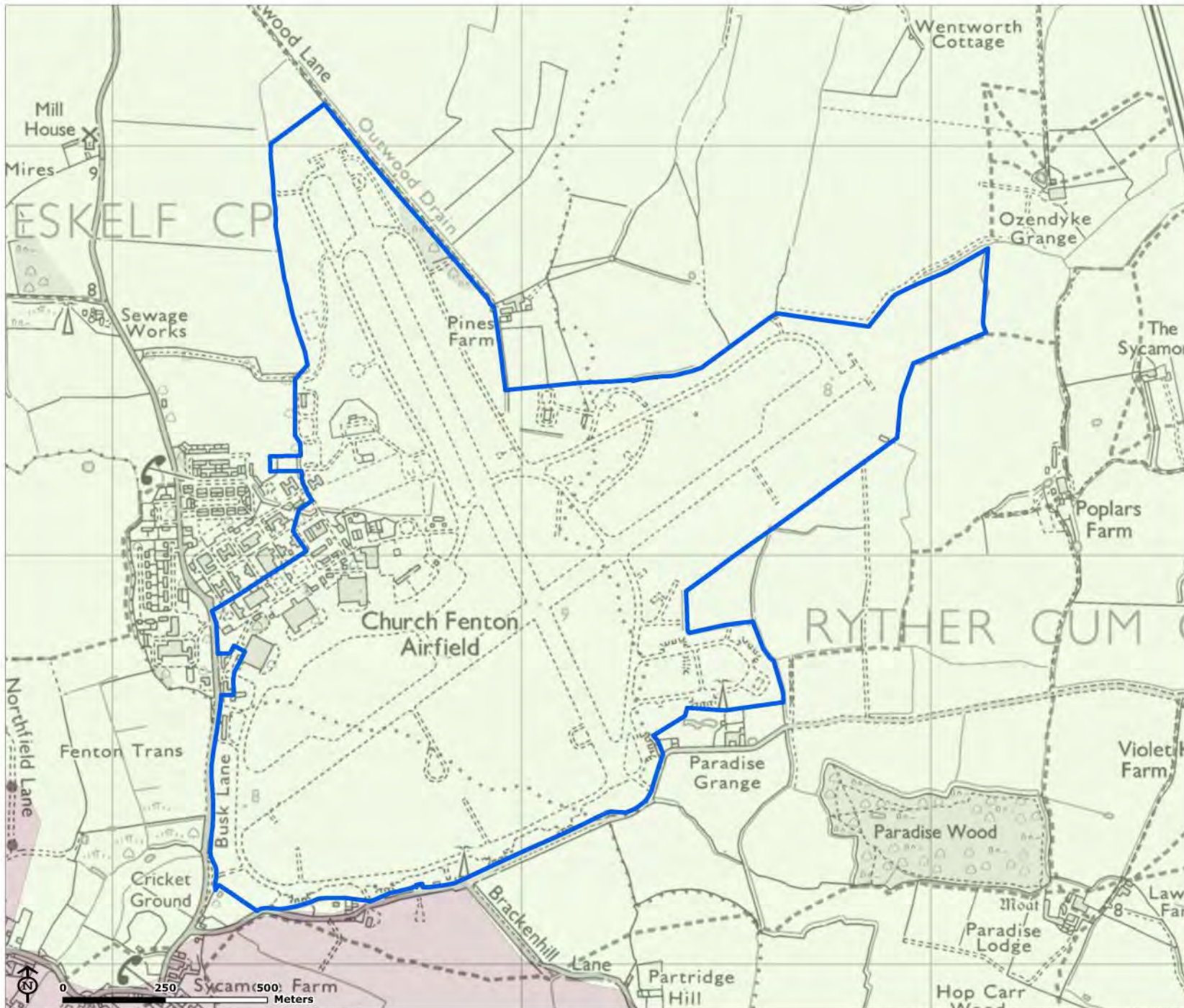
Selby District Council  
Landscape Sensitivity  
Assessment

Landscape - Church Fenton Airbase  
Additional Site

-  Selby District
-  Additional Site

LUC Landscape Character Area

-  Sherburn Farmland
-  North Selby Farmland



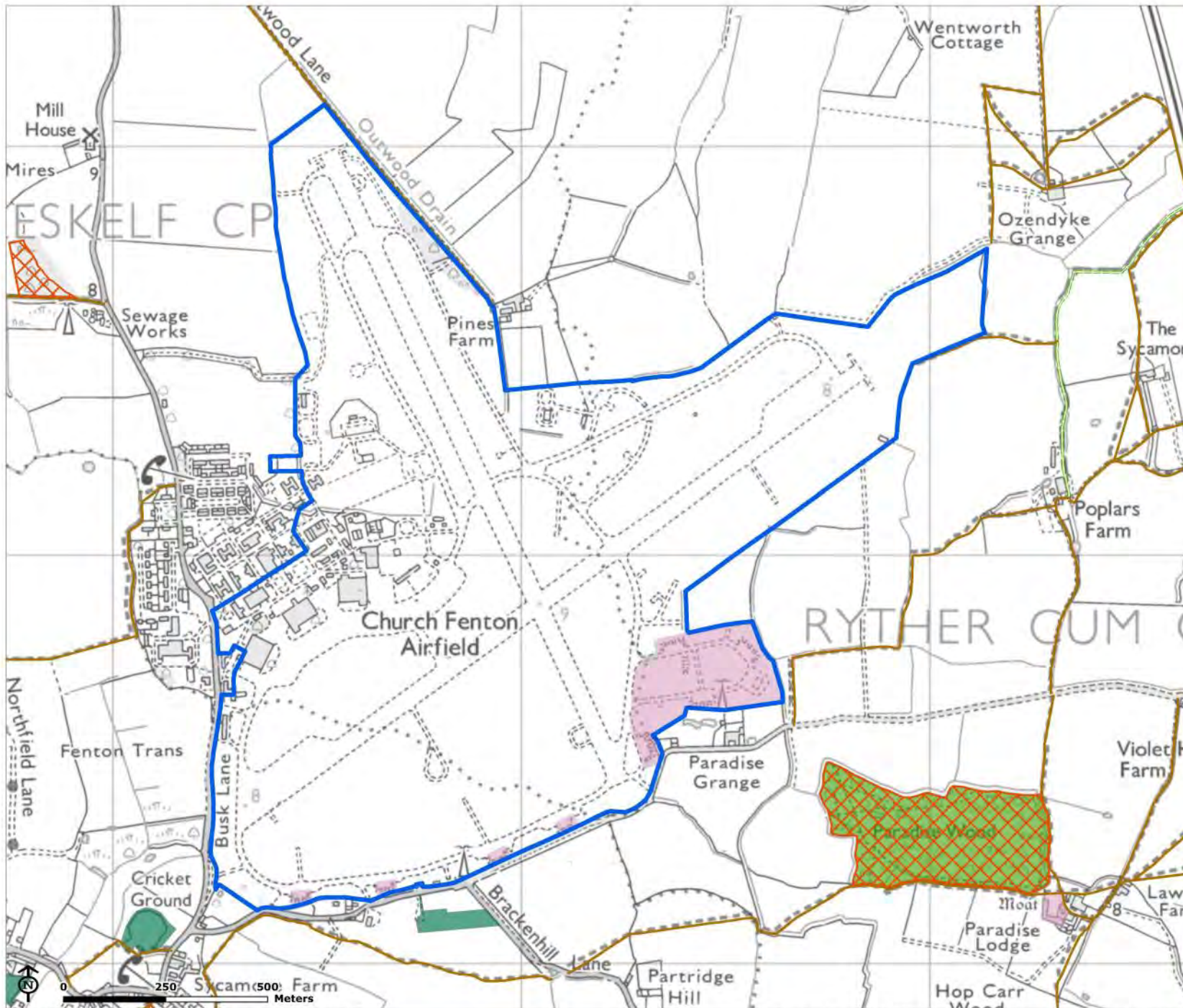
Map Scale @A3: 1:9,100



Selby District Council  
Landscape Sensitivity  
Assessment

Biodiversity, Historic Environment  
and Recreation - Church Fenton  
Airbase Additional Site

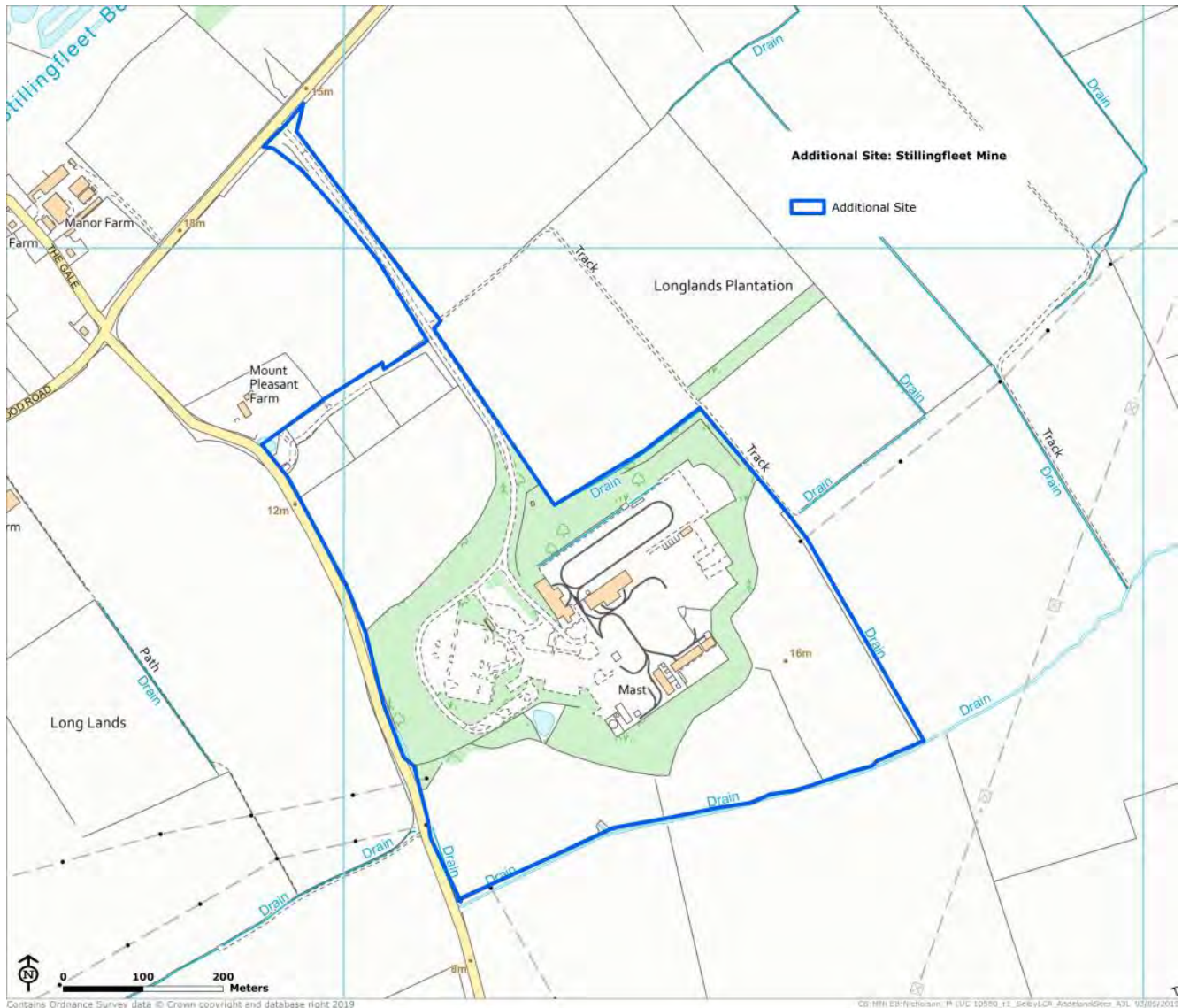
-  Selby District
-  Additional Site
-  Ancient Woodland
-  SINC
-  Scheduled Monument
-  Bridleway
-  Footpath
-  Open Greenspace



Map Scale @A3: 1:9,100



## Stillingfleet Mine



### Location and summary of landscape character

Stillingfleet Mine is located approximately 6 miles north of Selby and 8 miles South of York. According to the 2019 *Selby Landscape Character Assessment*, the site is divided between the **Skipwith Lowlands** in the south and **York Fringe East** in the north. With regards to the 2011 *North Yorkshire and York Landscape Character Assessment*, the Primary Landscape Unit is **Farmed Lowland and Valley Landscapes** and is further defined as **Vale Farmland and Plantation Woodland and Heathland** Landscape Character Type.

It is set within open countryside, approximately 1km south east of the village of Stillingfleet. The site is accessed from the A19 via Escrick Road. The mine was closed in 2004 with buildings housing the headgear removed in 2006. The site was partially redeveloped in 2012 for extraction of coal mine gas.

Topography within this landscape is predominantly flat or gently rolling and is dominated by a patchwork of medium to large scale arable fields. Fields are interspersed with patches of improved grassland and deciduous woodland which combine to create local sense of enclosure.

## Landscape Assessment: Stillingfleet Mine

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>The site is typical of the low-lying, gently rolling landform associated with this landscape character area.</li> <li>Stillingfleet Mine represents a medium sized development within the context of the surrounding landscape with. Built form is similar in size to industrial farm buildings nearby, and the site boundary is comparable with larger scale fields in the area.</li> <li>The site is enclosed by mature vegetation which makes the scale difficult to determine at street level.</li> </ul>	<b>L-M</b>
<b>Natural character</b>	<ul style="list-style-type: none"> <li>Relatively large blocks of woodland are located within the central part of the site which are remnant screen planting for the mine. Two of these plantations are designated as Deciduous Woodland according to the Priority Habitat Inventory and form key landscape sensitivities.</li> </ul>	<b>L-M</b>
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>There are no historic landscape designations in the site. The heritage value of any remaining mine structures is unclear.</li> <li>The outer extent Stillingfleet Conservation Area is located approximately 250m from the closest point to the site boundary.</li> </ul>	<b>L-M</b>
<b>Form, density, identity and setting of existing settlement/ development</b>	<ul style="list-style-type: none"> <li>The nearby village of Stillingfleet displays the character of a typical linear settlement within the landscape. The historic core of the village is focused around Stillingfleet Beck and the B1222 York Road. Properties are of mottled brick construction with pantile roofs. The site does not have a direct relationship with this settlement.</li> <li>The central part of the site is well screened by mature vegetation, which would have been part of original landscape mitigation planting. The majority of former mine infrastructure has been removed.</li> </ul>	<b>L</b>
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>The landscape immediately surrounding the former mine is more undulating and contained, restricting views.</li> <li>Where views are available, they are far ranging across the relatively flat surrounding landscape with telecommunication masts and wooded blocks set against an expansive sky.</li> <li>Intervening hedgerows and woodland block vegetation restrict local views into the site.</li> <li>The deciduous woodland blocks effectively screen views of the central parts of the site, but the northern and southern areas are more open and visible.</li> </ul>	<b>L-M</b>
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>Public Right of Way 35.62/20/1 follows the eastern boundary of the Stillingfleet Mine site with links to Bridleway 35.62/8/1 and 35.62/8/2. These Rights of Way form a network of recreational routes linking small settlements with river corridors and the wider countryside.</li> <li>Stillingfleet Green is a publicly accessible green space located within the heart of Stillingfleet Village. This provides amenity and recreational space within the local area.</li> </ul>	<b>M</b>
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>A predominantly quiet and rural landscape with limited human influence visible.</li> <li>The barriers and lack of signage at the site give it a degraded and derelict feel.</li> </ul>	<b>M</b>

### Overall assessment of landscape sensitivity to development scenarios

Development scenario	Sensitivity				
<b>2-3 storey residential housing</b>		<b>L-M</b>			
<b>Commercial</b>	<b>L</b>				

## Representative photographs



Entrance to the former Mine



Views to the north are contained by rising landform



View from Cawood Road south east towards the Mine. The site is fully enclosed by mature vegetation

### Notes on any variations in landscape sensitivity

The central part of the site is less sensitive as it is well screened by mature woodland. The more open northern and southern parcels are more sensitive as any development would be visible in the landscape.

### Overall development guidelines

Due to the extensive woodland cover at the boundary, the site is well integrated with the surrounding landscape and therefore the central part of the site would be of low sensitivity to both **Commercial Development** and **2-3 Storey Residential Housing**. **2-3 Storey Residential Housing** may be slightly incongruous due to the separation from the built form at Stillingfleet village. Development outside the wooded area would need additional landscape structure to provide integration.



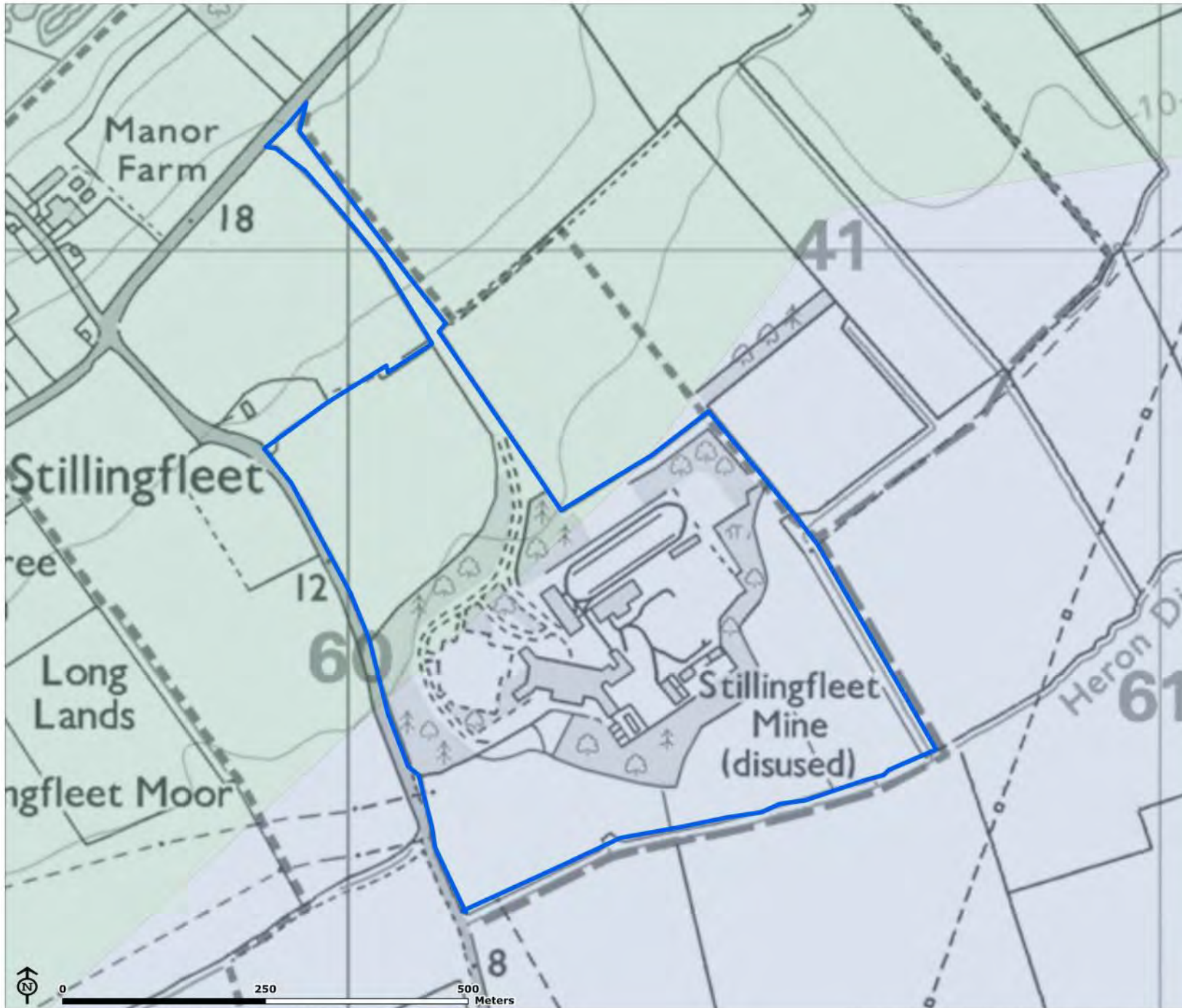
Selby District Council  
Landscape Sensitivity  
Assessment

Landscape - Stillingfleet Mine  
Additional Site

- Selby District
- Additional Site

LUC Landscape Character Area

- York Fringe east
- Skipwith Lowlands



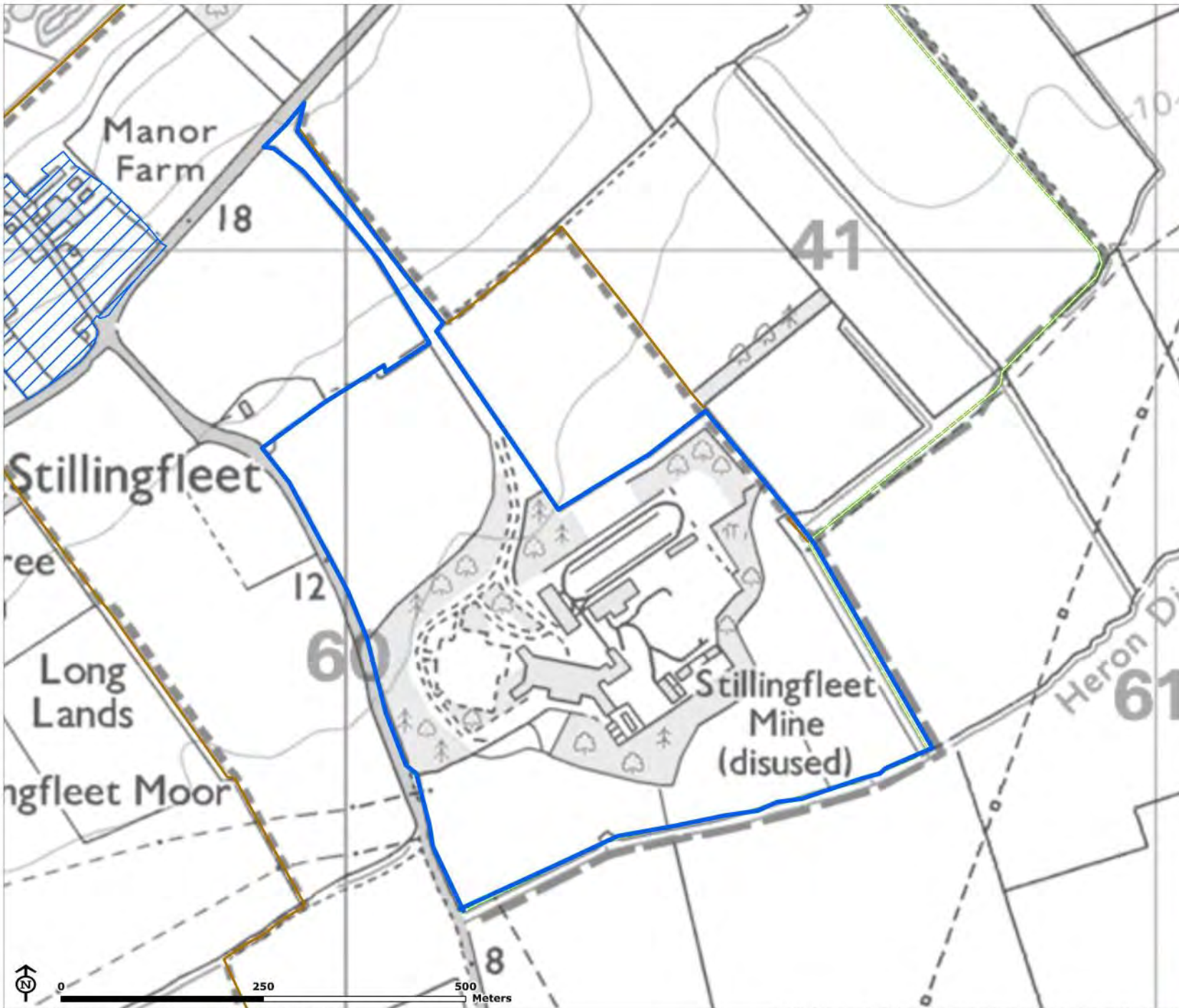
Map Scale @A3: 1:4,600

LUC

Selby District Council  
Landscape Sensitivity  
Assessment

Biodiversity, Historic Environment  
and Recreation - Stillingfleet Mine  
Additional Site

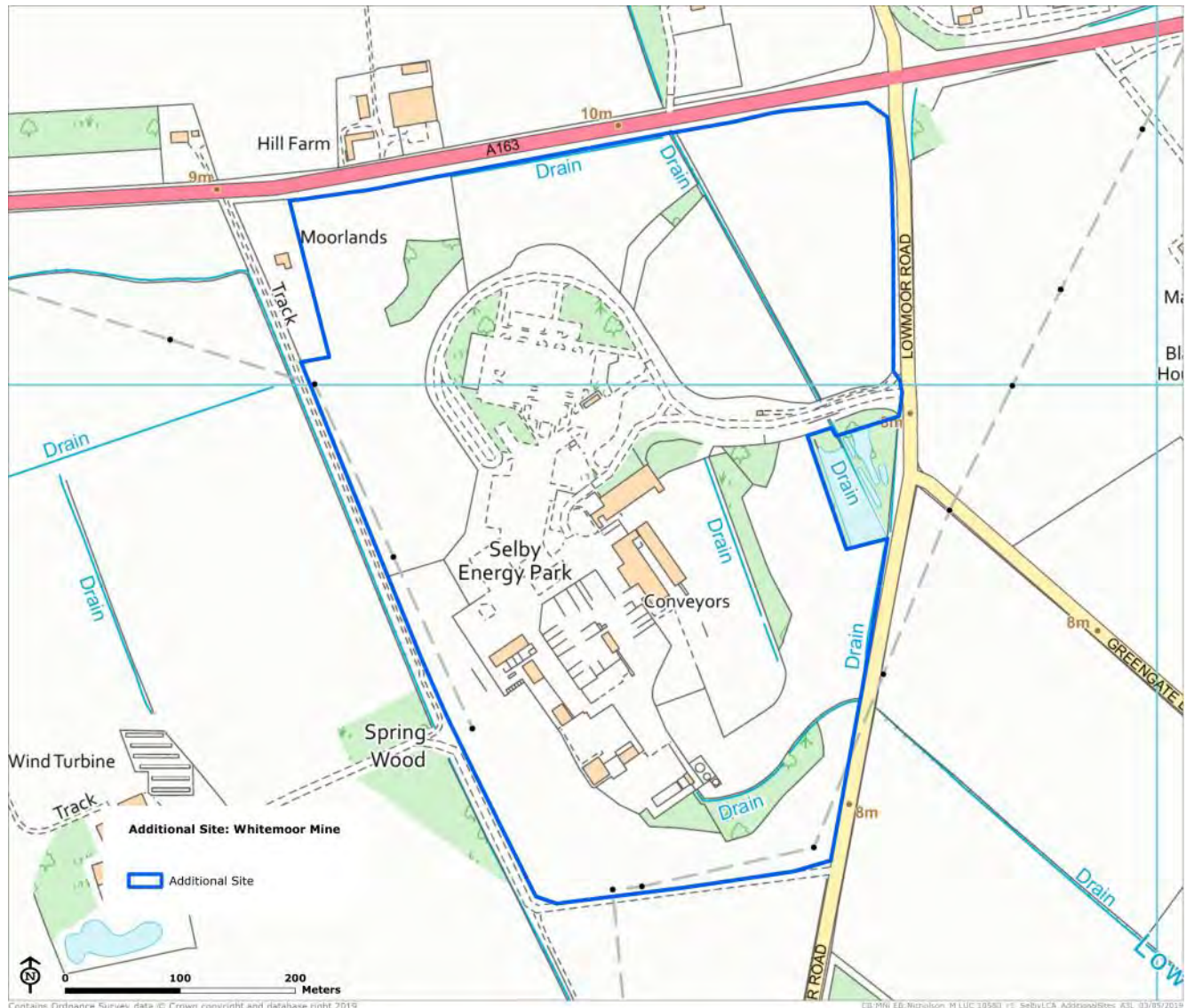
- Selby District
- Additional Site
- Conservation Area
- Bridleway
- Footpath



Map Scale @A3: 1:4,600



## Whitemoor Business Park (Whitemoor Mine)



### Location and summary of landscape character

Whitemoor Business Park, also known as Selby Energy Park, occupies the site of the former Whitemoor Mine. According to the *Selby Landscape Character Assessment* (2019), the site is within the **East Selby Farmland**. The Primary Landscape Unit is **Farmed Lowland and Valley Landscapes** and is further defined as **Levels Farmland** Landscape Character Type in the *North Yorkshire and York Landscape Character Assessment* (2011).

It is located 1.5km south west of the village of North Duffield and is bounded by the A163 to the north, Lowmoor Road to the east, farm access track and fields to the west and south.

The site is located in an open, flat landscape of varying sized arable fields which are semi-enclosed or open. Fields adjacent roads are predominantly open with ditches forming the boundary. Small villages and scattered farmsteads typify the settlement character, linked by rivers or historic transport routes.

## Landscape Assessment: Whitemoor Business Park (Whitemoor Mine)

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>The site itself is flat and low-lying, in keeping with surrounding landscape character, although there is local variation in landform with landscape bunding located around the periphery.</li> <li>The site offers a relatively large scale development in the context of nearby developments and the surrounding landscape</li> <li>The site is completely enclosed by vegetation and mitigation mounding and is therefore quite remote from this surrounding context.</li> </ul>	L
<b>Natural character</b>	<ul style="list-style-type: none"> <li>Pockets of mature woodland exist within the Business Park which contributes to a leafy setting and substantial green infrastructure for the site. One block to the east of the site is identified as Deciduous Woodland according to Natural England's Priority Habitat Inventory.</li> <li>Whitemoor Business Park is situated approximately 400m from Skipwith Common to the east, a designated Site of Special Scientific Interest (SSSI) and Special Area of Conservation (SAC).</li> </ul>	L-M
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>There are no historic landscape designations in or near the site.</li> <li>The heritage significance of any remaining mine infrastructure is uncertain.</li> </ul>	L
<b>Form, density, identity and setting of existing settlement/development</b>	<ul style="list-style-type: none"> <li>The nearest village, North Duffield is relatively isolated from the Business Park. This is a nucleated settlement focused around a village green with a mixture of historic vernacular housing and more modern post-war infill.</li> <li>Other built form in the area consists of large-scale, intensive farmsteads with commercial scale buildings.</li> <li>The Business Park itself serves a number of commercial enterprises including recycling, energy production and waste storage. Much of the site remains unoccupied and apart from planted spoil heaps, there is little to indicate the former mining use.</li> </ul>	L
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>Whilst views from this area are often far ranging, they are limited around the Business Park site due to roadside hedgerows, large blocks of raised woodland and mitigation bunding remnant from past industrial activity.</li> <li>Local views into the site are obscured by mature tree planting.</li> </ul>	M
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>A Byway Open to All Traffic (BOAT 35.23/31/1) runs along the western boundary of the site. This links north-south and particularly Skipwith Common with Whitemoor Common.</li> </ul>	L
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>There is a much stronger sense of enclosure and rurality in this area due in large to mature hedgerows, blocks of woodland and raised topography. This creates the impression of a much smaller scale arable landscape.</li> </ul>	M

### Overall assessment of landscape sensitivity to development scenarios

Development scenario	Sensitivity				
<b>2-3 storey residential housing</b>		L-M			
<b>Commercial</b>		L-M			

## Representative photographs



Mature hedgerows and woodland planting contain views



Wind turbines clearly visible within landscape



View from Lowmoor Road north towards the Mine. The site is fully enclosed by landscape bunding and vegetation

### Notes on any variations in landscape sensitivity

The site has undeveloped margins which are highly visible from neighbouring roads and Public Rights of Way, and such areas will be more sensitive to development scenarios than the site of Whitemoor Business Park which is well screened.

### Overall development guidelines

In relation to the surrounding built form, **2-3 Storey Residential Housing** would be more out of character in terms of form, density and setting than a **Commercial Development** scenario. The retention and enhancement of landscape characteristics including the mature vegetation and mounding surrounding the former mine will be key considerations in development proposals.

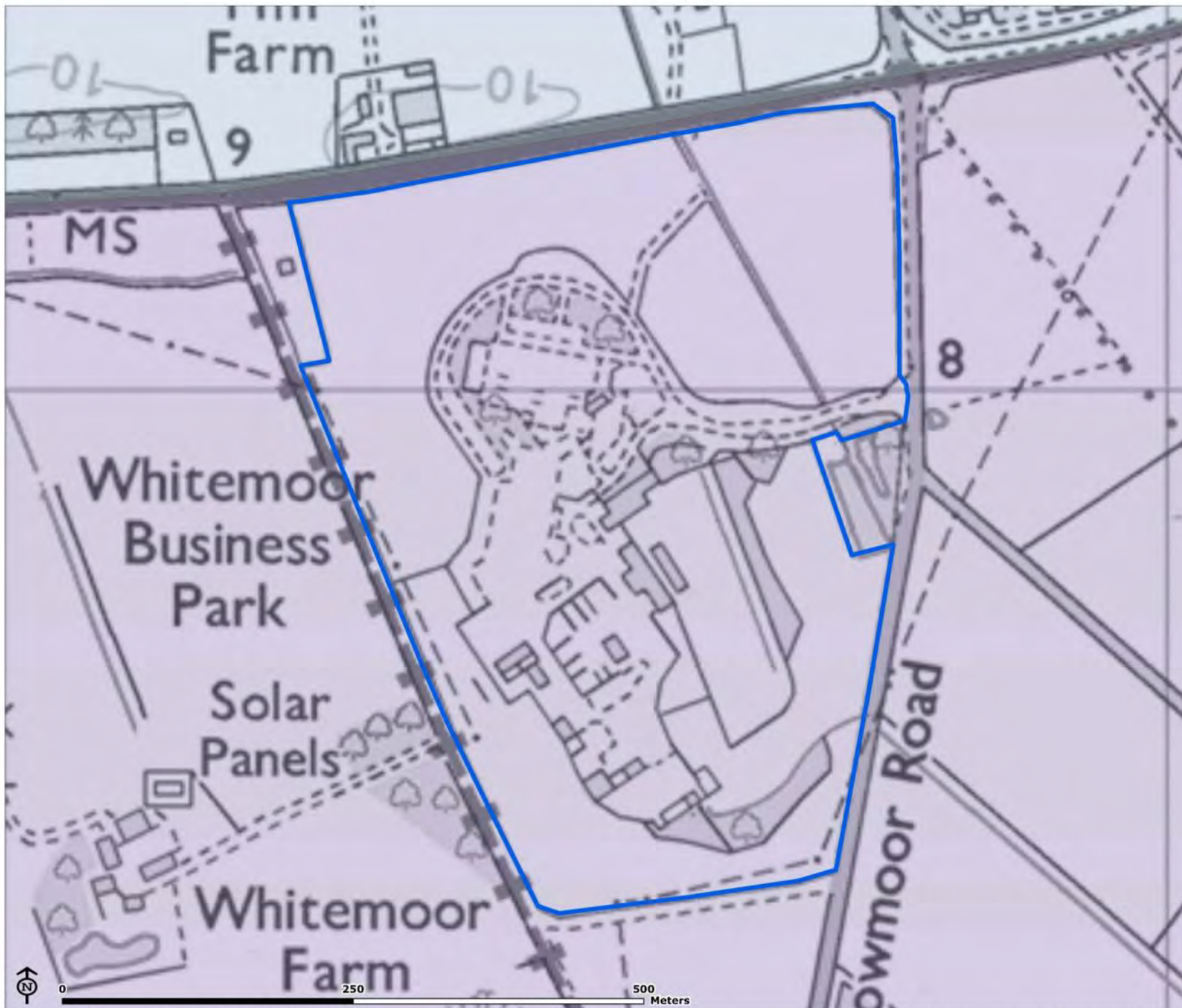
Selby District Council  
Landscape Sensitivity  
Assessment

Landscape - Whitemoor Mine  
Additional Site

- Selby District
- Additional Site

LUC Landscape Character Area

- Skipwith Lowlands
- East Selby Farmland






Map Scale @A3: 1:3,200

LUC



Selby District Council  
Landscape Sensitivity  
Assessment

**Biodiversity, Historic Environment  
and Recreation - Whitemoor Mine  
Additional Site**

-  Selby District
-  Additional Site
-  Boat

Map Scale @A3: 1:3,200



## Wistow Mine



### Location and summary of landscape character

The former Wistow Mine site is located off Windgate Hill Lane, approximately 1.5km west of Wistow Village. It is characterised as **North Selby Farmland** by LUC Landscape Character Assessment (2019). The 2011 *North Yorkshire and York Landscape Character Assessment* defined the area as **Farmed Lowland Valley Landscapes** Primary Landscape Unit, and is further defined as **Levels Farmland** Landscape Character Type.

The site is bounded by Windgate Hill Lane to the south and woodland belts leading into medium sized arable fields to the north, east and west.

The mine is located within a flood plain which is characterised by a flat, low lying landscape of predominantly arable land use. Isolated farms with large, often industrial style modern outbuildings are located dotted around villages and hamlets.

Horizons are punctuated by linear influences including power and telecommunication lines, water towers and power stations in the distance.



## Landscape Assessment: Wistow Mine

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>A flat, low-lying site characteristic of the topography and landform of the landscape character of this area.</li> <li>The site is larger than the field size in the local vicinity but not out of context with the wider landscape field pattern of this character area.</li> </ul>	L
<b>Natural character</b>	<ul style="list-style-type: none"> <li>Relatively large blocks of woodland are located within the northern and central parts of the site which are remnant screen planting for the mine. The woodland blocks in the east and west are designated Deciduous Woodland according to the Priority Habitat Inventory.</li> </ul>	L-M
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>There are no historic landscape designations in proximity to the site.</li> </ul>	L
<b>Form, density, identity and setting of existing settlement/development</b>	<ul style="list-style-type: none"> <li>The nearby village of Wistow is 1.5km to the east. It has developed in a linear pattern along the main street, the B1223 Selby to Cawood Road which bisects the village.</li> <li>The mine itself is currently being used as a freight storage facility, which appears visually out of context with the surrounding landscape and all mining infrastructure has been removed.</li> </ul>	L
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>Views to the distant horizon are long and unbroken with large expansive skies and vertical elements such as water towers, electricity and telecommunication pylons and distant power stations prominent on the skyline.</li> <li>Intervisibility to the site is limited by mature tree planting. Planting is more permeable along Windgate Hill Lane where views of the freight storage facility is more evident</li> </ul>	L-M
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>The landscape to the north of Wistow Mine has a number of Public Rights of Way.</li> <li>PRoW 35.20/6/1 is located on the eastern boundary of the site and passes through a section of woodland within the site boundary.</li> <li>Public Rights of Way generally link rural settlements and the green corridor of the River Ouse.</li> </ul>	M
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>Despite evident human influences on the landscape, there is still a sense of remoteness and rurality that can be experienced in the area around Wistow Mine.</li> </ul>	L-M

### Overall assessment of landscape sensitivity to development scenarios

Development scenario	Sensitivity				
<b>2-3 storey residential housing</b>		L-M			
<b>Commercial</b>	L				

## Representative photographs



Open arable fields opposite Mine



Entrance to Mine now used as freight storage



View from Windgate Hill Lane north east towards the Mine. The site is partially screened by mature vegetation

### Notes on any variations in landscape sensitivity

The area to the west of the woodland belt will be more sensitive to development due to its visual prominence in the landscape and lack of existing landscape integration.

### Overall development guidelines

The site does not contribute to the setting of neighbouring villages nor does it form a strategic gap between settlements. Due to the distance from Wistow village, **2-3 Storey Residential Housing** would appear out of character with the existing settlement pattern.

The majority of the existing site would be less sensitive to **Commercial Development** due to the existing boundary vegetation providing landscape integration, and nearby examples of other isolated commercial built form, including industrial scale farm buildings at Fir Tree Farm.

Selby District Council  
Landscape Sensitivity  
Assessment

Landscape - Wistow Mine Additional  
Site

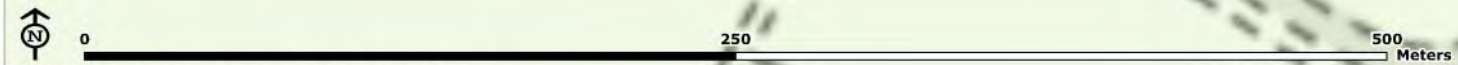
- Selby District
- Additional Site

LUC Landscape Character Area

- North Selby Farmland



Map Scale @A3: 1:2,000



Selby District Council  
Landscape Sensitivity  
Assessment

Biodiversity, Historic Environment  
and Recreation - Wistow Mine  
Additional Site

- Selby District
- Additional Site
- Footpath

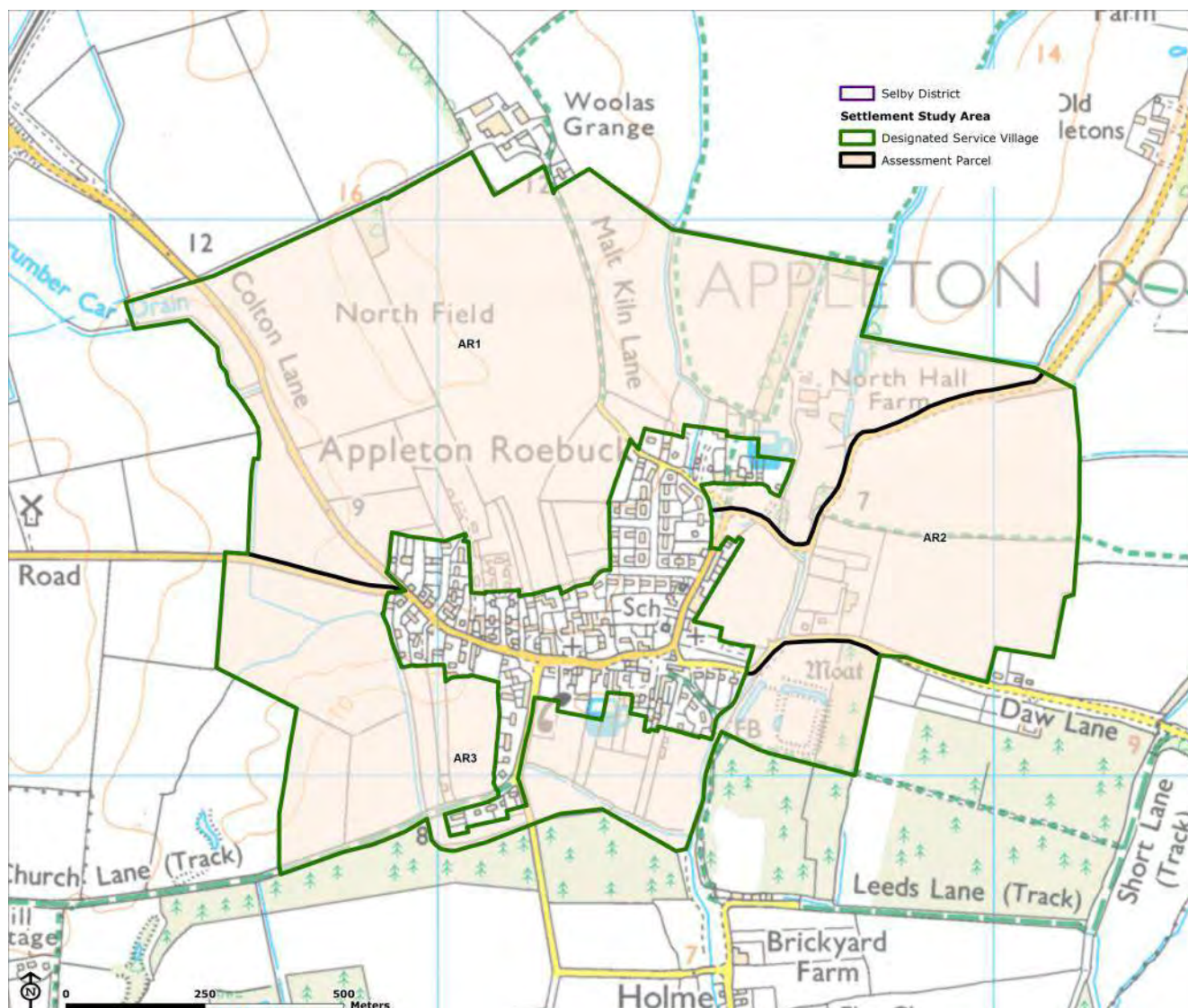


Map Scale @A3: 1:2,000



# Appendix 2 Designated Service Villages (DSVs)

## Appleton Roebuck



### Location and summary of landscape character

#### Summary of published landscape character

The settlement of Appleton Roebuck lies within **Farmed Lowland and Valley Landscapes** Primary Landscape Unit, as defined within the *North Yorkshire and York Landscape Characterisation Project (2011)*. This PLU is further refined into **Vale Farmland with Plantation Woodland and Heathland** Landscape Character Type (LCT), wholly encompassing the study area boundary of Appleton Roebuck. The *Key Characteristics* of this LCT include predominantly arable farmland delineated by mature hedgerows, a strong sense of openness, scattered settlement pattern and mixed plantation woodlands.

The *Selby Landscape Character Assessment (2019)* identifies land encompassing the study area of Appleton Roebuck as **LCA 1: York Fringe West**, incorporating gently rolling, predominantly arable farmland. Characterised by a strong rural character and sense of openness, the LCA also incorporates small nucleated settlements patterns of woodland plantation.

## Definition of landscape assessment parcels

Refinement of study area boundary and definition of assessment parcels						
Boundary of study area	Criteria to define final refinement of study area boundary					Notes
	River / canal corridors	Infrastructure corridors	Existing landscape feature	Alignment of minor road / PRoW	Adjoins adjacent study area / LPA	
North			✓			Agricultural field boundaries, connecting Colton Lane with Broad Lane.
East			✓			Field boundaries connecting Broad Lane and Daw Lane.
South			✓			Existing woodland tracts.
West	✓		✓			Brumber Car Drain and existing field boundaries.

Definition of assessment parcels within Appleton Roebuck:

- **AR1: Appleton Roebuck Northern Fringes;**
- **AR2: Appleton Roebuck Eastern Fringes; and**
- **AR3: Appleton Roebuck Southern Fringes.**

## Landscape Assessment Parcel AR1: Appleton Roebuck Northern Fringes

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>The parcel is characterised by limited topographical variation, ranging from 16m AOD at North Field to 9 m AOD at its south western extent adjacent Colton Lane.</li> <li>The landscape pattern is varied; small scale fields adjoin the settlement edge and contrast with medium to large fields at the northern extent of the Parcel.</li> <li>Two unnamed watercourses forming tributaries of The Fleet dissect the Parcel broadly north-south.</li> </ul>	L
<b>Natural character</b>	<ul style="list-style-type: none"> <li>Land use is characterised by mixed agricultural land use divided by hedgerow field boundaries. Hedgerow trees are most frequent on land to the east of North Hall Farm and parallel Broad Lane.</li> <li>Rectilinear tracts of woodland occupy land at the east of the Parcel adjacent North Hall Farm. A block of tree cover is also evident at North Field, at the northern extent of the Parcel.</li> <li>The parcel contains the built form of North Hall Farm which is partially contained by blocks of woodland and scattered trees.</li> <li>The Parcel does not contain any land identified within the Priority Habitats Inventory.</li> </ul>	L-M
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>The southern extent of the Parcel encompasses sections of Appleton Roebuck Conservation Area at the existing settlement edge.</li> <li>The Parcel lies approximately 500 m east of a Grade II listed windmill.</li> <li>Largely centred on Main Street, Appleton Roebuck incorporates a number of listed buildings including the Grade II* listed All Saints Church.</li> <li>The HLC indicates that the Parcel is influenced by patterns of agricultural enclosure, albeit characterised by subtle variations in origin and enclosure. Areas of <i>Piecemeal Enclosure</i> HLCT, dating from the medieval period to the 18<sup>th</sup> century, occupy land at Malt Kiln Lane. <i>Strip Fields</i> HLCT is also evident immediately north of Orchard Close and Wend Avenue. <i>Modern Improved Fields</i> HLCT of twentieth century origin characterise the eastern limit of the Parcel, with <i>Planned Large Scale Parliamentary Enclosure</i> HLCT stretching towards North Field.</li> </ul>	M
<b>Form, density, identity and setting of existing settlement/development</b>	<ul style="list-style-type: none"> <li>The Parcel abuts the existing settlement edge of Appleton Roebuck, although built form within the Parcel itself is limited to North Hall Farm. Malt Kiln Lane forms a track leading to Woolas Grange.</li> <li>The degree of vegetation within gardens softens the existing settlement edge.</li> <li>The Parcel provides an undeveloped setting to residential properties at the northern extent of Appleton Roebuck.</li> </ul>	M
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>Successive lines of hedgerows combined with the lack of topographical variation provide a degree of visual containment within the Parcel. The intact hedgerow on Colton Lane also contributes to visual screening along this route.</li> <li>Some intervisibility with the immediate landscape is available, although a wooded horizon is evident in views looking north along Malt Kiln Lane.</li> </ul>	L-M
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>Accommodated on Malt Kiln Lane, Public Footpath 35.2/2/1 provides a connection from the settlement's northern extent towards Woolas Grange.</li> <li>Public Footpaths 35.2/1/3, 35.2/1/2 and 35.2/3/1 follow the alignment of drainage ditches to the north of Appleton Roebuck. The route forms a short section of a wider public footpath connection to Colton.</li> <li>Chapel Green Playing Fields lie on land immediately north of Broad Lane.</li> </ul>	L-M
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>Noise intrusion is localised, from vehicles travelling on both Colton Lane and Broad Lane. Trains travelling on the Hull-York Rail Line also provide a degree of auditory influence.</li> <li>The parcel retains a rural quality, albeit with some human influences due to its settlement edge location.</li> </ul>	M



## Representative photographs



### Notes on any variations in landscape sensitivity

There are no significant variations in landscape sensitivity within the Parcel.

### Overall development guidelines

The existing nucleated settlement form would be altered by the development of the Parcel and is likely to cause a loss of settlement identity to what is currently a small village.

## Landscape Assessment Parcel AR2: Appleton Roebuck Eastern Fringes

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>The Parcel is characterised by low lying landform comprised of large scale agricultural fields.</li> <li>A wider tributary of the River Fleet crosses the Parcel broadly north-south, connecting the routes of Main Street and Daw Lane.</li> </ul>	<b>L</b>
<b>Natural character</b>	<ul style="list-style-type: none"> <li>Arable land use delineated by mature hedgerows, scattered trees and field drainage ditches are characteristic of the Parcel. However, the carriageway of Broad Lane is devoid of hedgerow field boundaries at the Parcel's northern extent, contributing a partially open character.</li> <li>The Parcel does not contain any land identified within the Priority Habitats Inventory.</li> </ul>	<b>L-M</b>
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>The Parcel includes a small section of Appleton Roebuck Conservation Area at the settlement's eastern fringe.</li> <li>Brocket Hall Moated Site Scheduled Monument lies approximately 300 m south of the Parcel.</li> <li>The Grade II* Listed All Saints Church lies adjacent the western boundary of the Parcel.</li> <li>The HLC indicates that the Parcel is influenced by a pattern of enclosure, comprised predominantly of <i>Strip Fields</i> HLCT of medieval origin. However, land use at the western limit of the Parcel is characterised by <i>Green Village</i> HLCT due to the proximity of the settlement edge.</li> </ul>	<b>M</b>
<b>Form, density, identity and setting of existing settlement/ development</b>	<ul style="list-style-type: none"> <li>Although largely undeveloped, the Parcel does encompass a cluster of residential development, accessed via Daw Lane. The degree of vegetation bordering the dwellings provides visual containment.</li> <li>Ribbon development along Main Street characterises the settlement form at the western extent of the Parcel.</li> <li>The Parcel provides a partial contribution to the eastern settlement edge, although does not play a role in the perception of a gap between settlements.</li> <li>Lying approximately 450 m east of the Parcel is land incorporated within Policies GB1, GB2 and GB4 <i>Green Belt</i> of the <i>Selby District Local Plan</i> (2005). Green belt is a planning designation that seeks to maintain openness between settlements rather than act as an indication of landscape quality.</li> </ul>	<b>L-M</b>
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>The proliferation of intervening vegetation forming field boundaries restricts the extent of views looking from the Parcel. The pattern of visual enclosure generally increases moving north east to south west along Broad Lane.</li> <li>Views to the east are characterised by a more open rural setting.</li> <li>The pattern of open and semi-enclosed views within the Parcel dictates that some intervisibility is afforded with the wider landscape.</li> </ul>	<b>L-M</b>
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>Public Footpath 35.2/6/1 bisects the site east to west, providing a connection from Broad Lane to Back Lane in the east.</li> <li>Benches on Broad Lane provide views looking east and provide an indicator of local landscape value.</li> <li>Defined as <i>Local Amenity Space</i> within Policy ENV29 of the <i>Selby District Local Plan</i> (2005), the religious grounds at All Saints' Church borders the Parcel at Daw Lane.</li> <li>NCN 66 follows the alignment of Broad Lane at the northern limit of the Parcel.</li> </ul>	<b>M</b>
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>Noise intrusion is largely limited to passing vehicles on Broad Lane and Daw Lane.</li> <li>Sparse tree and hedgerow coverage to the north of the Parcel contributes to the large scale expansive character of the landscape.</li> </ul>	<b>M</b>

## Representative photographs



### Notes on any variations in landscape sensitivity

There are no significant variations in landscape sensitivity within the Parcel.

### Overall development guidelines

Although largely undeveloped, the Parcel does encompass a cluster of residential development, accessed via Daw Lane. The degree of vegetation bordering the dwellings provides visual containment and any development of the Site should seek to retain existing tree coverage.

## Landscape Assessment Parcel AR3: Appleton Roebuck Southern Fringes

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>A network of drainage ditches cross the low-lying agricultural landscape of the Parcel.</li> <li>The Parcel exhibits a varied scale of field patterns. Small to medium fields typify the landscape to the south of Main Street. However, larger scale fields with hedgerows generally devoid of hedgerow trees comprise the Parcel at its western extent.</li> </ul>	<b>L</b>
<b>Natural character</b>	<ul style="list-style-type: none"> <li>Arable farmland bound by hedgerow field boundaries predominates, although a section of pastoral land use is evident adjacent Dam Lane.</li> <li>The extent of plantation woodland defines the southern limit of the Parcel. A rectilinear tract of tree cover also lies within the eastern portion of the Parcel.</li> <li>The Parcel does not contain any land identified within the Priority Habitats Inventory. However, the Parcel borders a tract of land defined as <i>Deciduous Woodland</i> on land leading to Holme Green.</li> </ul>	<b>M</b>
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>Lying within the footprint of Appleton Roebuck Conservation Area, Brocket Hall Moated Site Scheduled Monument occupies the eastern extent of the Parcel.</li> <li>The northern extent of the Parcel at the existing settlement edge also incorporates sections of Appleton Roebuck Conservation Area.</li> <li>Land defined as <i>Strip Fields</i> HLCT and <i>Planned Large Scale Parliamentary Enclosure</i> HLCT occupy land to the south east of the Parcel. This land use is bordered to the south by the tracts of woodland defined as <i>Coniferous Plantation</i> HLCT. Due to the adjoining settlement edge, the Parcel also encompasses land defined as <i>Green Village</i> HLCT.</li> </ul>	<b>M-H</b>
<b>Form, density, identity and setting of existing settlement/development</b>	<ul style="list-style-type: none"> <li>The existing settlement edge to the north of the site is irregular in its layout, albeit centred on the carriageways of Bond Street and Main Street.</li> <li>The Parcel provides an undeveloped setting to residential properties at the southern extent of Appleton Roebuck.</li> </ul>	<b>L-M</b>
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>Views looking south are precluded by the dense plantation woodland forming the Parcel's southern extent.</li> <li>The proliferation of hedgerow trees within agricultural land to the south of Main Street also contributes to visual enclosure.</li> <li>Skylines within the Parcel are undeveloped, with the extent of intervening vegetation marking the horizon.</li> </ul>	<b>L-M</b>
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>The Parcel's south eastern boundary is formed by the alignment of Public Footpaths 35.2/12/1 and 35.2/11/2.</li> <li>Church Lane (Bridleway 35.2/14/1) forms a wider connection, linking the settlement of Appleton Roebuck with Bolton Percy to the west.</li> <li>An informal footpath accessed via Daw Lane affords views towards Brocket Hall Moated Site Scheduled Monument. These views are backgrounded by the tracts of plantation woodland bordering the area to the area to the east and south.</li> <li>Accommodated on Old Road, NCN 66 follows the boundary of the Parcel.</li> </ul>	<b>M</b>
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>Trains travelling on the Hull-York Rail Line contribute some intermittent noise intrusion. However, the lack of A roads in the locality coupled with the strong rural qualities and few urbanising features contribute to perceived tranquillity.</li> </ul>	<b>M</b>

## Representative photographs



View looking east on Bridleway towards the Parcel's vegetated boundary



Enclosed pastoral land located on Bond Lane



Informal footpath affords views across to the Scheduled Monument south of Daw Lane

### Notes on any variations in landscape sensitivity

Land to the east comprising the Brocket Hall Moated Site Scheduled Monument would be of increased landscape sensitivity to residential development.

### Overall development guidelines

The Parcel provides an undeveloped setting to residential properties at the southern extent of Appleton Roebuck, whereby development would disrupt the distinctive settlement pattern.

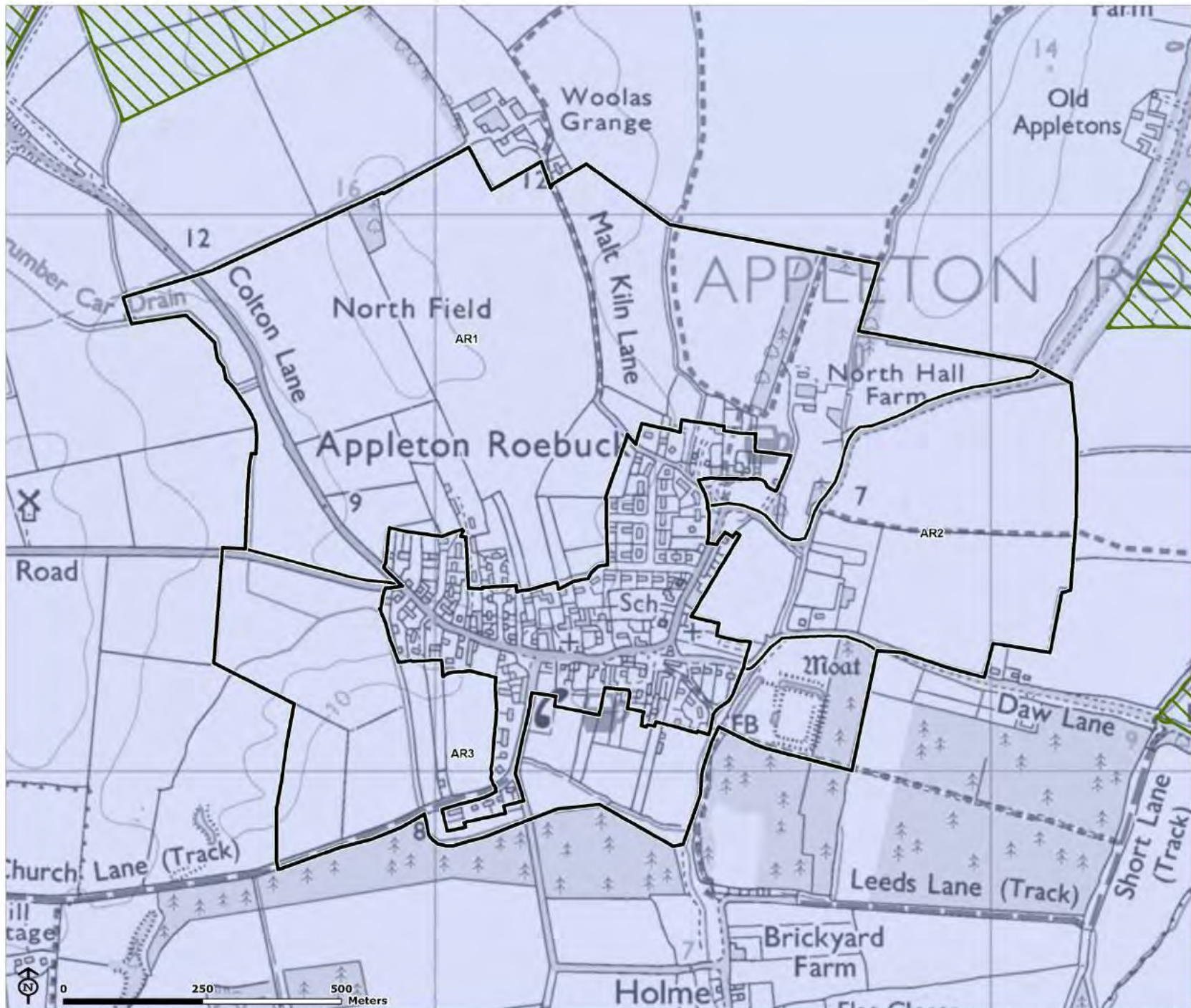
## Appleton Roebuck

Overall assessment of landscape sensitivity to development scenarios			
	Landscape Assessment Parcel AR1	Landscape Assessment Parcel AR2	Landscape Assessment Parcel AR3
<b>2-3 storey residential housing</b>	<b>L-M</b>	<b>L-M</b>	<b>M</b>
<p>Few of the key characteristics and qualities of AR1 and AR2 are vulnerable to change as a result of the introduction of the development scenario, resulting in an overall <b>low-moderate sensitivity</b>. However, the presence of heritage features (Appleton Roebuck Conservation Area and Brocket Hall Moated Site Scheduled Monument) coupled with the tracts of existing vegetation and recreational opportunities dictate that AR3 would be of <b>moderate sensitivity</b> to the introduction of the development scenario.</p>			

Selby District Council  
Landscape Sensitivity  
Assessment

Landscape - Appleton Roebuck

-  Selby District
-  Assessment Parcel
-  Green Belt
- LUC Landscape Character Area**
-  York Fringe west



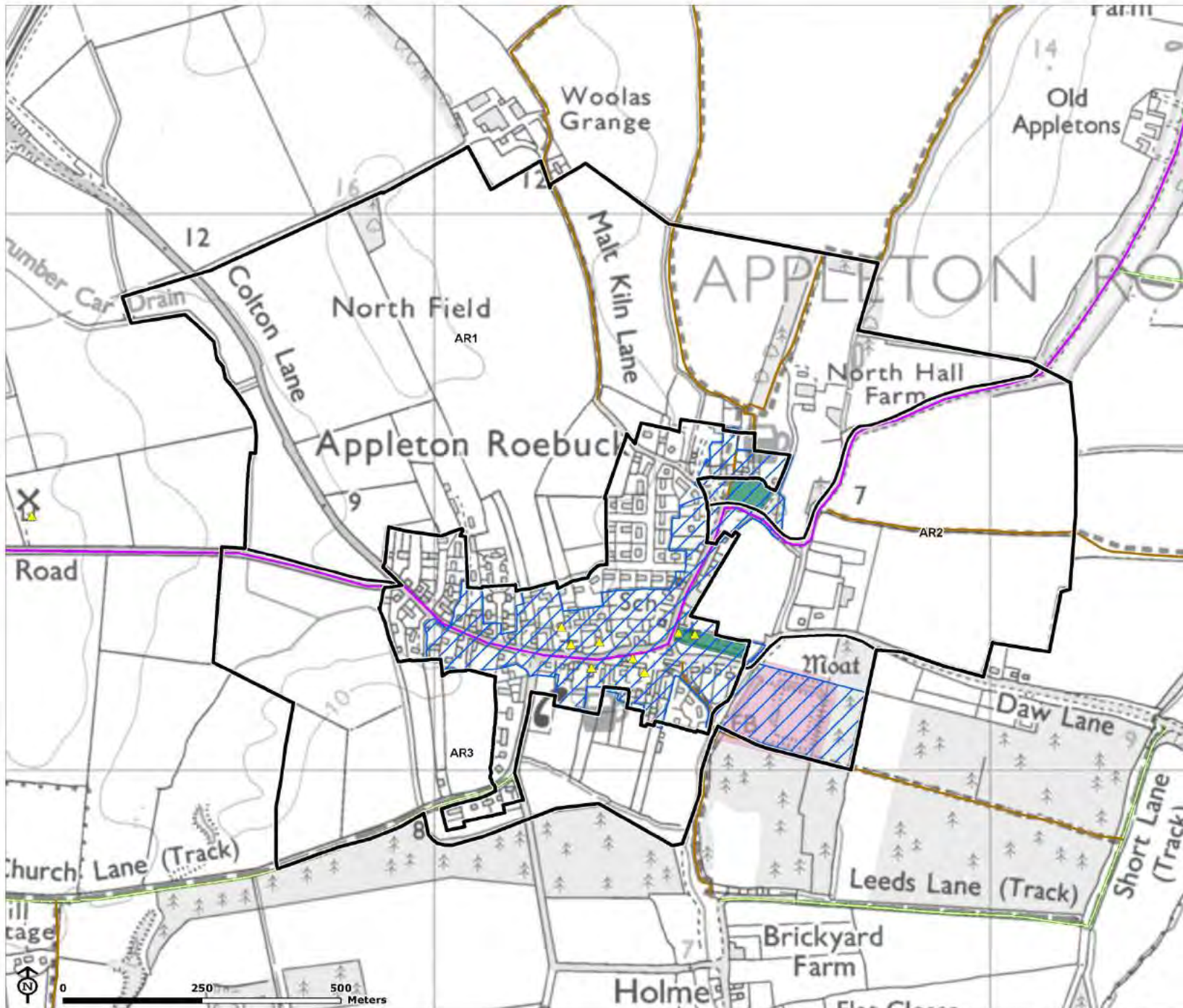
Map Scale @A3: 1:6,700



Selby District Council  
Landscape Sensitivity  
Assessment

Biodiversity, Historic Environment  
and Recreation - Appleton Roebuck

-  Selby District
-  Assessment Parcel
-  Listed Building Grade II
-  Conservation Area
-  Scheduled Monument
-  National Cycle Network (NCN)
-  Bridleway
-  Footpath
-  Open Greenspace

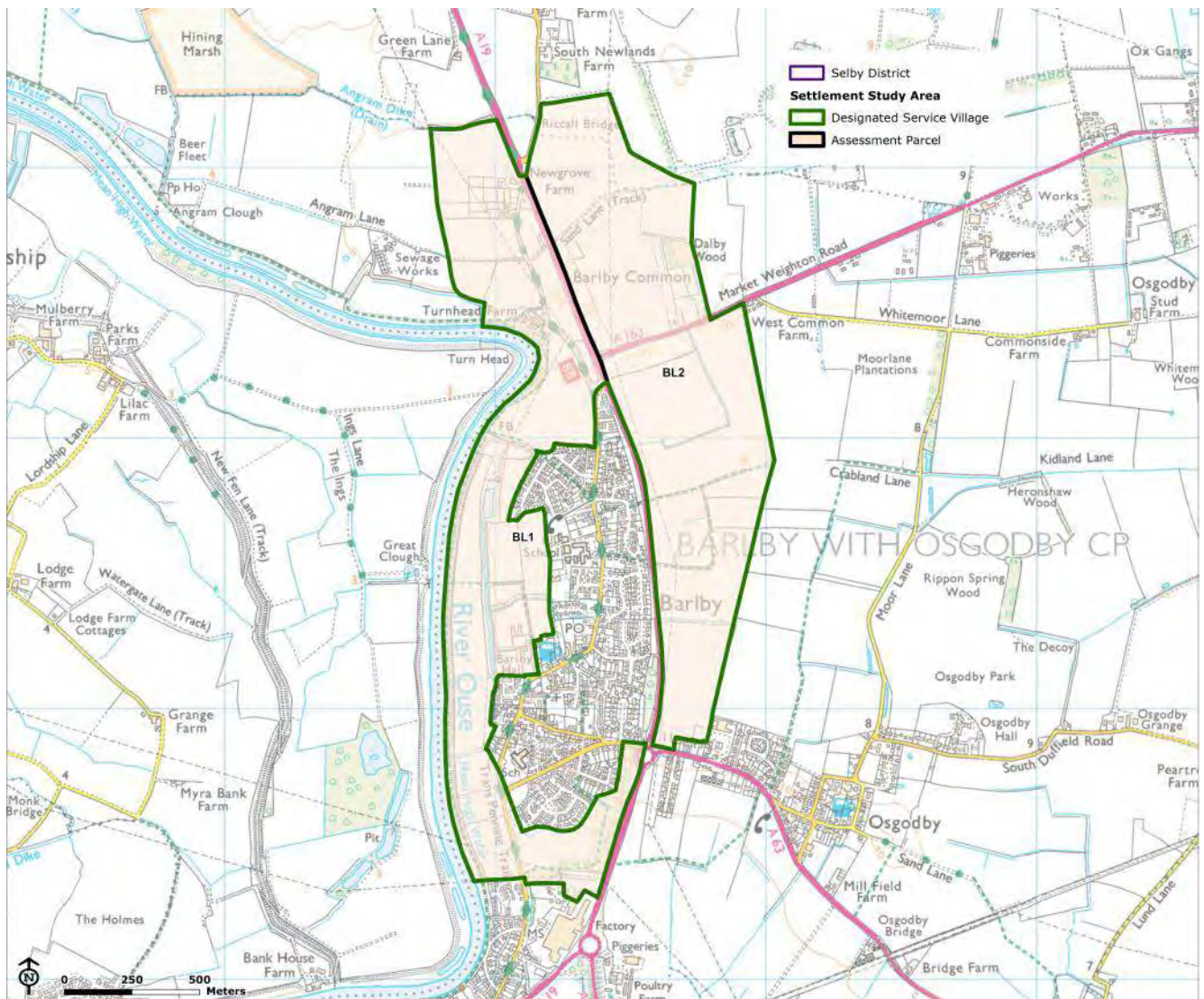


Map Scale @A3: 1:6,700





## Barlby



### Location and summary of landscape character

#### Summary of published landscape character

The settlement of Barlby lies within **Farmed Lowland and Valley Landscapes** Primary Landscape Unit, as defined within the *North Yorkshire and York Landscape Characterisation Project (2011)*. Land to the west of the A19 is refined into **River Floodplain** Landscape Character Type (LCT) in virtue of its proximity to the River Ouse. However, land to the east of the A19 lies within **Levels Farmland** LCT and **Vale Farmland with Plantation Woodland and Heathland** LCT, subdivided by the carriageway of the A163 Market Weighton Road.

The Selby Landscape Character Assessment (2019) mirrors the pattern of subdivision as described within the *North Yorkshire and York Landscape Characterisation Project (2011)*. **LCA 5: Ouse Valley** characterises land to the west of the A19 whereas **LCA 3: Skipwith Lowlands** and **LCA 10: East Selby Farmland** lie to the east of this route. The key characteristics of LCA 3: Skipwith Lowlands include relatively flat arable farmland arranged within medium to large field patterns. Field boundaries are frequently delineated by ditches or fragmented hedgerows with extensive areas of woodland plantation contributing to a sense of enclosure. A strong rural character with limited visibility of built development due to intervening vegetation typifies LCA 10: East Selby Farmland.

## Definition of landscape assessment parcels

### Refinement of study area boundary and definition of assessment parcels

Boundary of study area	Criteria to define final refinement of study area boundary					Notes
	River / canal corridors	Infrastructure corridors	Existing landscape feature	Alignment of minor road / PRoW	Adjoins adjacent study area / LPA	
North		✓				Sections of the A19 and A163 infrastructure corridors.
East					✓	Adjoins the boundary of Osgodby study area.
South		✓				Existing built form north of the A19.
West	✓					The corridor of the River Ouse.

Definition of assessment parcels within Barlby:

- **BL1: Land to the West of the A19; and**
- **BL2: Land to the East of the A19.**

The south eastern extent of Barlby study area adjoins OS1 and OS2 within Osgodby study area. Selby study area also lies to the south east of Barlby.

## Landscape Assessment Parcel BL1: Land to the West of the A19

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>The Parcel is characterised by its proximity to the River Ouse, occupying an elevation of 10 m AOD or below. A grassed flood embankment borders the corridor of the River Ouse.</li> <li>Field sizes are of varied scale with field boundaries dictated by post and wire fencing, fragmented hedgerows or the river embankment itself.</li> </ul>	L
<b>Natural character</b>	<ul style="list-style-type: none"> <li>Arable land use bound by post and wire fencing and fragmented hedgerows characterises the area. Pockets of rough grassland and riparian vegetation bordering drainage ditches are also interspersed throughout the Parcel.</li> <li>A dense tract of vegetation forms a wooded corridor parallel the A19 at the southern settlement edge.</li> <li>As defined within the Priority Habitats Inventory, the Parcel encompasses <i>Deciduous Woodland</i> parallel the River Ouse and the A19. In addition, an area of <i>Lowland Fen</i> occupies land to the west of the existing settlement edge.</li> <li>Stretching broadly north-south to the west of Barlby Hall, the Parcel incorporates a ratified SINC site named <i>Ponds between Barlby and the River Ouse</i>.</li> </ul>	M-H
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>Barlby Hall (grade II listed) is within the boundary of the Parcel, adjoining the existing settlement edge.</li> <li>The Parcel is influenced by a mosaic of agricultural enclosures, albeit characterised by subtle variations in origin. Dating from the Post Medieval period, <i>Piecemeal Enclosures HLCT</i> border the River Ouse towards the north of the Parcel. Areas of <i>Unknown Planned Enclosure HLCT</i> are also interspersed with <i>Modern Improved Fields HLCT</i> at the settlement edge. Land bordering the A19 at the Parcel's southern extent is defined by <i>Broad-Leaved Plantation HLCT</i> and <i>Industrial Estate HLCT</i>.</li> </ul>	M
<b>Form, density, identity and setting of existing settlement/development</b>	<ul style="list-style-type: none"> <li>Recently constructed residential development (Barley Fields) occupies the land between York Road and the River Ouse. Ongoing construction activity extends southwards to the alignment of Public Footpath 35.5/8/1, extending the existing settlement edge to the River Ouse.</li> </ul>	L-M
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>The combination of the flood embankment parallel the River Ouse and vegetation bordering the channel precludes outward westerly views from the Parcel. However, views are afforded to built form at Olympia Park in views looking south west from Barlby Road.</li> <li>The extent of existing vegetation helps to soften and visually integrate the existing settlement edge.</li> <li>A line of telegraph poles cross the agricultural fields and run parallel the drainage ditch running north to south through the Parcel.</li> </ul>	L-M
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>Public Footpaths 35.5/2/1, 35.5/2/2 and 35.5/2/3 form a riverside path parallel the River Ouse. Radiating from the settlement edge, Public Footpaths 35.5/8/1 and 35.5/12/1 provide a connection to this route. Public Footpath 35.5/4/2 lies at the southern extent of the Parcel, adjoining the Trans Pennine Trail.</li> <li>The Parcel incorporates a playing field and play area accessed via Barlby Road. Although not located within the Parcel itself, Barlby Leisure Centre adjoins the Parcel's eastern boundary.</li> <li>NCN 65 crosses the Parcel at both its northern and southern extents, following the alignment of the Trans Pennine Trail.</li> <li>A triangular area of land on York Road is defined as <i>Local Amenity Space</i> within Policy ENV29 of the <i>Selby District Local Plan</i> (2005).</li> </ul>	M
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>Despite providing an auditory influence, the corridor of the A19 is not visible at the southern extent of the Parcel. The availability of views towards built form at Olympia Park has localised effects on tranquillity.</li> </ul>	L-M

## Representative photographs



View looking west from Public Footpath 35.5/12/1 towards the flood embankment of the River Ouse



Recently constructed residential development on York Road



View looking north from Public Footpath 35.2/2/2 adjacent the River Ouse, with arable land use forming the right hand frame of the view

### Notes on any variations in landscape sensitivity

Land parallel the A19 would be of reduced landscape sensitivity to residential development compared with areas bordering the River Ouse.

### Overall development guidelines

Development of the Parcel would result in the perceived urbanisation of the River Ouse floodplain. However, the settlement extent would continue to be contained by the corridor of the River Ouse and the A19.

## Landscape Assessment Parcel BL2: Land to the East of the A19

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>The topography of the Parcel is flat and low-lying, associated with the floodplain of the River Ouse.</li> <li>The corridor of the A19 travels at grade at the western extent of the Parcel. However, the carriageway is accommodated within shallow cutting at its southern extent on the approach to the A19 / A63 roundabout.</li> </ul>	L
<b>Natural character</b>	<ul style="list-style-type: none"> <li>Fields are generally large scale and rectilinear, often bound by drainage ditches or low hedgerows.</li> <li>Arable land use devoid of boundary hedgerows on Selby Road affords open views across the low-lying agricultural landscape.</li> <li>Vegetation forming field boundaries as well as Dalby Wood contribute to a partially wooded skyline.</li> <li>Located to the north of the A163 Market Weighton Road, Dalby Wood is defined as <i>Deciduous Woodland</i> within the Priority Habitats Inventory.</li> </ul>	L-M
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>The Parcel does not contain any known heritage features or make a significant contribution to the landscape setting of any heritage features.</li> <li>As defined by the HLC, the Parcel is influenced by a pattern of agricultural enclosures. <i>Modern Improved Fields</i> HLCT of twentieth century origin are interspersed with <i>Unknown Planned Enclosure</i> HLCT. The Parcel also incorporates a small section of <i>Planned Estate</i> HLCT at its south eastern limit.</li> </ul>	L
<b>Form, density, identity and setting of existing settlement/ development</b>	<ul style="list-style-type: none"> <li>The Parcel provides an undeveloped setting to residential properties at the eastern extent of Barlby.</li> </ul>	M-H
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>The large scale arable fields dominate the landscape of the Parcel, facilitating long distance views. Successive vegetated field boundaries / woodland blocks form a wooded backdrop and provide a sense of visual enclosure.</li> <li>Long distance southerly views are available to the developed skyline of Drax Power Station. The cooling towers are perceptible against the horizon.</li> <li>Lines of telegraph poles dissecting the agricultural land use contrast with the flat landscape of the wider landscape.</li> <li>Views towards the existing settlement edge are visually softened by vegetation lying immediately west of the carriageway of the A19 and within private gardens.</li> </ul>	L-M
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>Agricultural land to the south of the A163 Market Weighton Road borders Public Footpaths 35.5/17/1, 35.5/17/2 and 35.5/15/1.</li> <li>The A19 accommodates the route of NCN 65 at the Parcel's northern extent.</li> </ul>	L-M
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>The limited extent of vegetation bordering the eastern carriageway of the A19 dictates that open views are afforded to vehicles travelling on this road corridor.</li> <li>Traffic from vehicles travelling on the A19 contributes noise intrusion. The combination of the existing urban edge and the movement of vehicles reduces perceived tranquillity.</li> </ul>	L-M

## Representative photographs



Arable land use parallel Selby Road



View looking north from the A163 Market Weighton Road



Arable land use adjacent the infrastructure corridor of the A19

### Notes on any variations in landscape sensitivity

Land to the north of the A163 Market Weighton Road would be of increased landscape sensitivity to residential development due to its lack of connection with the settlement edge. Development of this land would be out of keeping with the existing settlement pattern.

### Overall development guidelines

Development within the Parcel would substantially alter the existing settlement pattern, extending it eastwards beyond the corridor of the A19. This would result in a poor relationship with the existing settlement form across the A19, albeit not historic or distinctive. Development of land to the north of the A163 Market Weighton Road would not be connected with the settlement edge and would be out of keeping with the existing settlement pattern.

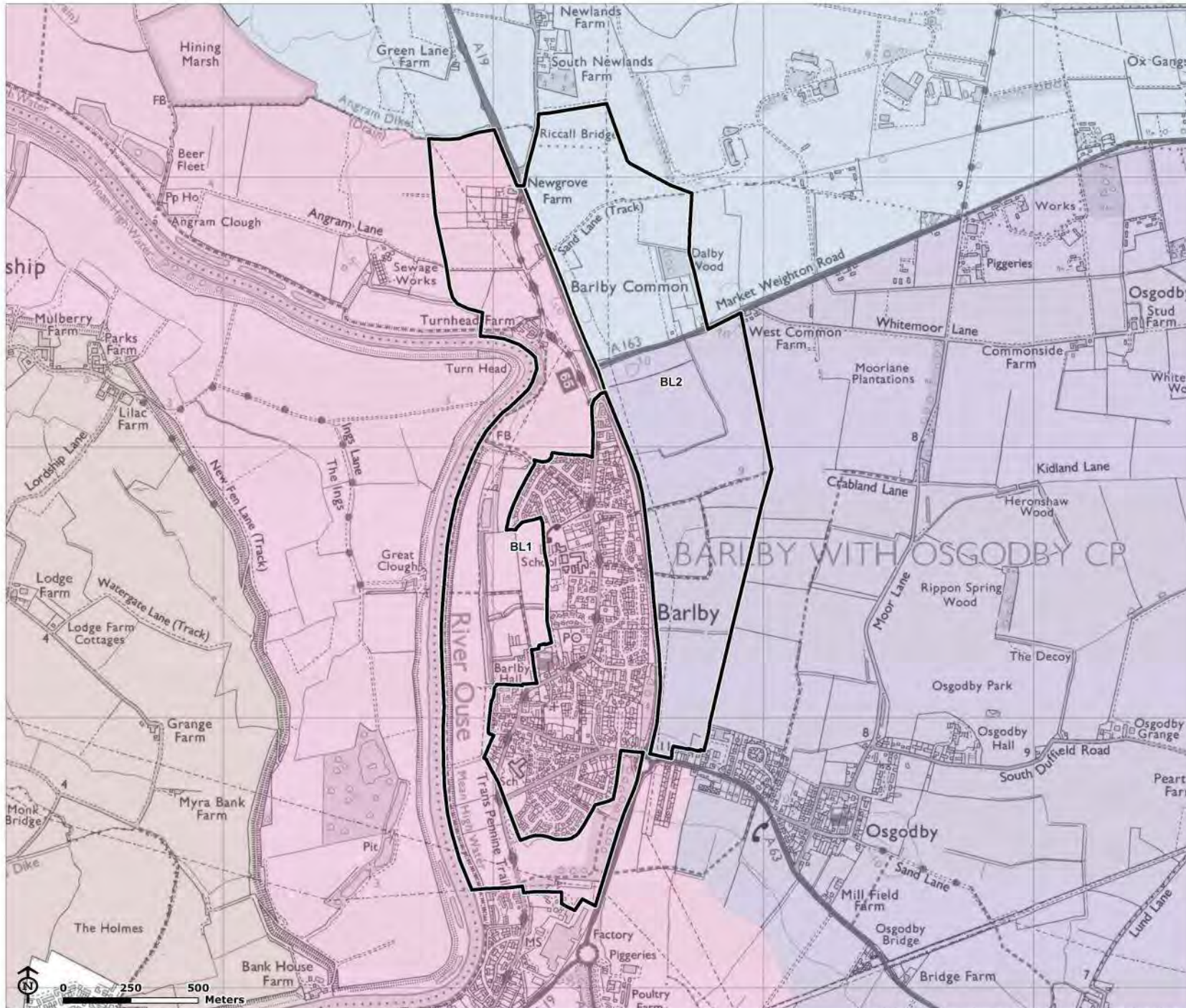
## Barlby

Overall assessment of landscape sensitivity to development scenarios		
	Landscape Assessment Parcel BL1	Landscape Assessment Parcel BL2
<b>2-3 storey residential housing</b>	<b>M</b>	<b>L-M</b>
<p>Few of the key characteristics and qualities of BL2 are vulnerable to change as a result of the introduction of the development scenario, resulting in overall <b>low-moderate sensitivity</b>. However, the dense tract of woodland forming a wooded corridor parallel the A19 dictates that BL1 would exhibit an <b>overall moderate sensitivity</b> to the introduction of the development scenario. Development at BL1 may result in more limited changes in character and/or some potentially significant effects on landscape character and visual amenity.</p>		

Selby District Council  
Landscape Sensitivity  
Assessment

Landscape - Barlby

-  Selby District
-  Assessment Parcel
- LUC Landscape Character Area**
-  Skipwith Lowlands
-  Ouse Valley
-  East Selby Farmland
-  Sherburn Farmland





Map Scale @A3: 1:13,800

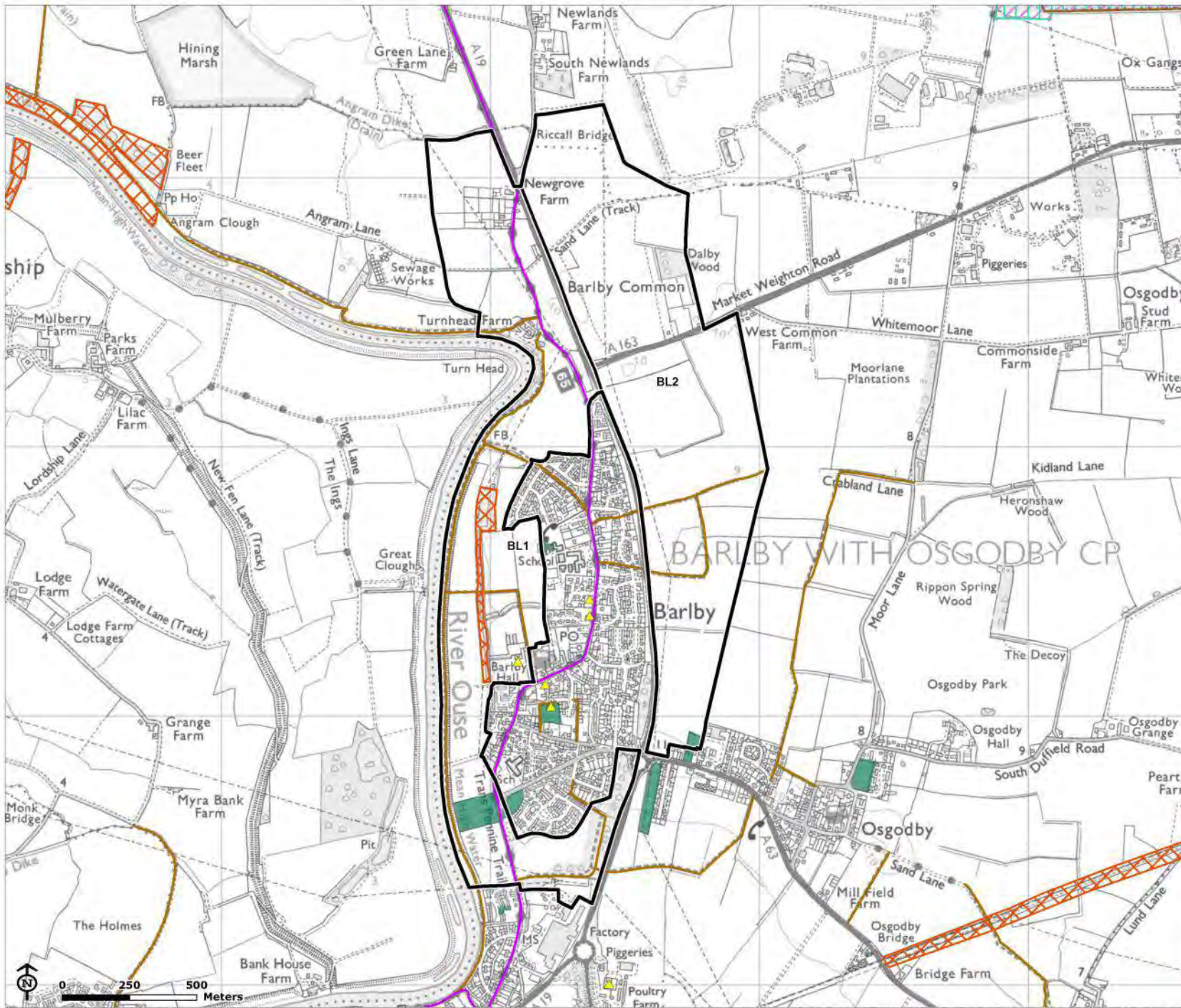




# Selby District Council Landscape Sensitivity Assessment

## Biodiversity, Historic Environment and Recreation - Barlby

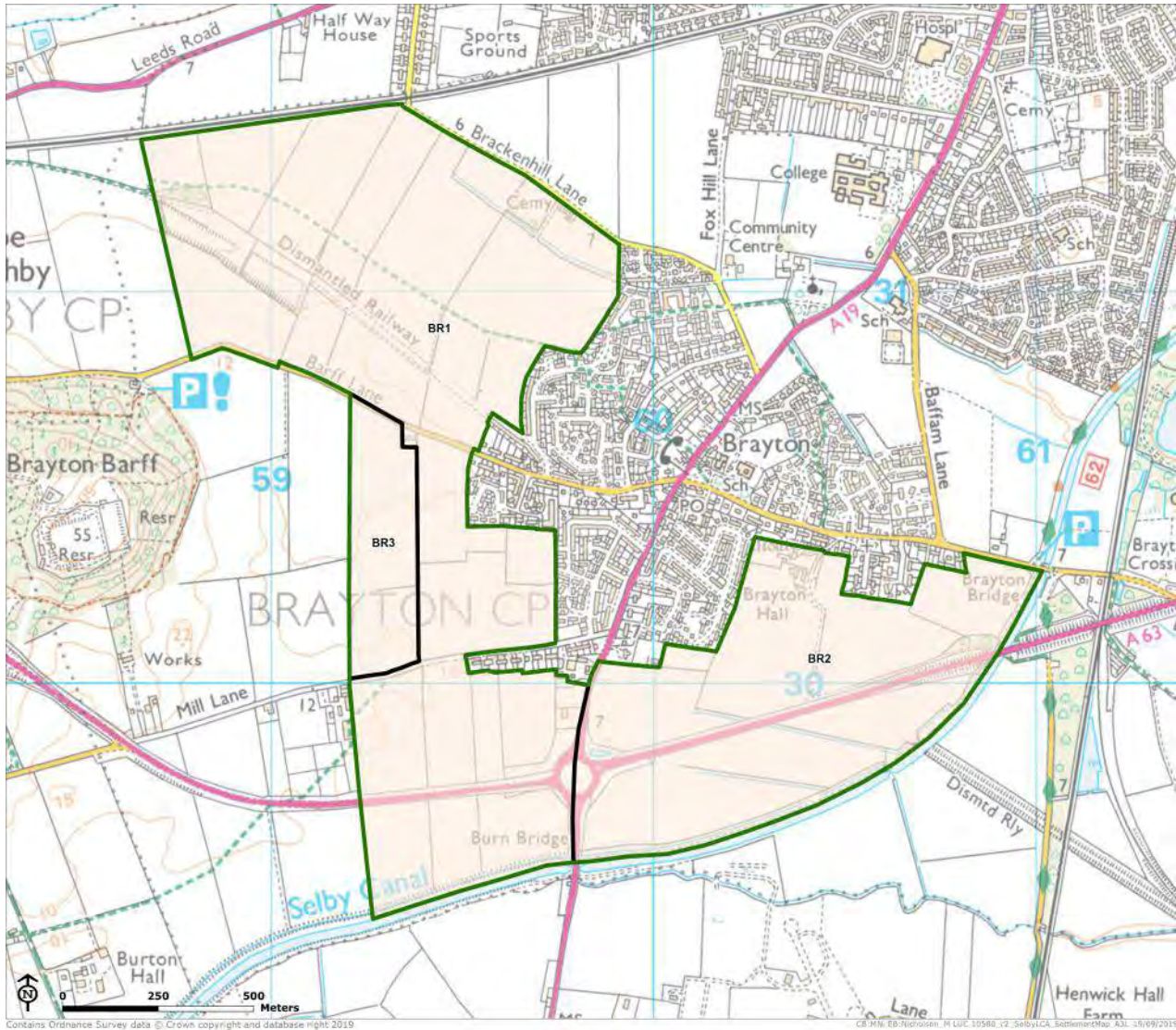
-  Selby District
-  Assessment Parcel
-  National Nature Reserve
-  Site of Special Scientific Interest (SSSI)
-  Special Area of Conservation (SAC)
-  SINC
-  Listed Building Grade II
-  National Cycle Network (NCN)
-  Bridleway
-  Footpath
-  Open Greenspace



Map Scale @A3: 1:13,800



# Brayton



## Location and summary of landscape character

### Summary of published landscape character

With the exception of a section parallel the A19 Doncaster Road identified as Urban Landscapes, the study area of Brayton lies within **Farmed Lowland and Valley Landscapes Primary** Landscape Unit, as defined within the *North Yorkshire and York Landscape Characterisation Project (2011)*. This PLU is further refined into **Levels Farmland** Landscape Character Type (LCT). The *Key Characteristics* of this LCT include large scale low-lying arable land use comprised of dykes which follow the rectilinear field patterns. Industrial scale farm buildings as well as major energy and transport infrastructure features are evident in views.

The *Selby Landscape Character Assessment (2019)* identifies land encompassing the western portion of the study area as **LCA 14: Hambleton Sandstone Ridge**. Characterised by a strong rural quality, the LCA comprises gently undulating low-lying arable farmland, a low sandstone ridge and two densely wooded hills (Brayton Barff and Hambleton Hough). **LCA 13: Haddlesey Farmland** encompasses central Brayton and land lying to the east of the study area. A sparse settlement predominates in this LCA, with flat arable farmland largely devoid of hedgerows. Major energy transmission infrastructure also forms a feature of the landscape of this LCA.

## Definition of landscape assessment parcels

Refinement of study area boundary and definition of assessment parcels						
Boundary of study area	Criteria to define final refinement of study area boundary					Notes
	River / canal corridors	Infrastructure corridors	Existing landscape feature	Alignment of minor road / PRow	Adjoins adjacent study area / LPA	
North					✓	Adjoins the boundary of Selby study area and the corridor of Selby Rail Line
East	✓					Corridor of the Selby Canal
South	✓					Corridor of the Selby Canal
West			✓			Existing field boundaries form the western limit

Definition of assessment parcels within Brayton:

- **BR1: Brayton Western Fringes;**
- **BR2: Land to the South of Brayton Hall; and**
- **BR3: Field South of Barff Lane (area within the LILA)**

The study area of Brayton adjoins SE2 within Selby study area.

## Landscape Assessment Parcel BR1: Brayton Western Fringes

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>Low-lying medium to large scale arable farmland forms the dominant land use within the Parcel, with evidence of horticultural cultivation in fields to the north.</li> <li>The southern boundary of the parcel is delineated by Selby Canal.</li> <li>Defined by a level crossing on Brackenhill Lane, the route of the Selby Rail Line bounds the Parcel at its northern extent.</li> </ul>	L
<b>Natural character</b>	<ul style="list-style-type: none"> <li>Field boundaries are comprised of predominantly fragmented hedgerows, although timber post and rail fencing partially define the line of the carriageway at Mill Lane. Attempts to re-establish hedgerows parallel road corridors are evident at this location.</li> <li>The disused railway forms a wooded corridor, running broadly north west to south east within the Parcel.</li> <li>The Parcel lies approximately 400 m east of land defined as a ratified SINCS site and ancient woodland at Brayton Barff.</li> <li>Located adjacent the roundabout to the south of Brayton, the Parcel encompasses a tract of <i>Deciduous Woodland</i> included within the Priority Habitats Inventory.</li> </ul>	M
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>The Parcel does not contain any known heritage features or make a significant contribution to the landscape setting of any heritage features.</li> <li>The boundary of Brayton Conservation Area lies beyond the limit of the Parcel, approximately 300 m east at its closest extent.</li> <li>The Parcel is wholly encompassed within land defined as <i>Planned Large Scale Parliamentary Enclosure</i> HLCT, dating from the 18th - 19th century.</li> </ul>	L-M
<b>Form, density, identity and setting of existing settlement/development</b>	<ul style="list-style-type: none"> <li>Land defined as a <i>Locally Important Landscape Area</i> (LILA) within Policy ENV15 of the <i>Selby District Local Plan</i> (2005) encompasses land at the western boundary of the Parcel, between the carriageways of Barff Lane and Mill Lane.</li> <li>Recent residential development south of Merlin Way forms a stark settlement edge in views looking north from Mill Lane.</li> <li>The Parcel makes a strong contribution to the sense of separation between Brayton, Thorpe Willoughby and Selby. The Parcel provides an undeveloped setting to residential properties at the western extent of Brayton.</li> </ul>	M-H
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>The lack of vegetation at the settlement edge affords largely open views towards the agricultural landscape at the fringes of Brayton. However, hedgerow field boundaries do provide some visual enclosure.</li> <li>The low-lying nature of the topography dictates that Brayton Barff forms a distinctive feature in westerly views from the Parcel, marking the skyline.</li> <li>Eggborough Power Station is apparent in south westerly views from the Parcel, visible above the wooded horizon. A network of telegraph poles and a telecommunications mast also form vertical features within the landscape.</li> <li>Trains on the Selby Rail Line are visible crossing the agricultural landscape at the urban edge of Selby.</li> </ul>	M
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>Public Footpath 35.12/10/2 radiates north westerly from the settlement edge, running broadly parallel the route of a dismantled railway and offering a connection to Thorpe Willoughby.</li> <li>A short section of Public Footpath 35.12/5/1 crosses agricultural land to the south of Mill Lane.</li> <li>Brayton Cemetery lies on Brackenhill Lane at the northern extent of the Parcel.</li> <li>Although not a PRoW, the disused railway forms an informal footpath access popular with dog walkers.</li> <li>Brayton Cemetery lies at the northern limit of the Parcel on Brackenhill Lane where the extent of boundary vegetation offers visual containment.</li> </ul>	L-M
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>Human influences such as the Selby Rail Line, The A63 corridor and Eggborough Power Station detract from the rural character and perceived tranquillity of the Parcel.</li> </ul>	M

## Representative photographs



View looking north west across arable land use with Brayton Barff in the background view



A mast visible against the skyline on Brackenhill Lane



View looking north west along the dismantled railway accessed via Evergreen Way

### Notes on any variations in landscape sensitivity

Land to the north of the Parcel at Brackenhill Lane would be of increased sensitivity to residential development given the role this land plays in the perception of a gap between Brayton and Selby.

### Overall development guidelines

The Parcel makes a strong contribution to the sense of separation between Brayton, Thorpe Willoughby and Selby. Development of the Parcel would disrupt the existing nucleated settlement pattern.

## Landscape Assessment Parcel BR2: Land to the South of Brayton Hall

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>The corridor of Selby Canal bounds the Parcel to the east and south, passing beneath the road corridors of the A19 and A63.</li> <li>The Parcel is low-lying and comprises agricultural land use at the settlement edge.</li> <li>A network of drainage ditches stretch north westwards from the Selby Canal corridor, dissected by the route of the A63.</li> </ul>	<b>L</b>
<b>Natural character</b>	<ul style="list-style-type: none"> <li>Irregular shaped arable fields bordered by fragmented hedgerows characterise the land use of the Parcel.</li> <li>Vegetation parallel the Selby Canal provides a degree of visual enclosure.</li> <li>Bordered by tree planting, the A63 also forms a wooded corridor with lighting columns protruding above the line of vegetation.</li> <li>The Parcel does not contain any land identified within the Priority Habitats Inventory.</li> </ul>	<b>L-M</b>
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>The Parcel encompasses Brayton Bridge (Grade II listed) at its eastern extent.</li> <li>The boundary of Brayton Conservation Area lies beyond the limit of the Parcel, approximately 400 m north at its closest extent.</li> <li>The Parcel is wholly encompassed within land defined as <i>Planned Large Scale Parliamentary Enclosure</i> HLCT, dating from the 18th to the 19th century.</li> </ul>	<b>M</b>
<b>Form, density, identity and setting of existing settlement/development</b>	<ul style="list-style-type: none"> <li>The Parcel provides an undeveloped setting to residential properties at the southern extent of Brayton. However, the Parcel does not play a role in the sense of separation between distinct settlements.</li> </ul>	<b>L-M</b>
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>The proliferation of vegetation bordering the A63 and the Selby Canal provides screening and limits visibility of the Parcel, contributing to a sense of enclosure.</li> <li>The viaduct accommodating the A63 as it crosses over the Selby Canal is prominent in views from the canal towpath. Views looking west towards the settlement edge from the canal towpath are backgrounded by the landscape feature of Brayton Barff. Skylines towards this landscape feature are fairly distinct in character.</li> <li>The infrastructure corridors of the A19, A63 and Selby Canal form vegetated features within the landscape, filtering some long range views.</li> </ul>	<b>L-M</b>
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>With the exception of the towpath of the Selby Canal, the Parcel is devoid of PRoW. The presence of public art along the towpath provides an indicator of local value.</li> <li>The Parcel lies immediately south of a visitor car park associated with the Trans Pennine Trail. This long distance footpath follows the towpath of the Selby Canal before crossing the A63 to the east of the Parcel.</li> <li>NCN 62 follows the route of the Trans Pennine Trail, crossing Brayton Bridge at the Parcel's north eastern extent.</li> </ul>	<b>M</b>
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>The route of the A63 bisects the parcel, lying between the corridor of the Selby Canal and the existing settlement edge of Brayton. Traffic travelling on this route reduces perceived tranquillity.</li> </ul>	<b>L-M</b>

## Representative photographs



### Notes on any variations in landscape sensitivity

Development of land lying to the south of the A63 corridor would appear discordant with the existing settlement pattern, extending the settlement further south.

### Overall development guidelines

Land to the north of the A63 corridor is strongly associated with the existing settlement edge of Brayton. Development of this section of the Parcel would continue to contain the settlement along the southern limit of this route.

## Landscape Assessment Parcel BR3: Field South of Barff Lane

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>Low-lying medium to large scale rectilinear farmland characterises the land use.</li> <li>The Parcel is devoid of surface water features and is intersected by the 10m AOD contour line.</li> </ul>	<b>L</b>
<b>Natural character</b>	<ul style="list-style-type: none"> <li>Field boundaries are comprised of predominantly fragmented hedgerows with occasional hedgerow trees.</li> <li>The Parcel lies approximately 400 m east of land defined as a ratified SINC site and ancient woodland at Brayton Barff.</li> </ul>	<b>M</b>
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>The Parcel does not contain any known heritage features or make a significant contribution to the landscape setting of any heritage features.</li> <li>The boundary of Brayton Conservation Area lies beyond the limit of the Parcel, approximately 300 m east at its closest extent.</li> <li>The Parcel is wholly encompassed within land defined as <i>Planned Large Scale Parliamentary Enclosure</i> HLCT, dating from the 18th - 19th century.</li> </ul>	<b>L-M</b>
<b>Form, density, identity and setting of existing settlement/development</b>	<ul style="list-style-type: none"> <li>Land defined as a <i>Locally Important Landscape Area</i> (LILA) within Policy ENV15 of the <i>Selby District Local Plan</i> (2005) wholly encompasses the Parcel.</li> <li>Recent residential development south of Merlin Way forms a stark settlement edge and adjoins the Parcel on its eastern boundary.</li> <li>The Parcel makes a strong contribution to the sense of separation between Brayton and Thorpe Willoughby. The Parcel provides an undeveloped setting to Brayton Barff and residential properties at the western extent of Brayton.</li> </ul>	<b>M-H</b>
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>The lack of vegetation at the settlement edge affords largely open views towards the settlement edge of Brayton. However, hedgerow field boundaries forming the Parcel's perimeter do provide some visual enclosure.</li> <li>The low-lying nature of the topography dictates that Brayton Barff forms a distinctive feature in westerly views from the Parcel, marking the skyline.</li> <li>Eggborough Power Station is apparent in south westerly views from the Parcel, visible above the wooded horizon.</li> </ul>	<b>M-H</b>
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>A short section of Public Footpath 35.12/5/1 crosses agricultural land to the south of Mill Lane. However, the Parcel itself is devoid of public access.</li> </ul>	<b>L</b>
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>The A63 corridor detracts from the rural character and perceived tranquillity of the Parcel.</li> <li>The presence of construction activity and recently constructed residential developments at Merlin Way increases the perception of settlement edge encroachment.</li> </ul>	<b>M</b>



## Representative photographs



### Notes on any variations in landscape sensitivity

There are no significant variations in landscape sensitivity within the Parcel.

### Overall development guidelines

The Parcel makes a strong contribution to the sense of separation between Brayton and Thorpe Willoughby, and also plays a key role in the setting of Brayton Barff, an important local landmark and recreational resource. Development of the Parcel would disrupt the existing nucleated settlement pattern.

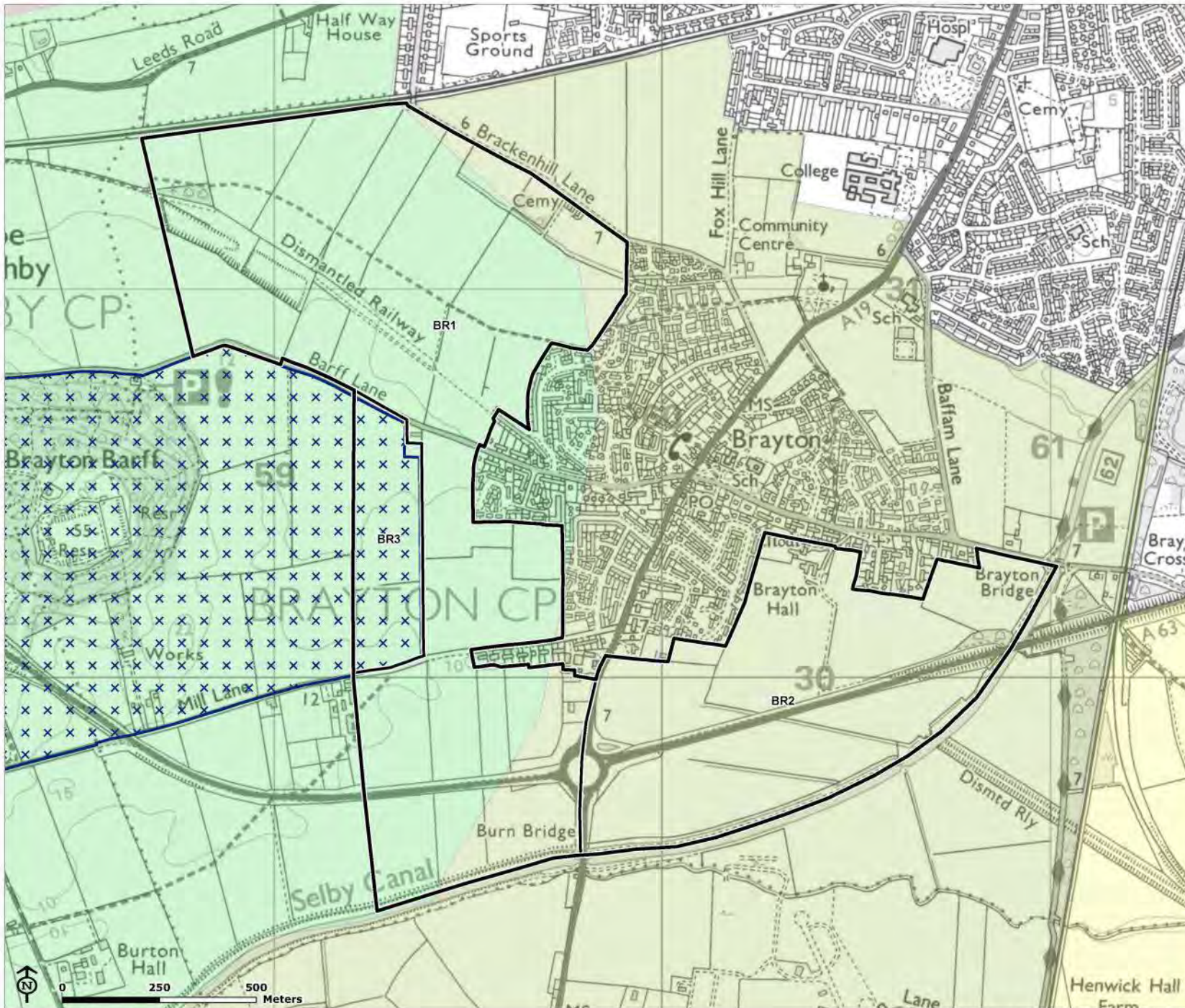
## Brayton

Overall assessment of landscape sensitivity to development scenarios			
	Landscape Assessment Parcel BR1	Landscape Assessment Parcel BR2	Landscape Assessment Parcel BR3
<b>2-3 storey residential housing</b>	<b>M</b>	<b>L-M</b>	<b>M-H</b>
<p>Few of the key characteristics and qualities of BR2 are vulnerable to change as a result of the introduction of the development scenario, resulting in overall <b>low-moderate sensitivity</b>. However, the strong contribution to the sense of separation between Brayton and Thorpe Willoughby at BR1 results in an overall <b>moderate sensitivity</b>. The presence of the LILA between Barff Lane and Mill Lane indicate that BR3 would exhibit an <b>overall moderate-high sensitivity</b> to the introduction of the development scenario.</p>			

Selby District Council  
Landscape Sensitivity  
Assessment

Landscape - Brayton

-  Selby District
-  Assessment Parcel
-  Locally Important Landscape Area
- LUC Landscape Character Area**
-  Sherburn Farmland
-  Haddlesey Farmland
-  Hambleton Sandstone Ridge
-  Camblesforth Farmland



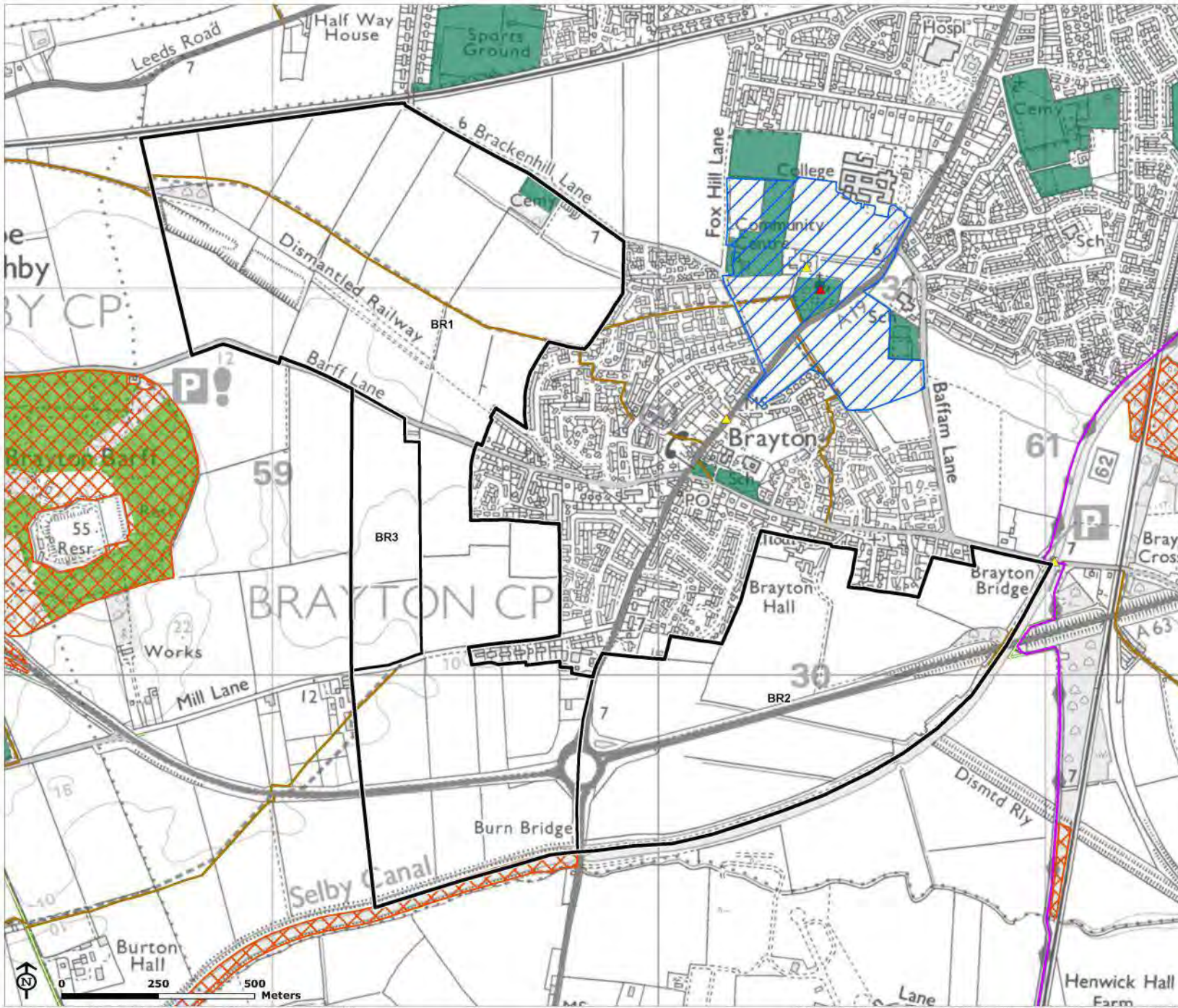
Map Scale @A3: 1:9,600



# Selby District Council Landscape Sensitivity Assessment

## Biodiversity, Historic Environment and Recreation - Brayton

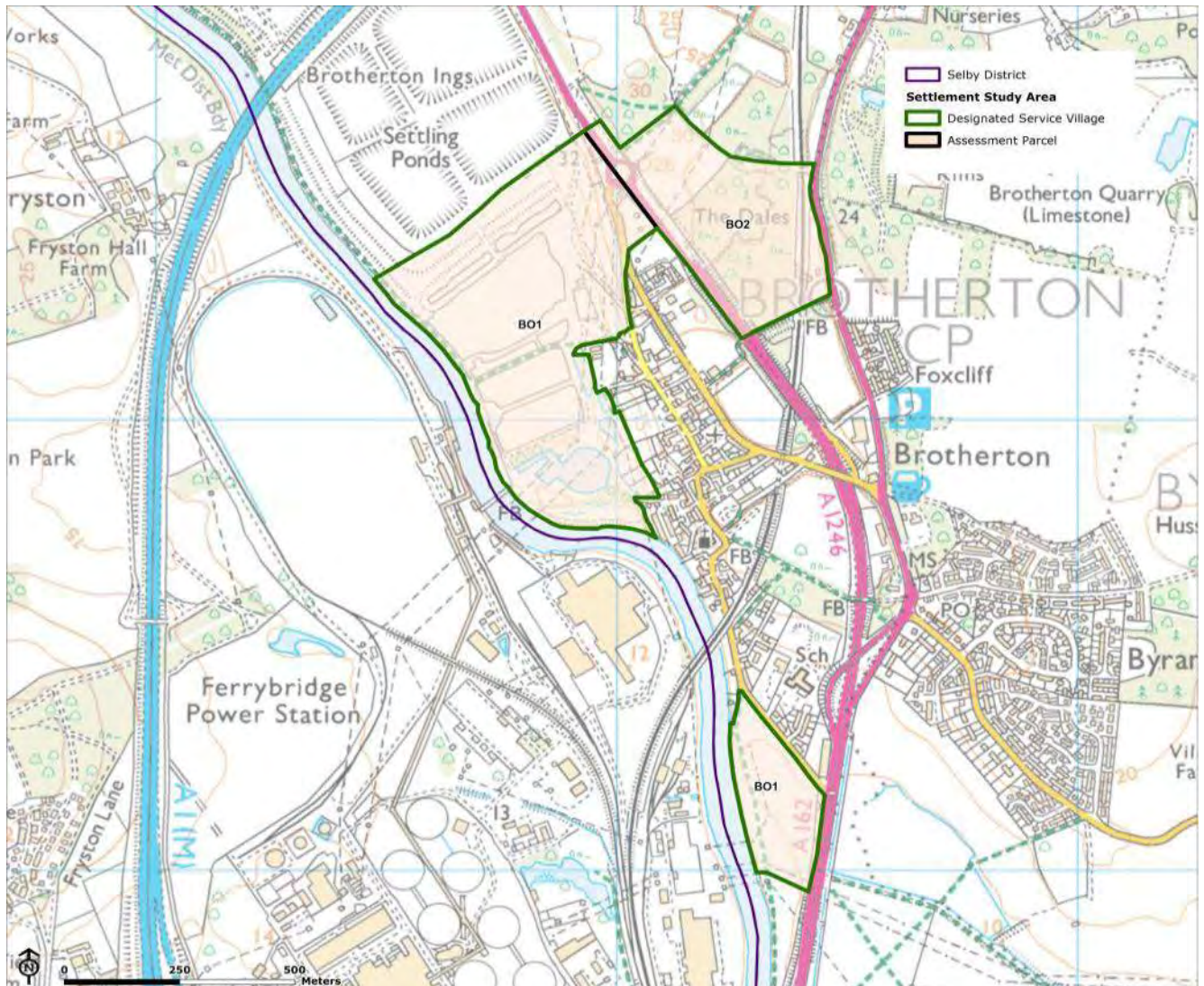
-  Selby District
-  Assessment Parcel
-  Ancient Woodland
-  SINC
-  Listed Building Grade I
-  Listed Building Grade II
-  Conservation Area
-  National Cycle Network (NCN)
-  Bridleway
-  Footpath
-  Open Greenspace



Map Scale @A3: 1:9,600



## Brotherton



### Location and summary of landscape character

#### Summary of published landscape character

As defined within the *North Yorkshire and York Landscape Characterisation Project (2011)*, the settlement of Brotherton lies within land defined as **Farmed Lowland and Valley Landscapes** Primary Landscape Unit (PLU) and **Limestone Landscapes** PLU. The PLUs are divided by the route of the A1246. Land to the west of the A1246 is refined into **River Floodplain** Landscape Character Type (LCT) in virtue of its proximity to the River Aire. However, land to the east of this road corridor lies within **Magnesian Limestone Ridge** LCT. The *Key Characteristics* of this LCT include a low ridge of gently rolling landform, large scale arable fields and the availability of long distance views. Landform is also intersected by a series of relatively intricate dry valleys creating a complex land use pattern.

*The Selby Landscape Character Assessment (2019)* mirrors the pattern of subdivision as described within the *North Yorkshire and York Landscape Characterisation Project (2011)*. **LCA 7: Aire Valley** characterises land to the west of the A1246 whereas **LCA 8: West Selby Limestone Ridge** lies to the east of this route. The key characteristics of LCA 8: West Selby Limestone Ridge include irregularly shaped, large scale arable fields, strong presence of calcareous woodland and a sparse settlement pattern. Major transport links dissect the landscape and mineral sites for limestone extraction are recurrent.

## Definition of landscape assessment parcels

Refinement of study area boundary and definition of assessment parcels						
Boundary of study area	Criteria to define final refinement of study area boundary					Notes
	River / canal corridors	Infrastructure corridors	Existing landscape feature	Alignment of minor road / PRoW	Adjoins adjacent study area / LPA	
North			✓			The settling ponds at Brotherton Ings.
East		✓			✓	Adjoins Byram study area, following the corridor of the A162.
South	✓	✓				Land bound by the A162 and the River Aire.
West	✓					The channel of the River Aire.

Definition of assessment parcels within Brotherton:

- **BO1: Land to the West of the A162 / A1246; and**
- **BO2: Land to the East of the A1246.**

The eastern extent of Brotherton study area adjoins BY1 and BY2 within Byram study area.

## Landscape Assessment Parcel BO1: Land to the West of the A162 / A1246

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>The River Aire meanders to the east of Ferrybridge Power Station, forming the western perimeter of the Parcel.</li> <li>The Parcel is characterised by settling ponds and industrial land use associated with Ferrybridge Power Station, with limited topographical variation evident.</li> </ul>	L
<b>Natural character</b>	<ul style="list-style-type: none"> <li>The north western extent of the Parcel partially incorporates a ratified SINCS named <i>Banks of the River Aire, Fairburn (Brotherton)</i>. This SINCS site forms a wider connection to the Fairburn and Newton Ings SSSI immediately north of the Rail Line.</li> <li>As defined within the Priority habitats Inventory, the Parcel encompasses belts of land defined as <i>Deciduous Woodland</i>. These woodland tracts are located primarily in close proximity to the River Aire and the carriageway of High Street.</li> </ul>	M
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>The Parcel does not contain any known heritage features or make a significant contribution to the landscape setting of any heritage features.</li> <li>With the exception of a small section of land defined as <i>Nucleated Village</i> HLCT, land to the north of the parcel is defined as <i>Utilities</i> HLCT. The southern portion of the Parcel lying between the River Aire and the A162 is also contained within <i>Nucleated Village</i> HLCT.</li> </ul>	L
<b>Form, density, identity and setting of existing settlement/development</b>	<ul style="list-style-type: none"> <li>With the exception of land forming the frontage of High Street, the Parcel is encompassed with land defined as <i>Green Belt</i> within Policies GB1, GB2 and GB4 of the <i>Selby District Local Plan</i> (2005). Green belt is a planning designation that seeks to maintain openness between settlements rather than act as an indication of landscape quality.</li> </ul>	L-M
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>The northern section of the Parcel is visually contained by the extent of boundary vegetation. In contrast, the area to the south bordering the A162 is highly visible from the carriageway.</li> <li>Ferrybridge Power Station forms a prominent feature within westerly views from the Parcel. The cooling towers and network of electricity transmission lines dominate the skyline. In addition, corridors of telegraph poles dissect the southern portion of the Parcel.</li> <li>The extent of vegetation bordering Public Footpath 35.13/2/1 restricts views towards the Brotherton Ings Settling Ponds.</li> </ul>	L-M
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>Public Footpath 35.13/2/1 connects High Street with the River Aire. The southern extent of the Parcel also encompasses Public Footpath 35.13/10/1, running broadly parallel this watercourse.</li> </ul>	L
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>The Parcel is strongly influenced by the proximity of Ferrybridge Power Station, highly visible throughout the immediate landscape.</li> </ul>	L

## Representative photographs



View looking south west from Public Footpath 35.13/2/1



Land use at Ferrybridge Power Station parallel the River Aire



The cooling towers at Ferrybridge Power Station dominate westerly views from Low Street

### Notes on any variations in landscape sensitivity

Development of the southern extent of the Parcel would extend the limit of the settlement southwards. However, land comprising the northern portion of the Parcel would not be as sensitive due to its existing land use associated with Ferrybridge Power Station.

### Overall development guidelines

Due to the existing industrial land use, development of residential properties within the northern portion of the Parcel would not be perceived as incremental urbanisation of the River Aire corridor. The settlement extent would continue to be contained within the corridor of the River Aire and the A162 / A1246.



## Landscape Assessment Parcel BO2: Land to the East of the A1246

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>The Parcel slopes gently from the corridor of the A1246 towards the Selby Rail Line and the route of the A162. Former workings, associated with the adjacent Brotherton Quarry, are apparent within the Parcel.</li> <li>The corridor of the Selby Rail Line runs broadly north-south within the Parcel, accommodated within cutting.</li> </ul>	<b>L-M</b>
<b>Natural character</b>	<ul style="list-style-type: none"> <li>Woodland tracts at The Dales dominate the landscape of the Parcel, with the A1246 and A162 both forming wooded corridors.</li> <li>Former quarry workings and rough grassland are evident at the northern extent of the Parcel.</li> <li>The SINC site at Byram Park borders the Parcel to the east, parallel the A162.</li> <li>The Parcel incorporates a large section of land identified as <i>Deciduous Woodland</i> within the Priority Habitats Inventory.</li> </ul>	<b>M</b>
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>The Parcel does not contain any known heritage features or make a significant contribution to the landscape setting of any heritage features.</li> <li>The HLC indicates the Parcel is defined predominantly as <i>Woodland</i> HLCT. However, land parallel the corridors of the A1246 / A162 and at the parcel's northern extent is contained within <i>Nucleated Village</i> HLCT.</li> </ul>	<b>L</b>
<b>Form, density, identity and setting of existing settlement/ development</b>	<ul style="list-style-type: none"> <li>The Parcel is wholly encompassed with land defined as <i>Green Belt</i> within Policies GB1, GB2 and GB4 of the <i>Selby District Local Plan</i> (2005). Green belt is a planning designation that seeks to maintain openness between settlements rather than act as an indication of landscape quality.</li> </ul>	<b>L-M</b>
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>Security fencing parallel Public Footpath 35.13/7/1 coupled with the dense vegetation coverage restricts the availability of views into the Parcel. The Parcel is therefore enclosed by the extent of woodland land cover.</li> <li>A network of electricity pylons cross the landscape at the northern extent of the Parcel, forming urbanising features.</li> </ul>	<b>L</b>
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>The Parcel is devoid of PRoW. However, Public Footpath 35.13/7/1 and 35.13/5/2 run parallel the southern and northern boundaries of the Parcel respectively.</li> </ul>	<b>L</b>
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>Although undeveloped, the Parcel comprises human influences in the form of electricity pylons and former quarry workings. These urbanising features, coupled with the adjacent road corridors of the A1246 and A162, detract from localised tranquillity.</li> </ul>	<b>L-M</b>

## Representative photographs



### Notes on any variations in landscape sensitivity

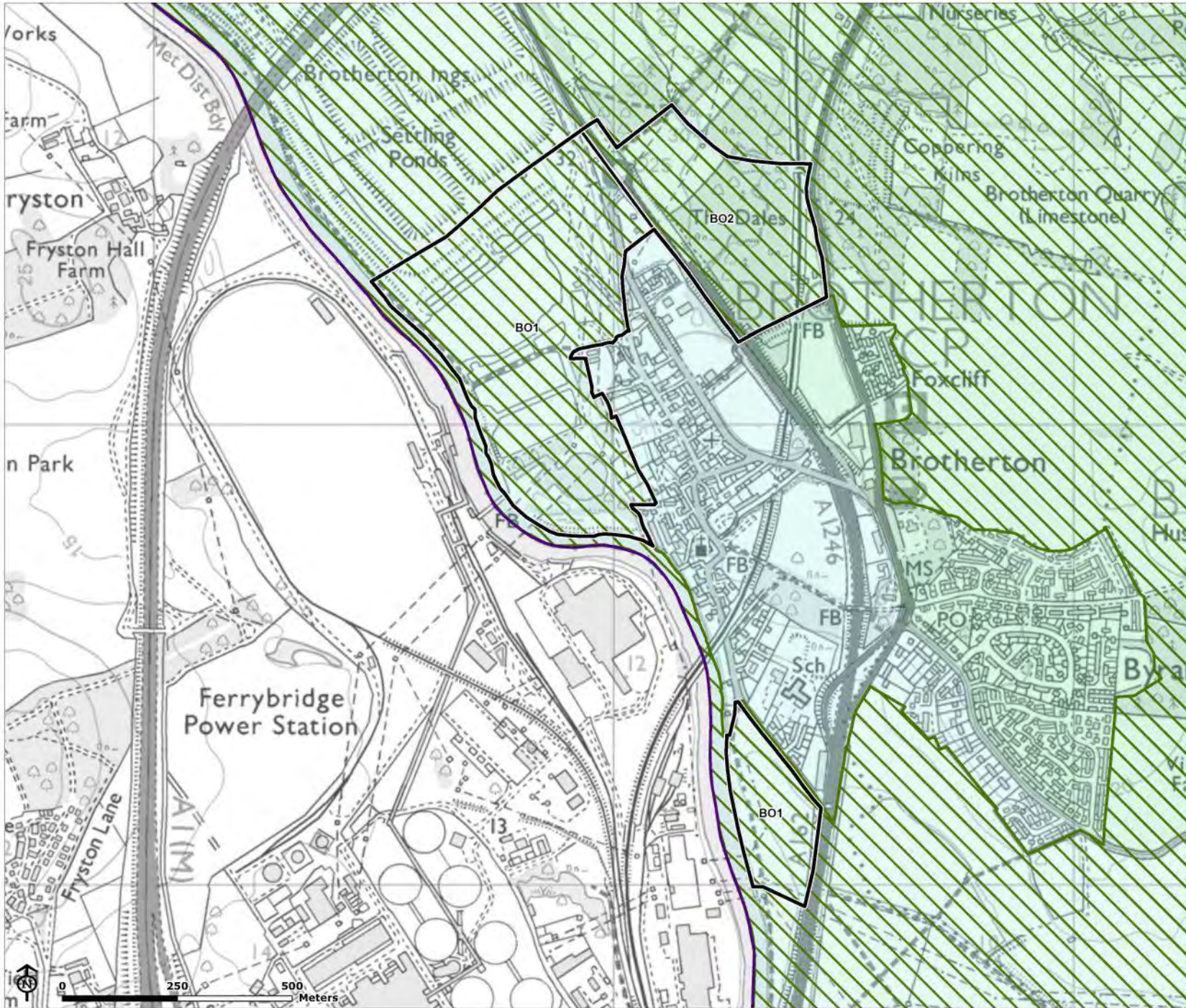
There are no significant variations in landscape sensitivity within the Parcel.

### Overall development guidelines

The Parcel does not make a significant contribution to the setting of the existing settlement. Development in the Parcel would not result in the perceived coalescence of Brotherton and Byram due to the presence of the Selby Rail Line which separates the two settlements.

## Brotherton

Overall assessment of landscape sensitivity to development scenarios		
	Landscape Assessment Parcel BO1	Landscape Assessment Parcel BO2
<b>2-3 storey residential housing</b>	<b>L</b>	<b>L-M</b>
<p>BO1 lacks distinct character and qualities and is robust with regard to the introduction of the development scenario, resulting in an overall <b>low sensitivity</b>. However, the topographical variation coupled with the existing woodland tracts at The Dales dictate that BO2 provides an overall <b>low-moderate</b> sensitivity to the introduction of the development scenario.</p>		



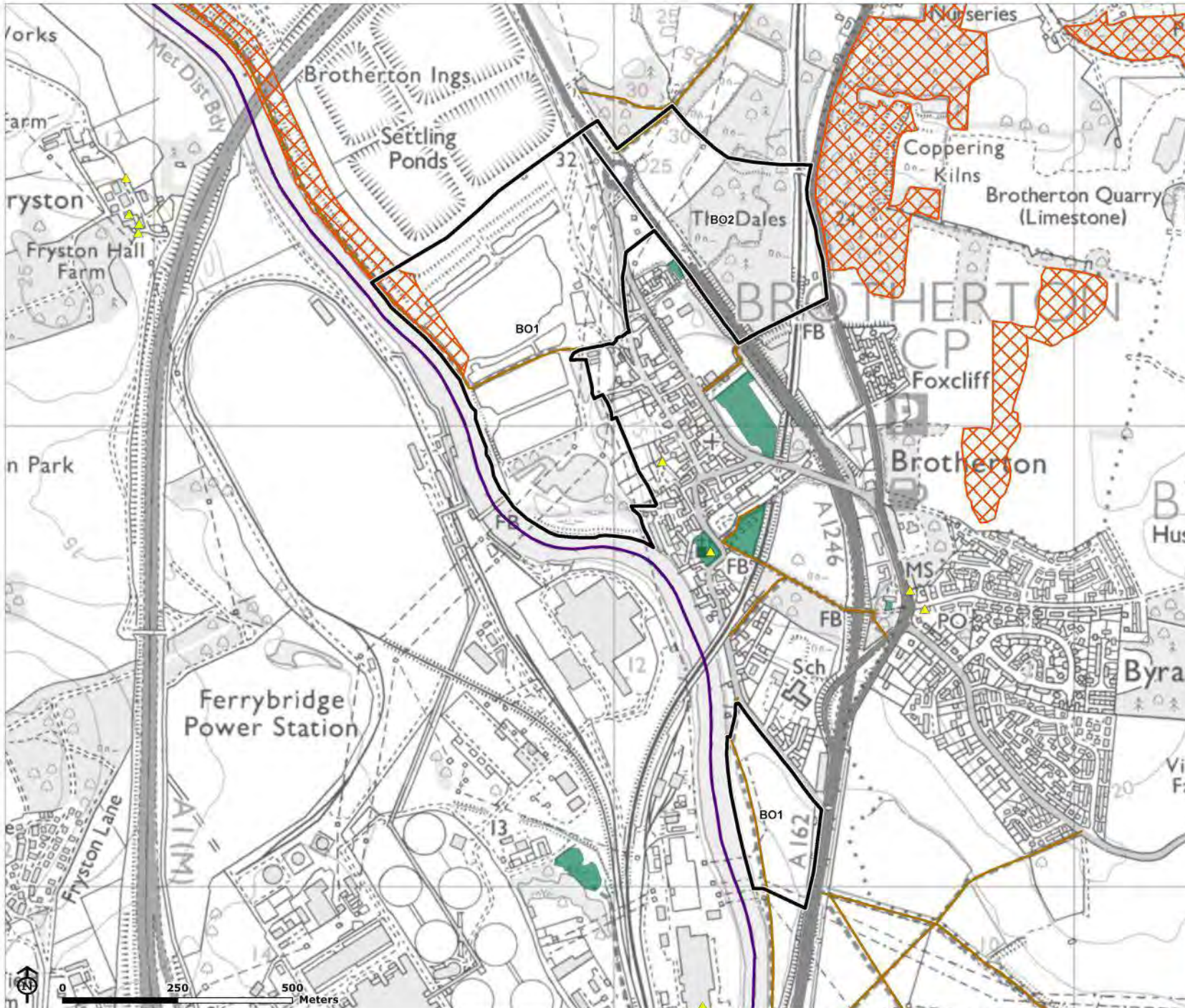
**Selby District Council  
Landscape Sensitivity  
Assessment**

**Landscape - Brotherton**

-  Selby District
-  Assessment Parcel
-  Neighbouring Local Authority Boundary
-  Green Belt
- LUC Landscape Character Area**
-  Aire Valley
-  West Selby Limestone Ridge

Map Scale @A3: 1:8,100





**Selby District Council  
Landscape Sensitivity  
Assessment**

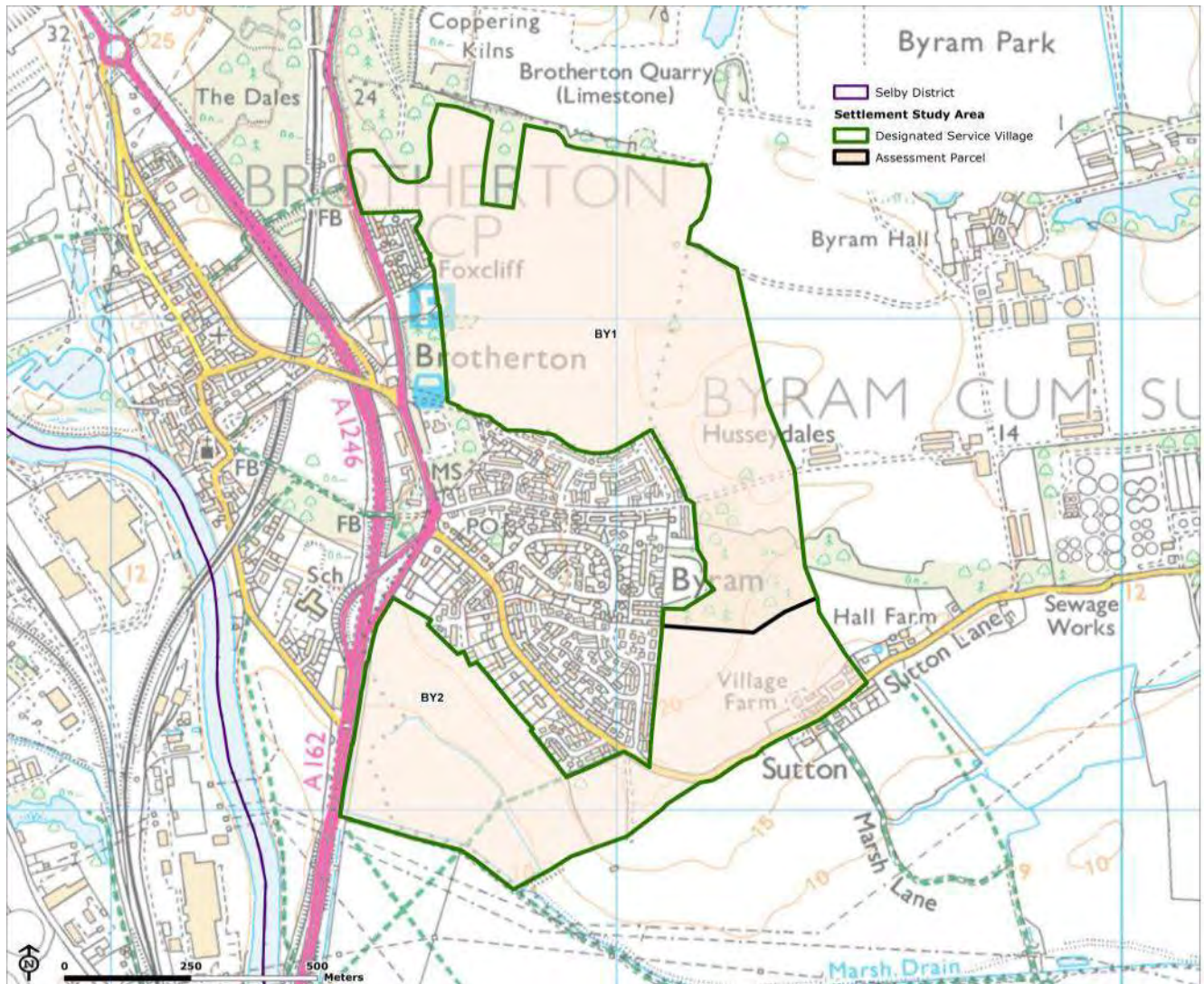
**Biodiversity, Historic Environment  
and Recreation - Brotherton**

-  Selby District
-  Neighbouring Local Authority Boundary
-  Assessment Parcel
-  SINC
-  Listed Building Grade II
-  Footpath
-  Open Greenspace

Map Scale @A3: 1:8,100



## Byram



### Location and summary of landscape character

#### Summary of published landscape character

As defined within the *North Yorkshire and York Landscape Characterisation Project (2011)*, the settlement of Byram lies within land defined as **Farmed Lowland and Valley Landscapes** Primary Landscape Unit (PLU) and **Limestone Landscapes** PLU. The PLUs are divided by the route of Sutton Lane. Land to the south of Sutton Lane is refined into **River Floodplain** Landscape Character Type (LCT) in virtue of its proximity to the River Aire. However, land to the north of this road corridor lies within **Magnesian Limestone Ridge** LCT. The *Key Characteristics* of this LCT include a low ridge of gently rolling landform, large scale arable fields and the availability of long distance views. Landform is also intersected by a series of relatively intricate dry valleys creating a complex land use pattern.

*The Selby Landscape Character Assessment (2019)* mirrors the pattern of subdivision as described within the *North Yorkshire and York Landscape Characterisation Project (2011)*. **LCA 7: Aire Valley** characterises land to the south of Sutton Lane whereas **LCA 8: West Selby Limestone Ridge** lies to the north of this route. The key characteristics of LCA 8: West Selby Limestone Ridge include irregularly shaped, large scale arable fields, strong presence of calcareous woodland and a sparse settlement pattern. Major transport links dissect the landscape and mineral sites for limestone extraction are recurrent.

## Definition of landscape assessment parcels

Refinement of study area boundary and definition of assessment parcels						
Boundary of study area	Criteria to define final refinement of study area boundary					Notes
	River / canal corridors	Infrastructure corridors	Existing landscape feature	Alignment of minor road / PRoW	Adjoins adjacent study area / LPA	
North			✓			Woodland south of Brotherton Quarry.
East			✓			Existing field boundaries.
South			✓	✓		The routes of PRoW, Sutton Lane and existing field boundaries.
West					✓	Abuts the study area of Brotherton.

Definition of assessment parcels within Byram:

- **BY1: Byram Northern Fringe; and**
- **BY2: Byram Southern Fringe.**

The western extent of Byram study area adjoins BO1 and BO2 within Brotherton study area.

## Landscape Assessment Parcel BY1: Byram Northern Fringe

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>Large scale intensively farmed arable land typifies the land use of the Parcel, occupying low-level topography on the settlement edge.</li> <li>Field patterns are large scale, often lacking delineation.</li> </ul>	L
<b>Natural character</b>	<ul style="list-style-type: none"> <li>Woodland tracts to the south of Husseydales dominate the southern extent of the Parcel. Rectilinear woodland blocks also border the Parcel at its northern limit, associated with Brotherton Quarry.</li> <li>The <i>Western Edge of Byram Park</i> SINC site dissects the Parcel, stretching from the edge of Brotherton Quarry to the existing settlement edge. The north western portion of the Parcel also borders the <i>Byram Park</i> SINC site.</li> <li>As defined within the Priority Habitats Inventory, the southern extent of the Parcel incorporates an area of <i>Deciduous Woodland</i> to the south of Husseydales.</li> </ul>	M
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>The Parcel does not contain any known heritage features or make a significant contribution to the landscape setting of any heritage features.</li> <li>The Parcel lies approximately 650 m west from land defined as Byram Hall within Policy ENV 16 <i>Historic Parks and Gardens</i> within the Selby District Local Plan (2005). Although not included within the national register of Parks and Gardens of National Historic Interest maintained by Historic England, the site is described as significant within Policy ENV 16 due to its local historical interest.</li> <li>As indicated within the HLC, the eastern portion of the Parcel is defined by <i>Deer Park</i> HLCT and <i>Country Estate</i> HLCT in virtue of its proximity to Byram Park. Land lying to the north of the settlement edge is incorporated within <i>Quarry Limestone</i> HLCT. <i>Broad Leaved Plantation</i> HLCT lies at the Parcel's southern and north western extent.</li> </ul>	M
<b>Form, density, identity and setting of existing settlement/development</b>	<ul style="list-style-type: none"> <li>The Parcel is wholly encompassed with land defined as Green Belt within Policies GB1, GB2 and GB4 of the Selby District Local Plan (2005). Green belt is a planning designation that seeks to maintain openness between settlements rather than act as an indication of landscape quality.</li> </ul>	L-M
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>Vegetation forming the perimeter of the active Brotherton Quarry forms a wooded backdrop in views looking north from Byram Park Road, contributing to a sense of visual enclosure. A network of electricity pylons protrude above this vegetation in background views.</li> <li>The limited field boundary delineation offers some locally expansive views, albeit disrupted by urbanising features. Ferrybridge Power Station forms a prominent feature in westerly views Glimpsed south easterly views are also afforded to Eggborough Power Station, perceptible above the extent of intervening vegetation.</li> <li>The corridor of the A162 offers long distance views towards the cooling towers at Drax Power Station, visible from the existing settlement edge.</li> </ul>	L-M
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>The Parcel is devoid of PRoW. However, Public Footpath 35.13/7/1 abuts the north western perimeter of the Parcel at the A162.</li> </ul>	L
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>The degree of woodland cover and limited public access contributes to a sense of visual enclosure.</li> <li>The Parcel is associated strongly with the existing settlement edge. However, human influences such electricity pylons and power stations result in a reduction in perceived naturalness and tranquillity.</li> </ul>	L-M



## Representative photographs



### Notes on any variations in landscape sensitivity

The eastern extent of the Parcel has increased landscape sensitivity due to its distance from the existing settlement edge.

### Overall development guidelines

Development of the Parcel would have a good relationship with the existing settlement form. The Parcel does not play a key role in perception of a gap between Byram and Brotherton.

## Landscape Assessment Parcel BY2: Byram Southern Fringe

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>The Parcel forms the wider floodplain of the River Aire, gently sloping from 22 m AOD at its northern extent to 10 m AOD to the south.</li> <li>Existing drainage ditches dissect the landscape of the Parcel and delineate its southern limit.</li> </ul>	L
<b>Natural character</b>	<ul style="list-style-type: none"> <li>The Parcel comprises predominantly arable land use, although an area of scrub vegetation occupies a rectilinear area of land to the south of residential properties on Primrose Dene.</li> <li>The Parcel does not contain any land identified within the Priority Habitats Inventory. However, the Parcel borders an area defined as <i>Deciduous Woodland</i> to the north.</li> </ul>	L-M
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>The Parcel does not contain any known heritage features or make a significant contribution to the landscape setting of any heritage features.</li> <li>With the exception of an area of <i>Settlement</i> HLCT associated with Sutton village, the Parcel is wholly encompassed within the HLC as <i>Modern Improved Fields</i> HLCT.</li> </ul>	L
<b>Form, density, identity and setting of existing settlement/development</b>	<ul style="list-style-type: none"> <li>The Parcel makes a contribution to the sense of separation between Byram and Brotherton. The Parcel is wholly encompassed within land defined as <i>Green Belt</i> within Policies GB1, GB2 and GB4 of the Selby District Local Plan (2005). Green belt is a planning designation that seeks to maintain openness between settlements rather than act as an indication of landscape quality.</li> </ul>	M
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>Glimpsed views are available to Eggborough Power Station, visible through the extent of boundary vegetation on Sutton Lane. Ferrybridge Power Station also forms a prominent feature within the immediate landscape.</li> <li>Electricity transmission lines and telegraph poles dissect the arable land use of the Parcel. Knottingley Flour Mill and the chimney stacks within the glass manufacturing works to the south also form distinctive features in views looking south from Sutton Lane.</li> <li>The western part of the Parcel is clearly visible from the A162, forming a foreground to views of the settlement edge.</li> </ul>	L-M
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>The south western portion of the Parcel is bisected by the route of Public Footpath 35.16/1/1. Public Footpaths 35.13/11/1 and 35.13/11/2 delineate the southern boundary of the Parcel itself.</li> </ul>	L
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>Vehicles on the A162 are intrusive, producing noise and visual disruption within the Parcel. Existing built development on the horizon also reduces the sense of rurality.</li> </ul>	L-M

## Representative photographs



### Notes on any variations in landscape sensitivity

There are no significant variations in landscape sensitivity within the Parcel.

### Overall development guidelines

Development within the western part of the Parcel could result in perceived settlement coalescence, although Byram would continue to be contained to the west of the A162. However, development in the east of the Parcel could lead to coalescence with the small village of Sutton.

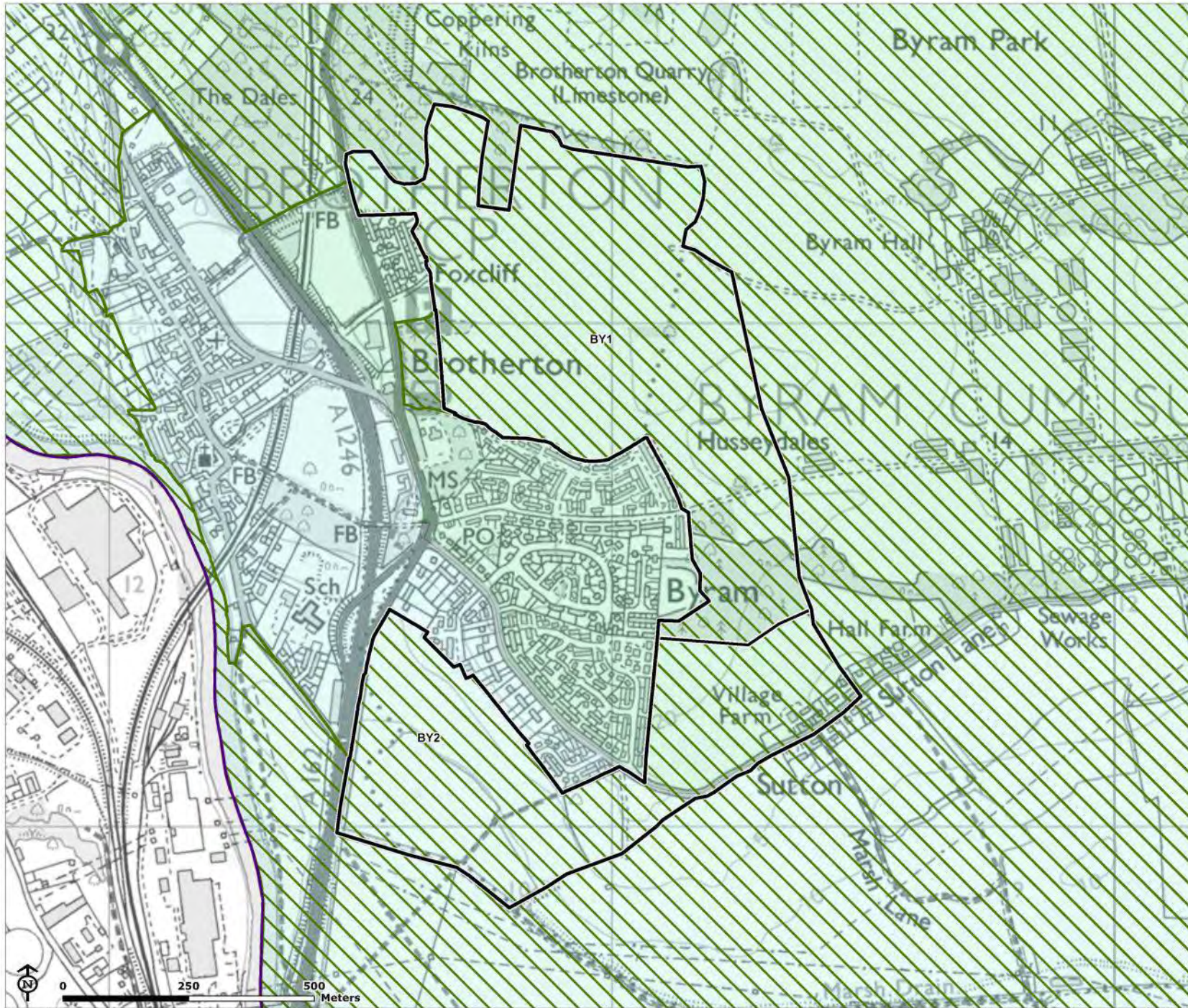
## Byram

Overall assessment of landscape sensitivity to development scenarios		
	Landscape Assessment Parcel BY1	Landscape Assessment Parcel BY2
<b>2-3 storey residential housing</b>	<b>L-M</b>	<b>L-M</b>
<p>Despite the proximity of BY1 to Byram Hall and the contribution BY2 makes to the sense of settlement separation, few of the key characteristics and qualities of the parcels are vulnerable to change as a result of the introduction of the development scenario. Both parcels exhibit an overall <b>low-moderate sensitivity</b>.</p>		

Selby District Council  
Landscape Sensitivity  
Assessment

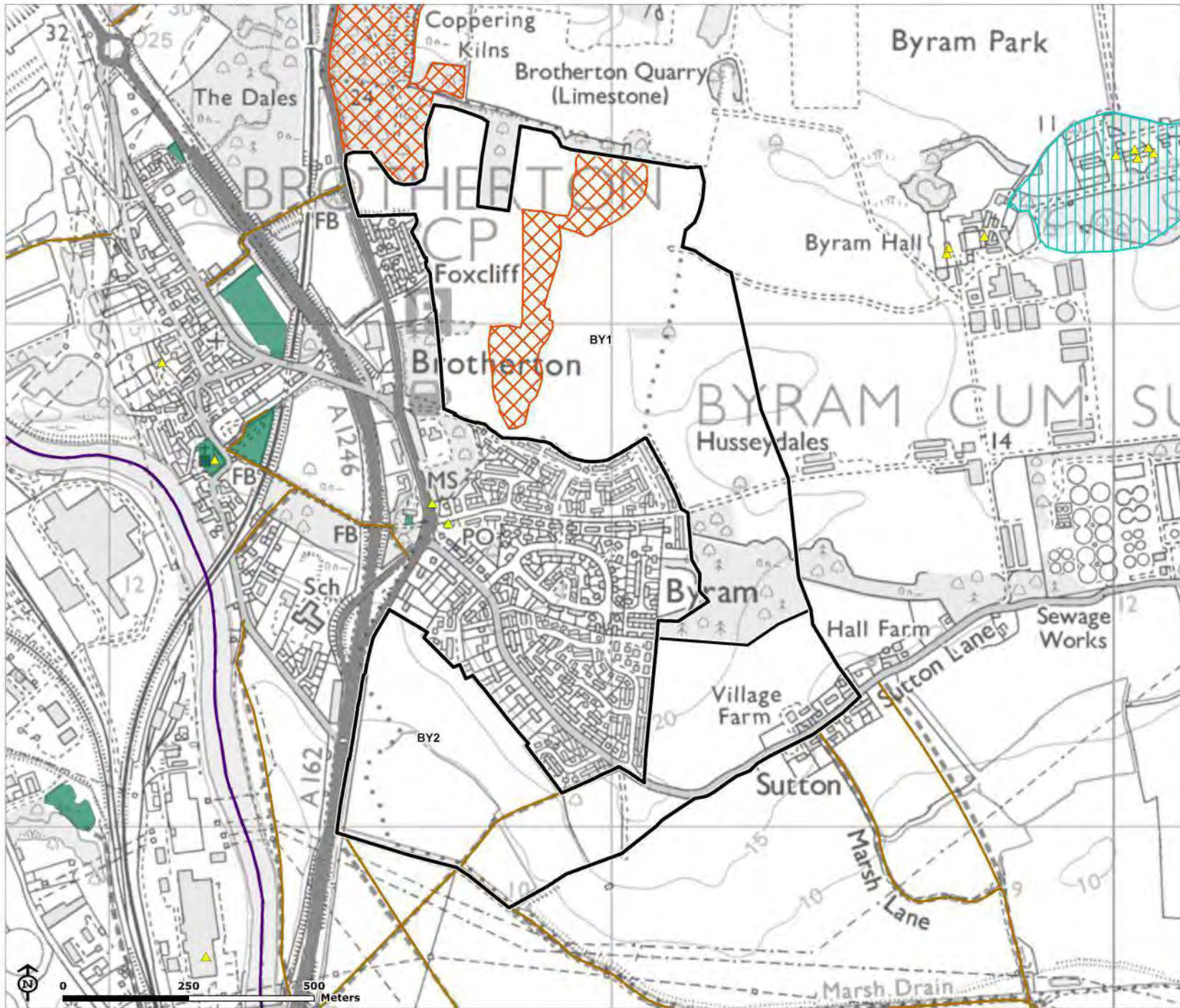
Landscape - Byram

-  Selby District
-  Assessment Parcel
-  Neighbouring Local Authority Boundary
-  Green Belt
- LUC Landscape Character Area**
-  Aire Valley
-  West Selby Limestone Ridge



Map Scale @A3: 1:7,400





**Selby District Council  
Landscape Sensitivity  
Assessment**

**Biodiversity, Historic Environment  
and Recreation - Byram**

- Selby District
- Neighbouring Local Authority Boundary
- Assessment Parcel
- SINC
- Listed Building Grade II
- Historic Parks & Gardens
- Scheduled Monument
- Footpath
- Open Greenspace

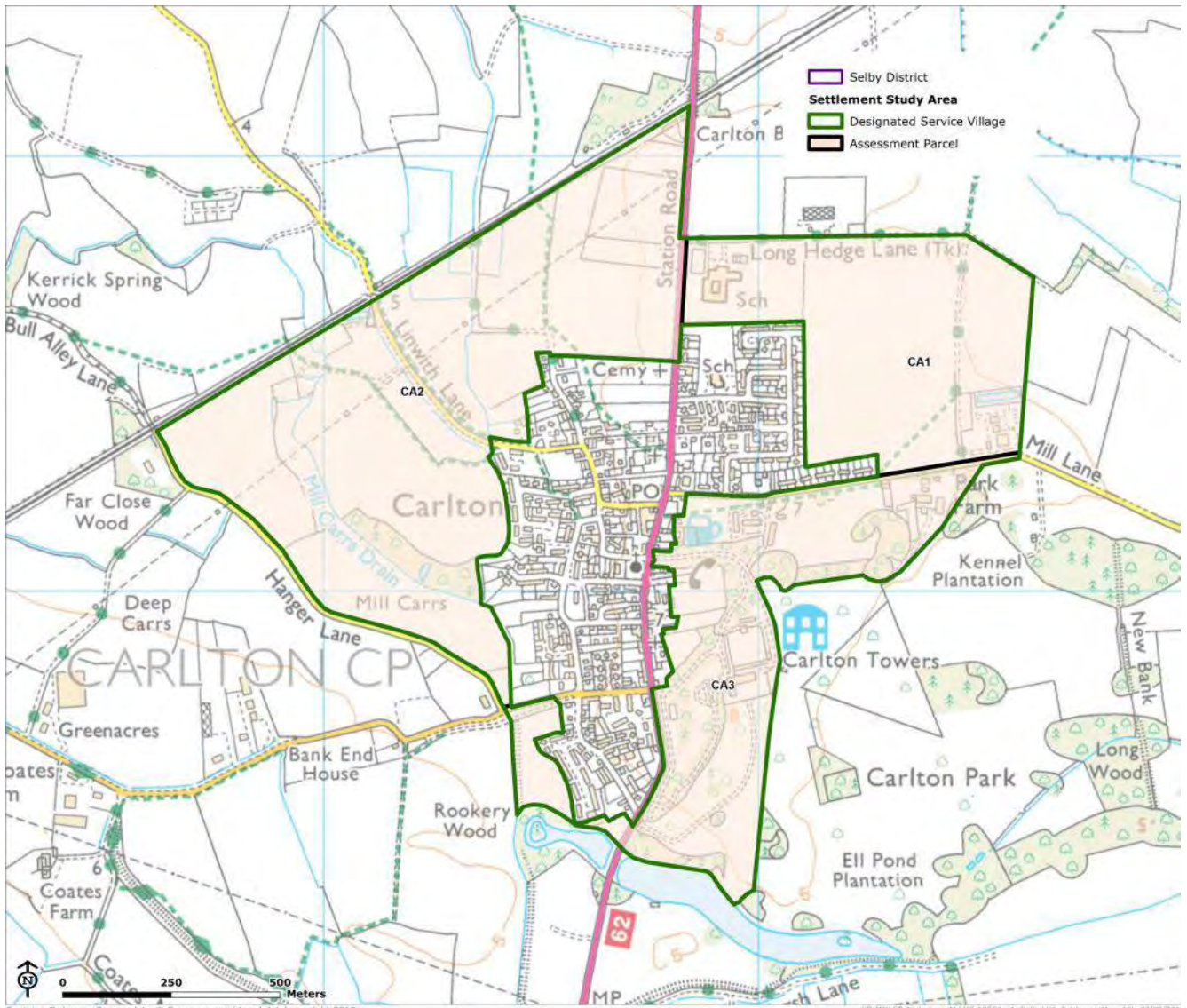
Map Scale @A3: 1:7,400



Contains Ordnance Survey data © Crown copyright and database right 2019

CB:PMI:EB:Nicholson, M LUC 10590\_r2, SelbyLSA Settlement, Biodiv, HistEnv, Recm, A3L 20/06/2019

# Carlton



## Location and summary of landscape character

### Summary of published landscape character

The settlement of Carlton lies within **Farmed Lowland and Valley Landscapes** Primary Landscape Unit, as defined within the *North Yorkshire and York Landscape Characterisation Project (2011)*. This PLU is further refined into **Levels Farmland** Landscape Character Type (LCT) and is characterised by large scale low-lying arable land use comprised of dykes which follow the rectilinear field patterns. Industrial scale farm buildings as well as major energy and transport infrastructure features are evident in views. The southern extent of the study area lies within landscape defined as **River Floodplain LCT** in virtue of its proximity to the River Aire. The river corridors which comprise this LCT are relatively enclosed and contrast with the open exposed nature of the adjacent lowland landscape to the north.

The *Selby Landscape Character Assessment (2019)* identifies land forming large sections of the study area of Carlton as **LCA 15: Camblesforth Farmland**. Characterised by flat arable farmland divided into medium to large scale fields, the LCA comprises sparse settlement and is influenced by the prominence of Drax Power Station in views. The south eastern extent of the study area is typified by the wider floodplain setting, defined as **LCA 7: Aire Valley**.

## Definition of landscape assessment parcels

Refinement of study area boundary and definition of assessment parcels						
Boundary of study area	Criteria to define final refinement of study area boundary					Notes
	River / canal corridors	Infrastructure corridors	Existing landscape feature	Alignment of minor road / PRow	Adjoins adjacent study area / LPA	
North		✓		✓		The alignment of the rail line, the A1041 and Long Hedge Lane.
East			✓			Parkland at Carlton Park.
South			✓			Boundary of EII Pond.
West				✓		The route of Hanger Lane.

Definition of assessment parcels within Carlton:

- **CA1: Carlton Eastern Fringes;**
- **CA2: Land South of Drax Branch Rail Line; and**
- **CA3: Carlton Park.**



## Landscape Assessment Parcel CA1: Carlton Eastern Fringes

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>The Parcel occupies the low-lying valley floor of the meandering River Aire, which is located approximately 1.4 km to the south.</li> <li>The combination of the lack of hedgerow field boundaries and the limited topographical variation contributes to a large scale landscape pattern.</li> </ul>	L
<b>Natural character</b>	<ul style="list-style-type: none"> <li>The Parcel is defined by arable agricultural land on the settlement edge.</li> <li>Vegetation within private gardens on Broadacres softens the existing settlement edge of Carlton.</li> <li>Existing vegetation parallel Long Hedge Lane filters outward views from the Parcel.</li> <li>The Parcel comprises built form at Carlton Mill Lane Water Treatment Works which is bordered by perimeter vegetation. Land use at Holy Family Catholic High School is also demarcated by hedgerow field boundaries.</li> <li>The Parcel does not contain any land identified within the Priority Habitats Inventory.</li> </ul>	L-M
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>The Parcel does not contain any known heritage features or make a significant contribution to the landscape setting of any heritage features.</li> <li>With the exception of the portion of land at Holy Family Catholic High School defined as <i>Planned Estate</i> HLCT, the HLC indicates that the Parcel is strongly influenced by the wider agricultural setting and lies within land defined as the <i>Modern Improved Fields</i> HLCT.</li> </ul>	L
<b>Form, density, identity and setting of existing settlement/development</b>	<ul style="list-style-type: none"> <li>The Parcel forms part of the undeveloped setting to the east of existing residential dwellings in Carlton.</li> <li>The north eastern settlement edge of Carlton is perceptible in views from the Parcel, although filtered by vegetation in private gardens.</li> </ul>	L-M
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>The low-lying topography affords long range views into and out of the Parcel, albeit characterised by human influence.</li> <li>The visibility of Drax Power Station in northerly views detracts from the Parcel's visual character. The cooling towers and chimney stacks protrude against the skyline and contrast with the surrounding low-lying landscape.</li> <li>Electricity pylons running broadly parallel to the route of Drax Branch Rail Line are visible in the background view. A network of telegraph poles parallel to Mill Lane also interrupt the skyline.</li> </ul>	L-M
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>Public Footpath 35.18/15/1 connects Mill Lane with Long Hedge Lane, forming the northern boundary of the Parcel. Public Footpath 35.18/8/1 also abuts the Parcel's northern extent.</li> </ul>	L
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>The A1041 Station Road exhibits a degree of noise intrusion at the Parcel's northern extent.</li> <li>The Parcel retains some rural qualities but is influenced by the adjacent settlement edge of Carlton.</li> </ul>	L-M

## Representative photographs



### Notes on any variations in landscape sensitivity

The western extent of the Parcel has reduced landscape sensitivity due to its proximity to the corridor of the A1041 Station Road and the nature of its existing development.

### Overall development guidelines

Development within the Parcel would be at odds with the existing settlement pattern. The Parcel does not play a key role in the perception of a gap between the settlements of Carlton and Camblesforth to the north.

## Landscape Assessment Parcel CA2: Land South of Drax Branch Rail Line

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>Characterised by low lying landform, the Parcel lies within the wider floodplain of the River Aire. The Parcel encompasses the channel of Mill Carrs Drain towards its western boundary.</li> <li>The route of the Drax Branch Rail Line runs at grade at the northern boundary of the Parcel.</li> </ul>	L
<b>Natural character</b>	<ul style="list-style-type: none"> <li>Arable land use typifies the land use of the Parcel, with field boundaries demarcated by drainage ditches or hedgerows. Field patterns are variable in size and irregular in shape.</li> <li>A double avenue of trees and a drainage ditch border the route of Linwith Lane, with vegetation parallel the Drax Branch Rail Line forming a wooded horizon in north westerly views. A single avenue of trees demarcates the route of Public Footpath 35.18/4/1.</li> <li>Vegetation in private gardens at the south eastern extent of the Parcel softens the existing residential edge of Carlton.</li> <li>A belt of woodland lies parallel to Mill Carrs Drain. Located north of the Drax Branch Rail Line, the Parcel also borders an area of <i>Deciduous Woodland</i> identified within the Priority Habitat Inventory. <i>Deciduous Woodland</i> at Carlton Fishponds also bounds the Parcel to the south.</li> </ul>	M
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>The Parcel does not contain any known heritage features or make a significant contribution to the landscape setting of any heritage features.</li> <li>Land to the north east of Linwith Lane occupies land defined as both <i>Unknown Planned Enclosure</i> HLCT and <i>Piecemeal Enclosure</i> HLCT within the HLC, dating from between the medieval period to 1850 AD. Land to the south of Linwith Lane is also strongly influenced by agriculture; albeit more recent in origin, as emphasized by its inclusion within the <i>Modern Improved Fields</i> HLCT. Land defined as <i>Piecemeal Enclosure</i> HLCT comprises the southern limit of the Parcel.</li> </ul>	L-M
<b>Form, density, identity and setting of existing settlement/ development</b>	<ul style="list-style-type: none"> <li>The Parcel forms part of the undeveloped setting to the north west of existing dwellings in Carlton.</li> </ul>	M
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>The low-lying topography combined with intervening vegetation results in the visual containment of long range views.</li> <li>Skyline features include the spire of the Parish Church of Saint Mary and the distinctive upper extents of Carlton Towers. These features protrude above the horizon in views looking east from Hanger Lane.</li> <li>Drax Power Station forms a prominent feature in north easterly views from the Parcel, visible against the skyline.</li> <li>Networks of electricity pylons and telegraph poles cross the Parcel broadly parallel the Drax Branch Rail Line, forming vertical features.</li> </ul>	L-M
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>Public Footpaths 35.18/4/1 and 35.18/6/1 radiate north westerly from the settlement edge of Carlton, providing wider access across the Drax Branch Rail Line. An additional track open to the public follows the alignment of agricultural drainage ditches north of Low Street.</li> <li>Accommodated immediately parallel the carriageway of Linwith Lane, Public Footpath 35.18/5/1 bisects the Parcel north west to south east.</li> <li>Defined as a Local Amenity Space ('saved' Policy within the Selby District Local Plan (2005)), Carlton Cemetery abuts the south eastern boundary of the Parcel on the A1041 Station Road. An area of allotments immediately west of this boundary is also encompassed within Policy RT1 Recreational Open Space.</li> <li>The route of NCN 62 crosses the Parcel, following Hirst Road.</li> </ul>	M
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>There is reduced tranquillity due to the proximity of the Drax Branch Rail Line and the auditory influence of the A1041 Station Road, introducing noise and movement to the landscape.</li> </ul>	M

## Representative photographs



### Notes on any variations in landscape sensitivity

There are no significant variations in landscape sensitivity within the Parcel.

### Overall development guidelines

Development in the western sections of the Parcel would adversely affect the form of the linear settlement which is currently centred on the route of the A1041 Station Road.

## Landscape Assessment Parcel CA3: Carlton Park

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>The Parcel occupies low lying land immediately east of the corridor of the A1041 High Street. Bisected by this route, Ell Pond forms the southern extent of the Parcel.</li> </ul>	L
<b>Natural character</b>	<ul style="list-style-type: none"> <li>The Parcel is characterised by the designed landscape of Carlton Towers, now a hotel and private hire venue. The Parcel exhibits an estate character within the wider landscape.</li> <li>The southern extent of the Parcel lies within the ratified SINC site at Ell Pond and Ell Pond Plantation.</li> <li>The landscape has a strong network of mature woodland associated with the wider parkland setting provides visual enclosure. These woodland tracts are identified within the Priority Habitats Inventory as well as an area of lowland fen adjacent Ell Pond.</li> </ul>	M-H
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>Carlton Towers (Grade I listed) as well as associated gates, railings, piers and folly (grade II listed) are all encompassed within the Parcel extent.</li> <li>A cluster of Grade II listed buildings line the route of the A1041 High Street, located within close proximity to the western boundary of the Parcel.</li> <li>The Parcel partially encompasses land defined as Carlton Towers within Policy ENV 16 <i>Historic Parks and Gardens</i> within the <i>Selby District Local Plan</i> (2005). Although not included within the national register of Parks and Gardens of National Historic Interest maintained by Historic England, the site is described as significant within Policy ENV 16 due to its local historical interest.</li> <li>The HLC indicates that the Parcel forms a legacy of a designed landscape, wholly encompassed within the <i>Unidentified Parkland</i> HLCT.</li> </ul>	H
<b>Form, density, identity and setting of existing settlement/ development</b>	<ul style="list-style-type: none"> <li>Much of the pattern of ribbon development along the A1041 High Street forms a mix of buildings with a strong local vernacular. The predominantly building materials are brick or white-washed render and create a uniform character. The Parcel provides a contribution to the setting of the settlement.</li> <li>Accessed via the A1041 High Street, the main entrance is located at the Parcel's southern extent and demarcated by stone pillars and iron railings. A secondary entrance characterised by red brick piers and walling lies to the north. Both access points are private with no public access available.</li> </ul>	M-H
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>There are limited views into and out of the Parcel from publically accessible viewpoints due to the extent of boundary vegetation affording visual enclosure.</li> <li>Views into the Parcel along the corridor of the A1041 High Street are visually constrained further by the brick boundary wall demarcating the Parcel.</li> <li>The upper extents of Carlton Towers form a distinctive feature on the skyline in views within Carlton.</li> </ul>	L-M
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>With the exception of Public Footpath 35.18/7/1 which runs broadly parallel the route of Mill Lane, the Parcel is devoid of public access.</li> <li>NCN 62 crosses the Parcel, following the A10401 High Street.</li> </ul>	L
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>The proliferation of boundary vegetation along the Parcel's northern boundary at Mill Lane and the brick boundary wall parallel the A1041 High Street contribute to a sense of visual containment.</li> <li>The Parcel exhibits a strong sense of time-depth due to the presence of Carlton Towers and the adjacent designed parkland.</li> </ul>	M

## Representative photographs



Private access to Carlton Towers on the A1041 High Street



Brick boundary wall running parallel the A1041 High Street



Main entrance to Carlton Towers from A1041 High Street

### Notes on any variations in landscape sensitivity

Located, beyond the limit of the designed landscape setting, land at the northern extent of the Parcel on Mill Lane would be of reduced landscape sensitivity to small-scale carefully designed residential development.

### Overall development guidelines


Development within the Parcel would be incongruous with the existing pattern of ribbon development, centred on the A1041.


## Carlton

Overall assessment of landscape sensitivity to development scenarios			
	Landscape Assessment Parcel CA1	Landscape Assessment Parcel CA2	Landscape Assessment Parcel CA3
<b>2-3 storey residential housing</b>	<b>L-M</b>	<b>M</b>	<b>M-H</b>
<p>Few of the key characteristics and qualities of CA1 are vulnerable to change as a result of the introduction of the development scenario, resulting in an overall <b>low-moderate sensitivity</b>. CA2 exhibits an overall <b>moderate sensitivity</b> in virtue of the distinctive characteristics and valued qualities that may be vulnerable to change as a result of the development scenario. These features include natural character, proliferation of recreational assets and the role the Parcel plays in forming the undeveloped setting to existing dwelling to the north west of Carlton. However, the historic landscape character of CA3 forms a key quality that is vulnerable to change due to the introduction of the development scenario, resulting in a <b>moderate-high sensitivity</b>. Development in CA3 is likely to result in a change in character and/or some significant adverse effects on landscape character and visual amenity.</p>			

Selby District Council  
Landscape Sensitivity  
Assessment


Landscape - Carlton

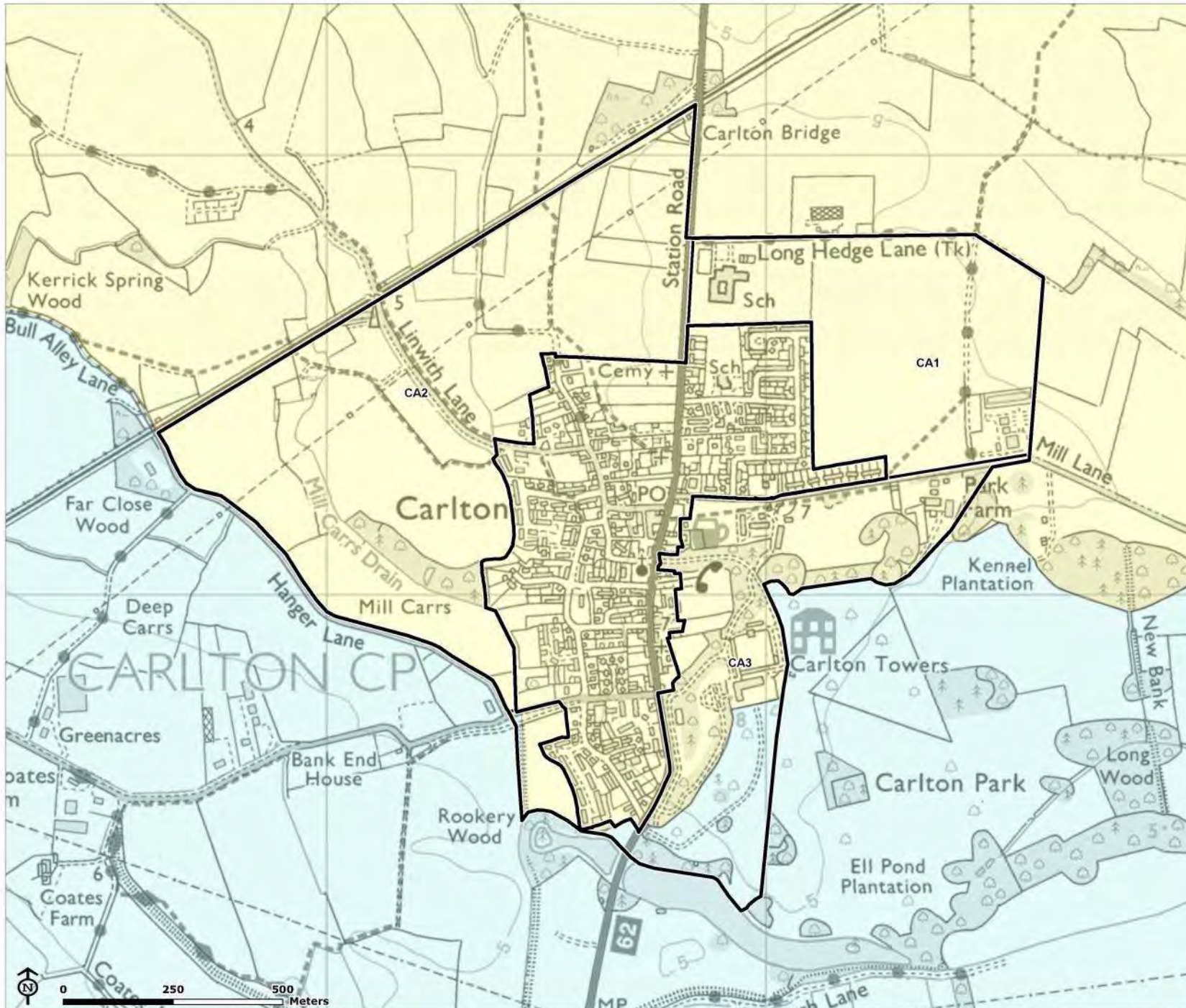
 Selby District

 Assessment Parcel

LUC Landscape Character Area

 Aire Valley

 Camblesforth Farmland



Map Scale @A3: 1:8,500

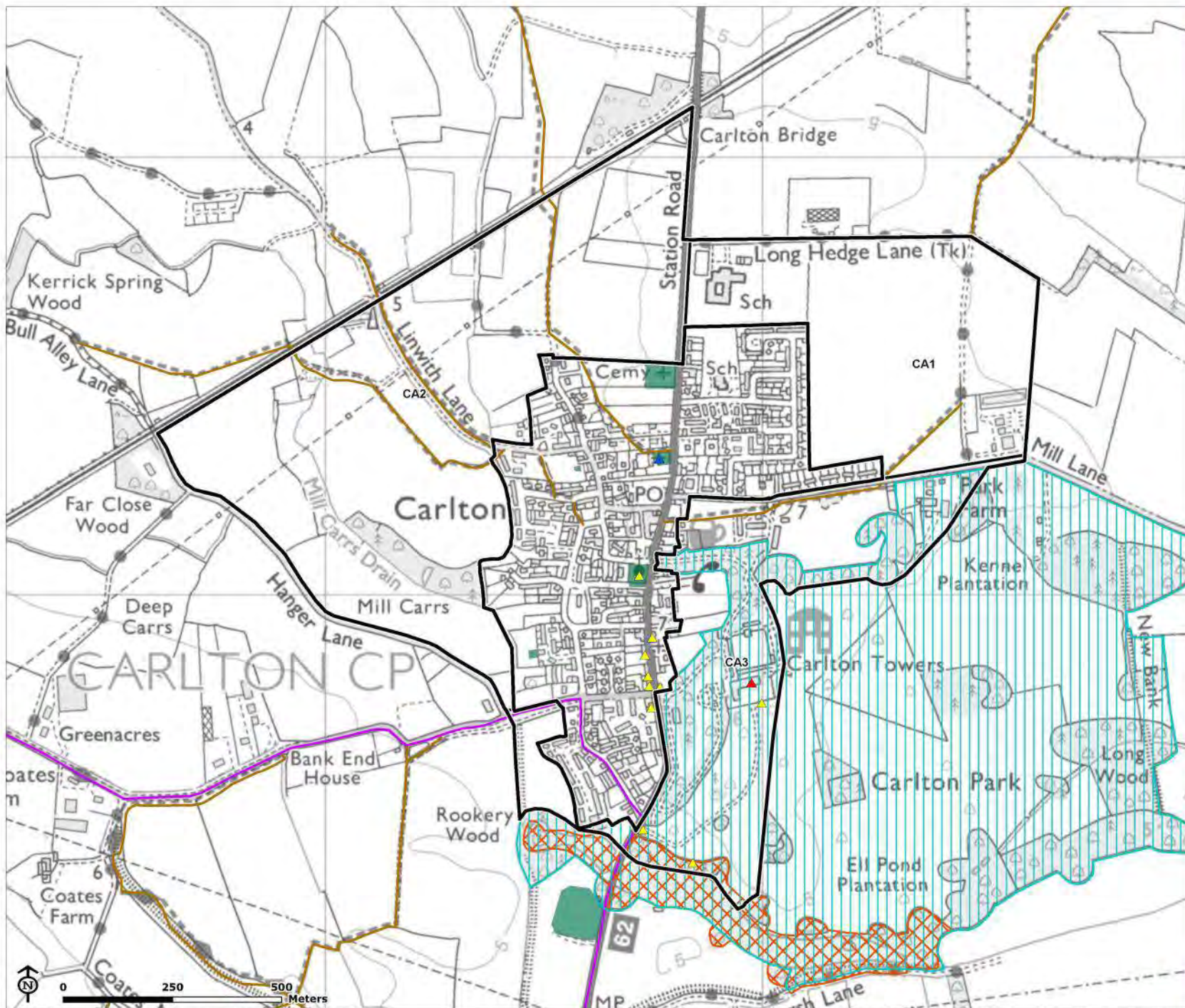




Selby District Council  
Landscape Sensitivity  
Assessment

Biodiversity, Historic Environment  
and Recreation - Carlton

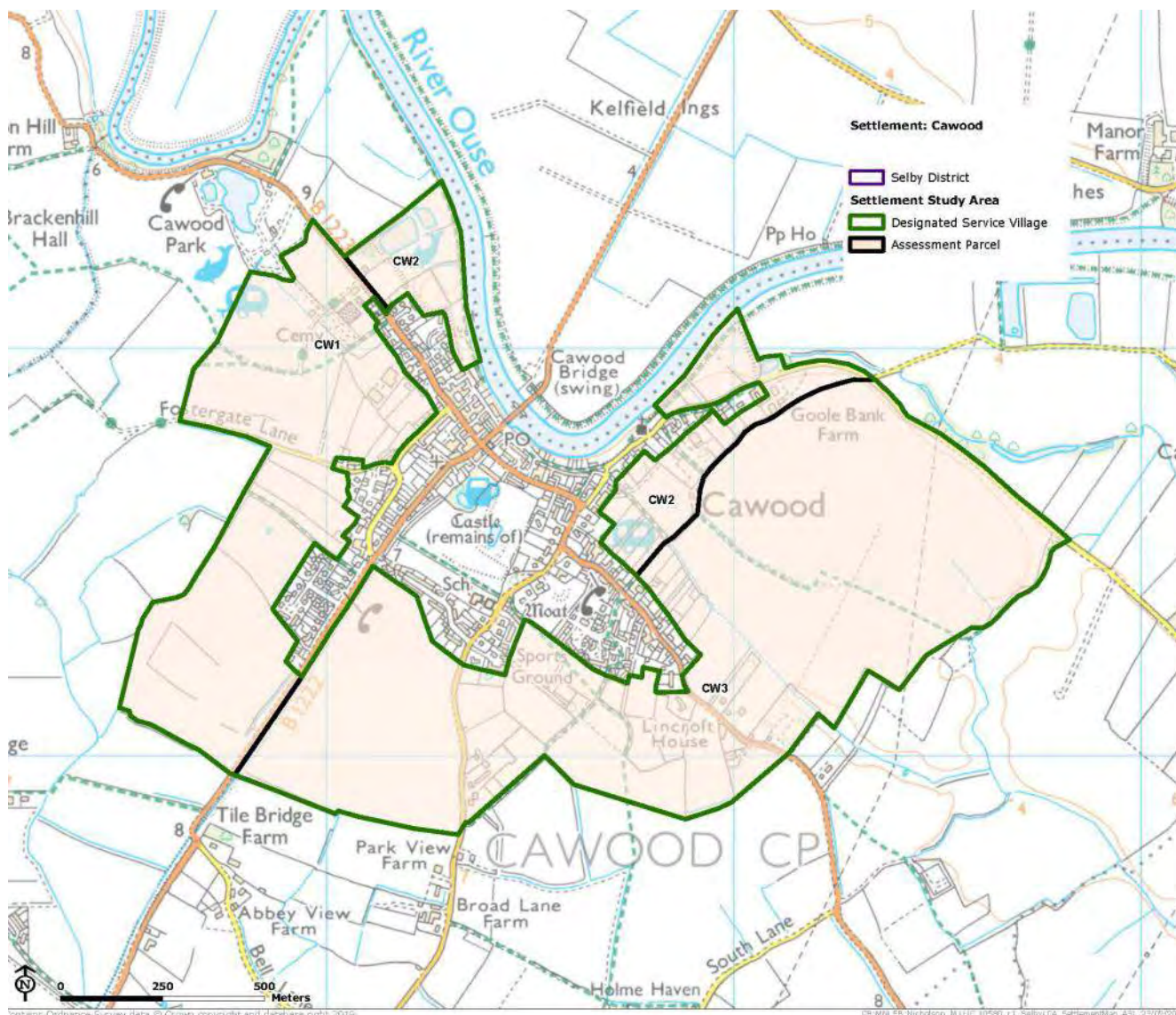
- Selby District
- Assessment Parcel
- SINC
- Listed Building Grade I
- Listed Building Grade II\*
- Listed Building Grade II
- Historic Parks & Gardens
- National Cycle Network (NCN)
- Footpath
- Open Greenspace



Map Scale @A3: 1:8,500



## Cawood



### Location and summary of landscape character

#### Summary of published landscape character

The settlement of Cawood lies within **Farmed Lowland and Valley Landscapes** Primary Landscape Unit, as defined within the *North Yorkshire and York Landscape Characterisation Project (2011)*. This PLU is further refined into **Levels Farmland** Landscape Character Type (LCT) which characterises large sections of the study area and is characterised by large scale low-lying arable land use. Dykes follow the rectilinear field patterns and industrial scale farm buildings, major energy and transport infrastructure features are evident in views. The northern extent of the study area lies within landscape defined as **River Floodplain LCT**, in virtue of its proximity to the River Ouse.

The *Selby Landscape Character Assessment (2019)* divides the study area of Cawood into **LCA 5: Ouse Valley** and **LCA 12: North Selby Farmland**. Characterised by the low-lying floodplain of the River Ouse, the study area to the north comprises vegetated flood embankments and localised areas of wetland and marsh. To the south, the *key characteristics* of LCA 12: North Selby Farmland include predominantly flat farmland with a strong presence of woodland and medium-large scale field patterns.

## Definition of landscape assessment parcels

Refinement of study area boundary and definition of assessment parcels						
Boundary of study area	Criteria to define final refinement of study area boundary					Notes
	River / canal corridors	Infrastructure corridors	Existing landscape feature	Alignment of minor road / PRow	Adjoins adjacent study area / LPA	
North	✓					Corridor of the River Ouse.
East			✓	✓		Agricultural field boundaries linking the alignments of minor roads.
South			✓	✓		Agricultural field boundaries linking the alignments of minor roads.
West			✓	✓		Agricultural field boundaries linking the alignments of minor roads.

Definition of assessment parcels within Cawood:

- **CW1: Cawood Western Fringes;**
- **CW2: River Ouse Corridor; and**
- **CW3: Cawood Southern Fringes.**

## Landscape Assessment Parcel CW1: Cawood Western Fringes

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>The Parcel forms part of the wider low-lying floodplain of the River Ouse, characterised by mixed agriculture of varying scales. Smaller patterns of enclosure typify the farmland to the west of Chestnut Road at the settlement edge, increasing towards the western boundary of the Parcel at Fostergate Lane.</li> <li>The Parcel is drained by a network of ditches that form common field boundaries and run parallel the southern boundary of Fostergate Lane.</li> </ul>	L
<b>Natural character</b>	<ul style="list-style-type: none"> <li>Bound by hedgerows, drainage ditches or timber post and rail fencing, the Parcel comprises mixed agriculture. Hedgerow field boundaries within the south of the Parcel are somewhat fragmented.</li> <li>Woodland cover is limited to land bordering Fostergate Lane as well as a tree belt to the south west of Townend Close Farm. Hedgerow trees provide some enclosure.</li> <li>The Parcel does not contain any land identified within the Priority Habitats Inventory.</li> </ul>	L-M
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>The Parcel partially encompasses land at the settlement edge which lies within Cawood Conservation Area.</li> <li>The HLC indicates the Parcel is influenced by the proximity of the settlement edge, with land defined as <i>Planned Estate</i> HLCT. However, agricultural enclosures characterise the predominant land use within the Parcel. <i>Strip Fields</i> HLCT of medieval origin lie to the rear of properties on the B1223 and B1222. With the exception of an area of <i>Piecemeal Enclosures</i> HLCT to the north of the Parcel, the remaining land use is described as <i>Modern Improved Fields</i> HLCT.</li> </ul>	M
<b>Form, density, identity and setting of existing settlement/development</b>	<ul style="list-style-type: none"> <li>The existing settlement edge is fairly well contained with vegetated soft boundaries.</li> <li>The Parcel does not play a key role in preventing settlement coalescence to the west.</li> </ul>	M
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>Views towards the existing settlement edge are softened by tree cover to the south west of Townend Close Farm and parallel Fostergate. Vegetation within private gardens also partially screens views towards residential properties on Castle Close and Wolsey Avenue.</li> <li>The extent of vegetation at the settlement edge visually integrates the existing settlement into the surrounding landscape.</li> <li>Human influence is provided by a network of telegraph poles, forming vertical features in the view.</li> </ul>	L-M
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>A network of PRoW, incorporating Public Footpaths 35.20/2/2, 35.20/2/1 and 35.20/22/1 radiate from the B1223. Terminating at Fostergate Lane, Public Footpath 35.20/20/1 provides a connection to the B1222. The Parcel incorporates Cawood Cemetery and borders Cawood Holiday Caravan Park at its northern extent.</li> </ul>	L-M
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>Skylines are largely undeveloped and formed of successive lines of hedgerow field boundaries and woodland blocks. However, views to the settlement edge and agricultural buildings are available.</li> <li>Low cut hedgerows and long views create a sense of openness and expansiveness.</li> </ul>	L-M

## Representative photographs



### Notes on any variations in landscape sensitivity

Land adjoining the existing settlement edge or located on the corridors of the B1222 or B1223 would be of reduced landscape sensitivity to residential development compared with the undeveloped agricultural land to the west.

Development within the Parcel would potentially be at odds with the nucleated form of Cawood, albeit ribbon development is evident along the corridors of the B1222 and the B1223.

## Landscape Assessment Parcel CW2: River Ouse Corridor

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>The River Ouse forms a key natural landscape feature, bounding the Parcel to the north and east.</li> <li>The Parcel is flat and low-lying, influenced by the proximity of the river corridor. Topographical variation is limited to man-made flood embankments lying to the rear of residential properties on the B1223 and to the north of Church End.</li> </ul>	L
<b>Natural character</b>	<ul style="list-style-type: none"> <li>Arable land use devoid of boundary treatments parallel the B1223 defines the land use at the northern extent of the Parcel.</li> <li>Riparian vegetation along the riverside contributes positively to the character of the Parcel.</li> <li>The eastern portion of the Parcel accommodates a caravan site, interspersed within small irregular arable fields. Field boundaries are predominantly fragmented hedgerows or post and rail fencing.</li> <li>The ratified SINCS site at Kelfield Ings borders the opposing banks of the River Ouse.</li> <li>Located to the south of Church End, the Parcel incorporates two areas identified as <i>Traditional Orchard</i> within the Priority Habitats Inventory.</li> </ul>	M
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>Incorporating the river frontage, large sections of the Parcel are defined as part of Cawood Conservation Area. A number of grade II listed buildings also abut the Parcel, centred on the route of Church End. Cawood Bridge (grade II listed) forms a distinctive feature within the settlement itself.</li> <li>With the exception of a small section of land described as <i>Modern Improved Fields</i> HLCT at the eastern extent of the Parcel, the HLC indicates the agricultural land within the Parcel is defined as both <i>Piecemeal Enclosures</i> HLCT and <i>Unknown Planned Enclosure</i> HLCT. Land is also partially encompassed within <i>Settlement</i> HLCT in virtue of its proximity to the settlement edge and historic village core.</li> </ul>	M-H
<b>Form, density, identity and setting of existing settlement/development</b>	<ul style="list-style-type: none"> <li>The river frontage provides a significant contribution to the setting of the settlement, providing key views.</li> </ul>	M
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>Riverside trees provide framed views along the river corridor. The extent of vegetation offers visual enclosure and precludes open views to the north and east. The nature of flood embankment earthworks also provides partial visual containment to views looking west from the Parcel.</li> <li>Views are available to the grade II listed Cawood Bridge which accommodates the B1222 across the River Ouse.</li> <li>The eastern extent of the Parcel affords views to the upper extents of All Saints' Church (grade I listed).</li> <li>The contrast provided between the white caravans and the wider riverside setting increases the perceived visibility of the Parcel within the landscape.</li> </ul>	L-M
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>Public Footpaths 35.20/1/2 and 35.20/17/1 follow the meandering channel of the River Ouse. The locally promoted Wolsey Walk also lies parallel the river at this location.</li> <li>A network of PRoW (35.20/9/1, 35.20/12/1, 35.20/12/3, 35.20/14/1 and 35.20/15/1) radiate from the eastern extent of the existing settlement edge, following the alignment of existing field boundaries.</li> <li>Picnic benches bordering the riverside and fishing lake to the north provide local landscape value indicators.</li> </ul>	M
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>The Parcel is characterised by strong rural qualities with few urbanising features which contribute to an increase in perceived tranquillity.</li> </ul>	M

## Representative photographs



Arable farmland on the village approach to Cawood on the B1223



Caravan site located to the south of Church End



Southerly views towards Cawood Bridge which spans the River Ouse

### Notes on any variations in landscape sensitivity

Development of land which would disrupt or preclude distinctive riverside views would be of increased landscape sensitivity to residential development.

### Overall development guidelines

Development of the Parcel would result in the perceived urbanisation of the floodplain of the River Ouse. However, the settlement extent would continue to be contained to the north by this river corridor.

## Landscape Assessment Parcel CW3: Cawood Southern Fringes

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>The Parcel is dissected by a series of drainage ditches that drain into the River Ouse.</li> <li>The land use is intensively farmed and comprised of predominantly large scale flat open fields. Smaller scale fields generally adjoin the settlement edge.</li> </ul>	<b>L</b>
<b>Natural character</b>	<ul style="list-style-type: none"> <li>Although predominantly fragmented, hedgerows contribute to the rural quality of the Parcel. However, the proximity of the existing settlement edge as well as municipal hedgerows and amenity grass at Cawood Sports Ground provide a suburban character.</li> <li>The Parcel incorporates Cawood Cricket Club and land use at Cawood Playing Fields at the existing settlement edge.</li> <li>Accessed via the B1223, the Parcel encompasses two areas of land identified as <i>Traditional Orchard</i> within the Priority Habitats Inventory.</li> </ul>	<b>L-M</b>
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>The boundary of Cawood Conservation Area adjoins the Parcel to the north, incorporating a section within the Parcel itself to the rear of Wistowgate.</li> <li>Kensbury Moated Site Scheduled Monument borders the northern extent of the Parcel.</li> <li>The Parcel is influenced by agricultural enclosures, comprised of both <i>Unknown Planned Enclosure</i> HLCT and <i>Modern Improved Fields</i> of twentieth century origin.</li> </ul>	<b>M</b>
<b>Form, density, identity and setting of existing settlement/ development</b>	<ul style="list-style-type: none"> <li>The extent of boundary vegetation provides visual integration at the existing settlement edge.</li> </ul>	<b>M</b>
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>The lack of boundary hedgerow parallel minor roads in the Parcel affords open views across the agricultural land use. However, successive intervening vegetation and hedgerows provide a wooded horizon and a degree of visual containment in long distance views.</li> <li>Skylines are predominantly undeveloped although telegraph poles cross the arable land use and form vertical features in an otherwise flat landscape.</li> </ul>	<b>M</b>
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>Defined as Open Greenspace, the Parcel incorporates land at Cawood Sports Ground.</li> <li>Oxfield Lane accommodates the route of Public Footpath 35.20/12/2, providing a connection to Marsh Lane.</li> <li>Public Footpath 35.20/5/1 crosses the boundary of Cawood Sports Ground, located at the settlement's southern edge. This route forms an intersection with Public Footpaths 35.20/8/1, 35.20/5/1 and 35.20/5/2 which cross the agricultural landscape.</li> <li>Land defined as a <i>Local Amenity Space</i> within Policy ENV29 of the <i>Selby District Local Plan</i> (2005) lies immediately north of Cawood Sports Ground.</li> </ul>	<b>L-M</b>
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>The Parcel exhibits some rural qualities but is influenced by human activity and the proximity of the southern residential edge of Cawood. Although the Parcel is not settled, the presence of recreational facilities at the settlement edge creates a partially suburban character to the south.</li> </ul>	<b>L-M</b>



## Representative photographs



Arable farmland adjacent the B1223 Wistowgate



View looking north towards residential properties on Keesbury Park



Cawood Playing Fields, including Cawood Cricket Club, at the settlement's southern edge

### Notes on any variations in landscape sensitivity

Land adjoining the existing settlement edge has a reduced landscape sensitivity compared to the undeveloped portions of the Parcel to the south.

### Overall development guidelines

With the exception of linear development along the minor roads which radiate from the settlement, development of the Parcel would appear discordant with the existing settlement pattern.

## Cawood

### Overall assessment of landscape sensitivity to development scenarios

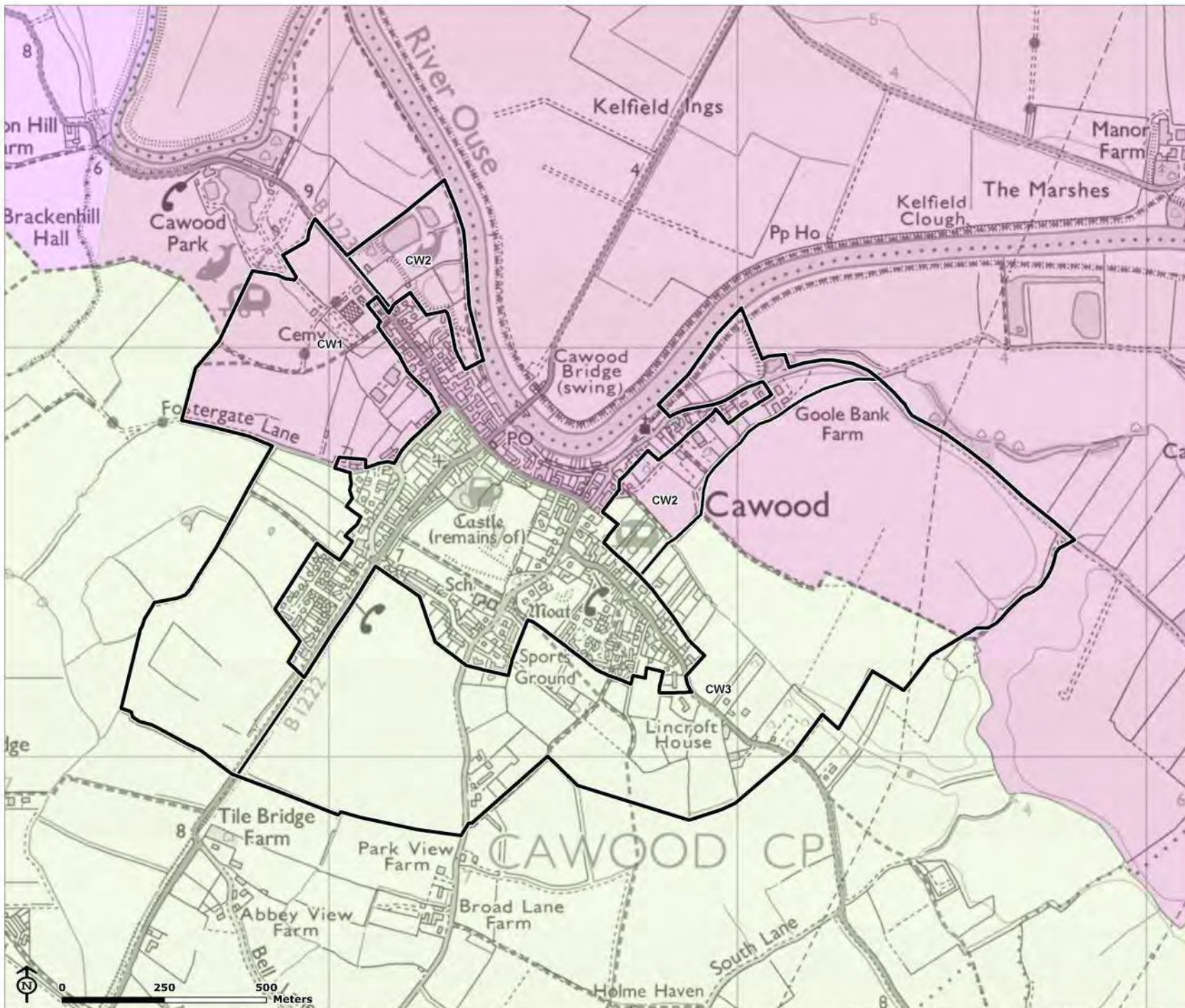
	Landscape Assessment Parcel CW1	Landscape Assessment Parcel CW2	Landscape Assessment Parcel CW3
<b>2-3 storey residential housing</b>	<b>L-M</b>	<b>M</b>	<b>L-M</b>

Few of the key characteristics and qualities of the landscape at both CW1 and CW3 are sensitive to change as a result of the introduction of the development scenario, resulting in an **overall low-moderate sensitivity** judgement. However, the nature of the river frontage, the inclusion of large sections of the Parcel within Cawood Conservation Area and the proximity of listed buildings / structures dictates that CW2 exhibits an **overall moderate sensitivity** to the introduction of the development scenario.

**Selby District Council  
Landscape Sensitivity  
Assessment**

**Landscape - Cawood**

- Selby District
- Assessment Parcel
- LUC Landscape Character Area**
- Wharfe Valley
- Ouse Valley
- North Selby Farmland



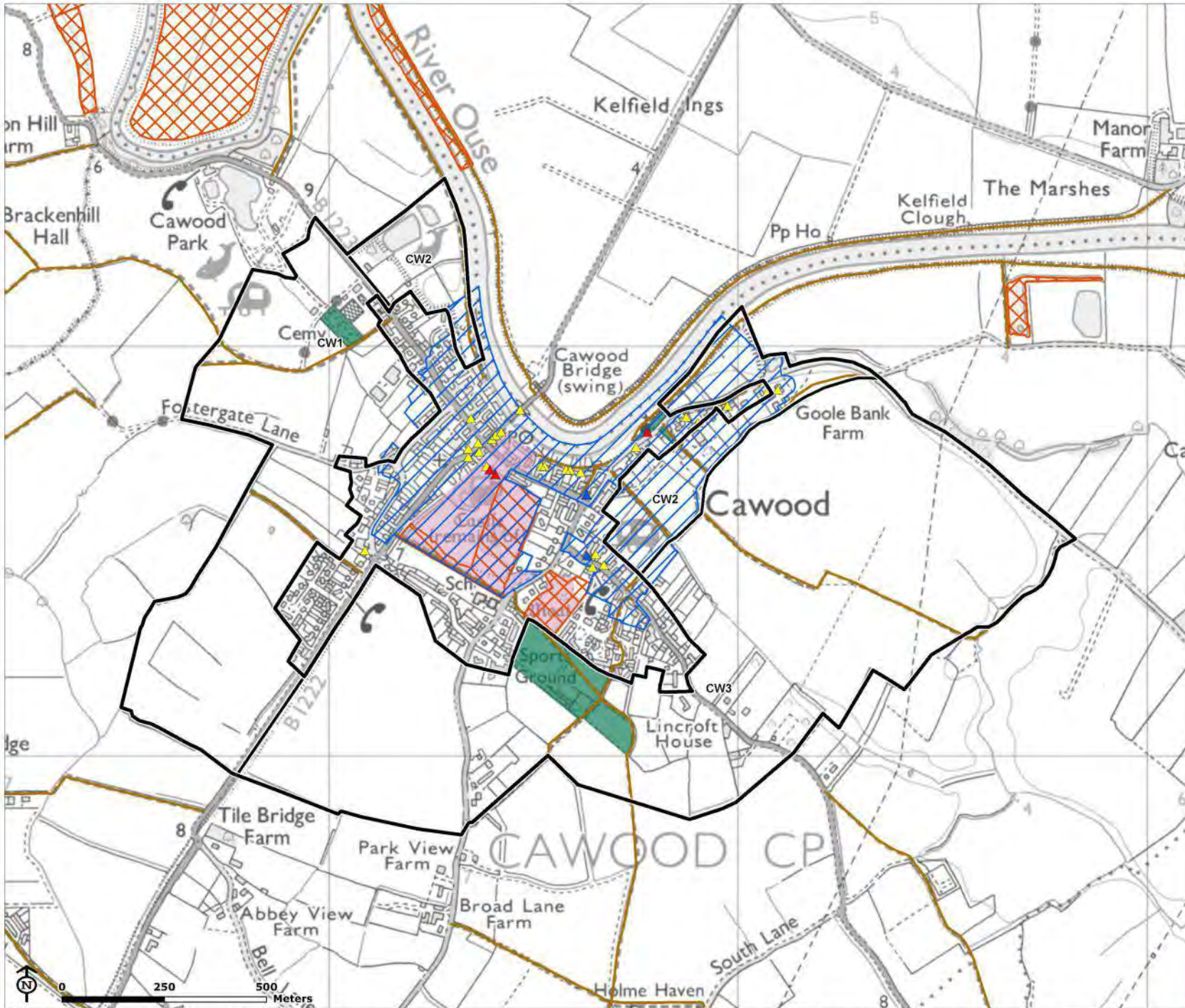
Map Scale @A3: 1:9,100



**Selby District Council  
Landscape Sensitivity  
Assessment**

**Biodiversity, Historic Environment  
and Recreation - Cawood**

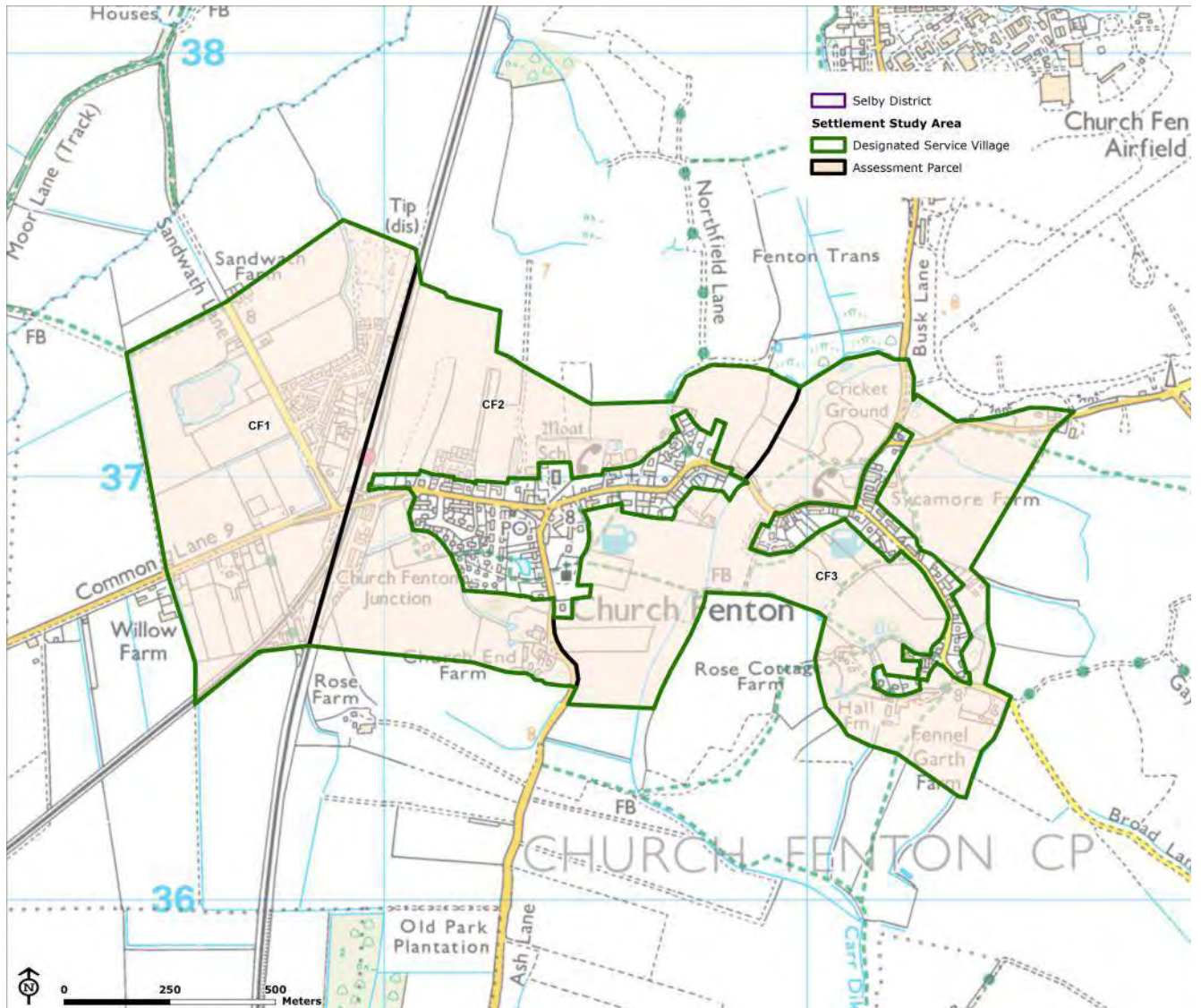
-  Selby District
-  Assessment Parcel
-  SINC
-  Listed Building Grade I
-  Listed Building Grade II\*
-  Listed Building Grade II
-  Conservation Area
-  Scheduled Monument
-  Footpath
-  Open Greenspace



Map Scale @A3: 1:9,100



## Church Fenton



### Location and summary of landscape character

#### Summary of published landscape character

The settlement of Church Fenton lies within **Farmed Lowland and Valley Landscapes** Primary Landscape Unit (PLU), as defined within the *North Yorkshire and York Landscape Characterisation Project (2011)*. This PLU is further refined into **Levels Farmland** Landscape Character Type (LCT) where the *Key Characteristics* include large scale low-lying arable land defined by rectilinear field patterns. Industrial scale farm buildings as well as major energy and transport infrastructure features are evident in views.

The *Selby Landscape Character Assessment (2019)* identifies land encompassing the large areas of the study area of Church Fenton as **LCA 11: Sherburn Farmland**. Flat low-lying arable farmland predominates, with a sparse settlement pattern. Field boundaries are frequently delineated by ditches due to limited tree cover or hedgerows. The north eastern extent of the study area lies within land defined as **LCA 12: North Selby Farmland**. The key characteristics of the LCA include flat farmland with a strong presence of woodland and medium-large scale field patterns.

## Definition of landscape assessment parcels

Refinement of study area boundary and definition of assessment parcels						
Boundary of study area	Criteria to define final refinement of study area boundary					Notes
	River / canal corridors	Infrastructure corridors	Existing landscape feature	Alignment of minor road / PRoW	Adjoins adjacent study area / LPA	
North			✓			Routes of PRoW, field boundaries and Leeds East Airport Additional Site
East			✓			Routes of PRoW and field boundaries.
South			✓			Routes of PRoW and field boundaries.
West		✓		✓		Land to the west of the rail line and adjacent Sandwath Lane / Common Lane.

Definition of assessment parcels within Church Fenton:

- **CF1: Land to the West of the Hull-York Rail Line;**
- **CF2: Land to the East of Hull-York Rail Line; and**
- **CF3: Church Fenton South Eastern Fringes.**

To the north east of CF3 is Leeds East Airport, one of the ten additional areas considered in Appendix 3.

## Landscape Assessment Parcel CF1: Land to the West of the Hull-York Rail Line

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>Flat low-lying mixed farmland characterises the Parcel, lying at less than 10 m AOD.</li> <li>Drainage ditches delineate field boundaries at the northern extent of the Parcel and off Sandwath Lane.</li> <li>Sandwath Lake is a private fishing lake, accessed via Sandwath Lane. Direct views towards the water body are screened by the extent of boundary vegetation.</li> <li>The Parcel comprises a disused tip at its northern limit.</li> </ul>	L
<b>Natural character</b>	<ul style="list-style-type: none"> <li>Pastoral farmland divided by hedgerows and post and wire fencing characterises the land use to the south of Common Lane. Field sizes to the east of Willow Farm are generally small with mature boundary treatments providing enclosure. To the north, arable land use predominates with field sizes rectilinear and medium in scale.</li> <li>Tree cover is limited to land bordering Common Lane to the north and boundary vegetation at Sandwath Lake. Hedgerow trees provide some visual enclosure.</li> <li>The Parcel does not contain any land identified within the Priority Habitats Inventory.</li> </ul>	L-M
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>The Parcel does not contain any known heritage features or make a significant contribution to the landscape setting of any heritage features.</li> <li>Land lying within the corridor of the Selby Rail Line is defined as <i>Communications</i> HLCT. The HLC indicates that a pattern of agricultural enclosures also characterise the Parcel, comprised of <i>Planned Large Scale Parliamentary Enclosure</i> HLCT to the west of Sandwath Lane and <i>Modern Improved Fields</i> HLCT to the east of this route.</li> </ul>	L
<b>Form, density, identity and setting of existing settlement/development</b>	<ul style="list-style-type: none"> <li>Church Fenton is characterised by a linear settlement pattern, centred on the route of Common Lane and Main Street.</li> <li>Existing settlement extends west across the route of Hull-York Rail Line.</li> <li>The Parcel is wholly encompassed with land defined as <i>Green Belt</i> within Policies GB1, GB2 and GB4 of the <i>Selby District Local Plan</i> (2005). Green belt is a planning designation that seeks to maintain openness between settlements rather than act as an indication of landscape quality.</li> </ul>	L-M
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>Long distance views into and out of the Parcel are restricted by successive hedgerow field boundaries in the middle ground and the lack of topographical variation. Views towards the settlement edge are also filtered due to the extent of this vegetation.</li> <li>The Hull-York Rail Line lies at grade at the eastern extent of the Parcel. Although not visually prominent, the Parcel offers views towards moving trains at Church Fenton Junction due to the lack of dense vegetation bordering the corridor.</li> <li>A network of telegraph poles parallel with Common Lane and crossing Sandwath Lane form vertical features within the landscape.</li> </ul>	L-M
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>With the exception of Public Footpath 35.22/1/1 which connects with Sandwath Lane, the Parcel is devoid of PRoW, though Sandwath Lane enables access to other routes to the north.</li> <li>Defined as areas of <i>Open Greenspace</i>, the Parcel encompasses Church Fenton Bowling Club on Common Lane as well as a play area on Sandwath Drive.</li> <li>Recreational opportunities are also available at Sandwath Lake, a private fishing lake.</li> </ul>	L-M
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>Noise intrusion from the Hull-York Rail Line impacts on the Parcel's tranquillity.</li> <li>Development of the Parcel would result in the perceived incremental extension of the settlement edge to the west.</li> </ul>	L-M

## Representative photographs



### Notes on any variations in landscape sensitivity

Reflecting the linear settlement form, land adjoining Common Lane would be of reduced landscape sensitivity to residential development.

### Overall development guidelines

Development in the Parcel, particularly along Common Lane, would not be at odds with the existing settlement form around Common Lane, though it would be separate from the village core to the east.



## Landscape Assessment Parcel CF2: Land to the East of Hull-York Rail Line

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>The Parcel is low-lying with the agricultural land use exhibiting little topographical variation. However, the bridge crossing the Hull-York Rail Line on Common Lane provides a locally elevated vantage point.</li> <li>Intensively farmed fields at the settlement edge typify the Parcel, divided by land use at Church Fenton Station and the urban frontage of Station Road.</li> </ul>	L
<b>Natural character</b>	<ul style="list-style-type: none"> <li>Arable land use predominates, arranged within irregular sized fields of varying scales.</li> <li>Tree cover is generally limited to areas at the settlement edge, including land to the south of Brockley Close and to the west of Kirk Fenton Primary School. Hedgerow trees provide additional visual enclosure.</li> <li>The Parcel does not contain any land identified within the Priority Habitats Inventory.</li> </ul>	L-M
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>The Parcel does not contain any known heritage features or make a significant contribution to the landscape setting of any heritage features.</li> <li>With the exception of areas of <i>Communications</i> HLCT associated with the Hull-York Rail Line and <i>Settlement</i> HLCT to the south, the Parcel is influenced by a pattern of agricultural enclosures. <i>Strip Fields</i> HLCT as well as <i>Modern Improved Fields</i> HLCT characterise the land use of the Parcel.</li> </ul>	L-M
<b>Form, density, identity and setting of existing settlement/development</b>	<ul style="list-style-type: none"> <li>The Parcel provides an undeveloped setting to residential properties at the settlement edge of Church Fenton.</li> <li>Ribbon development along Station Road and Main Street characterises the existing settlement form.</li> </ul>	L-M
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>Views towards the settlement edge are filtered by existing vegetation, although recent residential developments forming the frontage of Station Road are less visually integrated.</li> <li>The lack of hedgerows bordering Northfield Lane affords views and a degree of intervisibility with the wider agricultural land use, albeit backgrounded by the extent of woodland west of Busk Lane.</li> <li>Views are generally devoid of vertical man-made features, resulting in an undeveloped skyline.</li> <li>Trains are visible travelling at grade across the low-lying landform due to the limited extent of vegetation bordering the corridor.</li> </ul>	L-M
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>Land to the north of Station Road / Main Street is devoid of PRoW, although Northfield Lane forms a route open to public access.</li> <li>Public Footpath 35.22/2/1 borders the existing settlement edge, providing a link from Station Road to Church Street.</li> <li>Although not incorporated within the Parcel itself, the area adjoins religious grounds at St. Mary the Virgin Church.</li> </ul>	L
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>The Parcel is associated strongly with the existing settlement edge. Human influences such as the Hull-York Rail Line result in a reduction in perceived naturalness and tranquillity.</li> </ul>	L-M

## Representative photographs



### Notes on any variations in landscape sensitivity

Reflecting the linear settlement form, land adjoining Station Road / Main Street would be of reduced landscape sensitivity to residential development.

### Overall development guidelines

Ribbon development along existing routes within the Parcel would be in accordance with the general pattern and form of the village.

## Landscape Assessment Parcel CF3: Church Fenton South Eastern Fringes

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>The land use is comprised of mixed farmland or varying scales. Fields are generally irregular in shape and abut the existing settlement edge.</li> <li>Located within the floodplain of the River Wharfe, the Parcel is dissected by a network of drainage ditches forming wider linkages to Carr Dike.</li> </ul>	L
<b>Natural character</b>	<ul style="list-style-type: none"> <li>Arable farmland arranged within medium-large scale irregular fields defines the predominant land use of the Parcel. However, small to medium scale pastoral land use bound by hedgerows field boundaries and timber post and rail fencing is evident to the south of Main Street.</li> <li>With the exception of sections of Main Street, road corridors are delineated by hedgerows.</li> <li>Tree coverage formed by small woodland blocks and hedgerow provide a sense of enclosure.</li> <li>Pasture land to the south of Nanny Lane forms a ratified SINC site.</li> </ul>	M
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>The Parcel does not contain any known heritage features. However, the western boundary of the Parcel adjoins the carriageways of both Main Street and Church Street where a number of grade II listed buildings are located. The grade I listed St. Mary's Church also lies immediately west of the Parcel on Church Street.</li> <li>World War II Airfield Defences at RAF Church Fenton Scheduled Monument lie immediately north of the Parcel on Brackenhill Lane.</li> <li>The Parcel is influenced by a pattern of agricultural enclosures. <i>Piecemeal Enclosure</i> HLCT and <i>Strip Fields</i> HLCT of medieval origin are interspersed with <i>Modern Improved Fields</i> HLCT and <i>Planned Large Scale Parliamentary Enclosure</i> HLCT. The Parcel also incorporates an area of <i>Planned Estate</i> HLCT due to the proximity of the existing settlement edge. The north eastern extent of the Parcel adjoins land defined as <i>Communications</i> HLCT, associated with Leeds East Airport (formerly Church Fenton Airfield).</li> </ul>	M
<b>Form, density, identity and setting of existing settlement</b>	<ul style="list-style-type: none"> <li>Although largely undeveloped, the Parcel is strongly associated with the settlement edge at Church Fenton, providing an undeveloped setting.</li> </ul>	M
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>Successive lines of vegetation provide a degree of visual enclosure, restricting open views across the agricultural landscape. However, long distance views are afforded to built form at the British Gypsum works on Fenton Lane.</li> <li>Views are available to the upper extents of St. Mary's Church on Church Street, protruding above the extent of boundary vegetation.</li> <li>Church Fenton Yorkshire Studios and Leeds East Airport are perceptible in views looking north from Busk Lane, contributing human influence.</li> </ul>	L-M
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>A network of PROW radiate from the settlement edge into the wider agricultural landscape. The routes largely follow existing field boundaries.</li> <li>Public Footpaths 35.22/8/1, 35.22/8/2 and 35.22/10/1 provide a wider connection from Church Street to Nanny Lane. These routes are intersected by Public Footpath 35.22/8/4, running broadly south west from Sycamore Farm.</li> <li>The Parcel encompasses a playing field to the south of Main Street as well as Church Fenton Cricket Club.</li> <li>Although not incorporated within the Parcel itself, the Parcel adjoins religious grounds at St. Mary's Church. This land is defined as <i>Local Amenity Space</i> within Policy ENV29 of the <i>Selby District Local Plan</i> (2005).</li> </ul>	L-M
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>Development would partially disrupt the existing linear settlement form. However, development of the Parcel along Main Street would form infill development and a continuation of the existing linear settlement form, albeit contributing to localised urbanisation. The sense of openness would also be disrupted at this part of the settlement edge.</li> </ul>	M

## Representative photographs



Small to medium scale pastoral land use



Recreation ground located north of Main Street



Availability of long distance views to the British Gypsum Works on Fenton Lane

### Notes on any variations in landscape sensitivity

Areas of enclosure at the settlement edge (excluding the SINC) would be less sensitive to residential development due to reduced visibility and intervisibility with the wider landscape.

### Overall development guidelines

The existing settlement edge is softened by vegetation within private gardens, boundary hedgerows and small woodland tracts. The extent of this vegetation would help to integrate potential small-scale development within the Parcel.

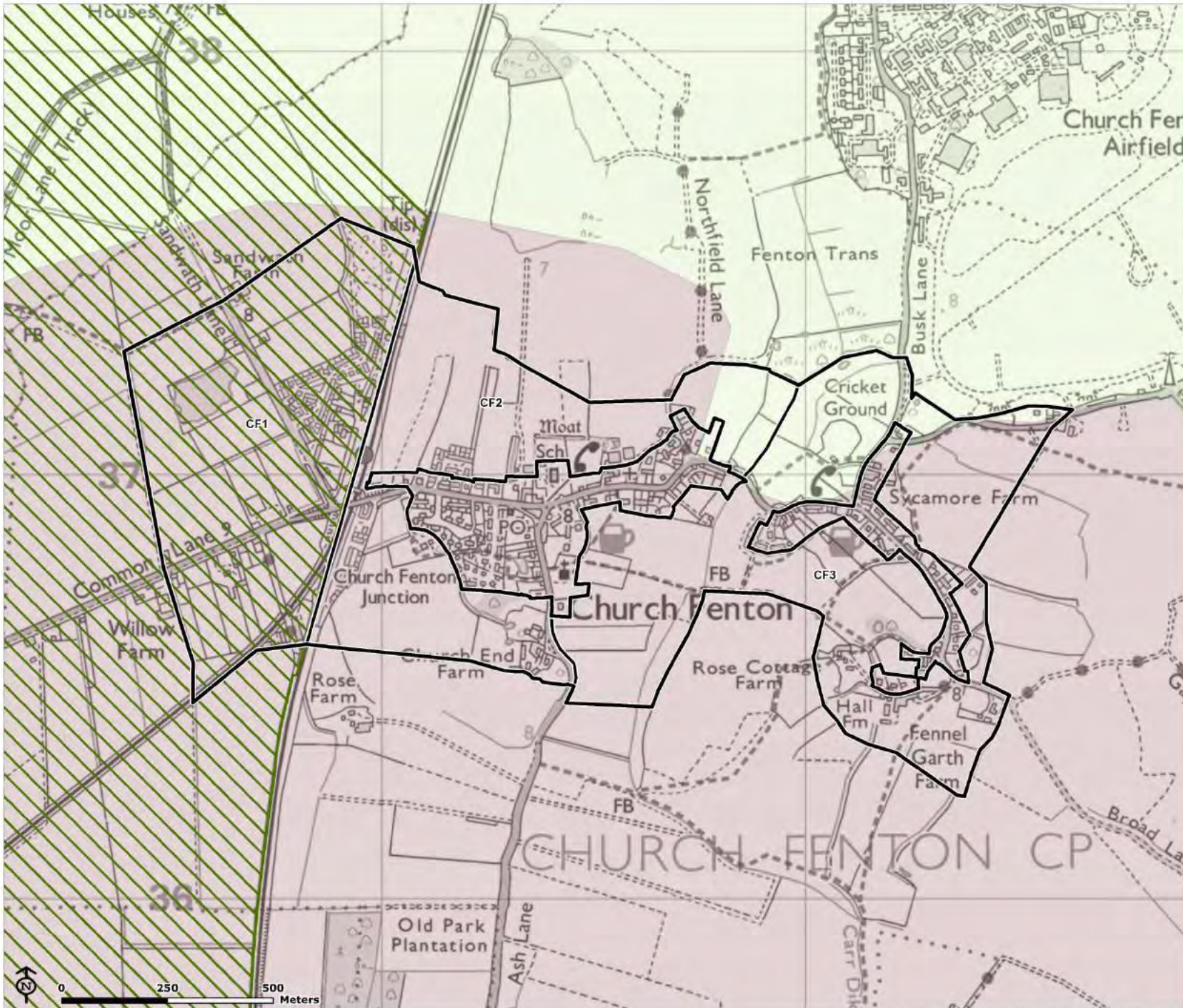
## Church Fenton

Overall assessment of landscape sensitivity to development scenarios			
	Landscape Assessment Parcel CF1	Landscape Assessment Parcel CF2	Landscape Assessment Parcel CF3
2-3 storey residential housing	L-M	L-M	M
Few of the key characteristics and qualities of CF1 and CF2 are vulnerable to change as a result of the introduction of the development scenario, resulting in overall <b>low-moderate sensitivity</b> . However, the combination of natural character and historic landscape features, coupled with the undeveloped setting the Parcel provides, dictate that CF3 would exhibit an <b>overall moderate sensitivity</b> to the introduction of the development scenario.			

Selby District Council  
Landscape Sensitivity  
Assessment

Landscape - Church Fenton

-  Selby District
-  Assessment Parcel
-  Green Belt
- LUC Landscape Character Area**
-  Sherburn Farmland
-  North Selby Farmland



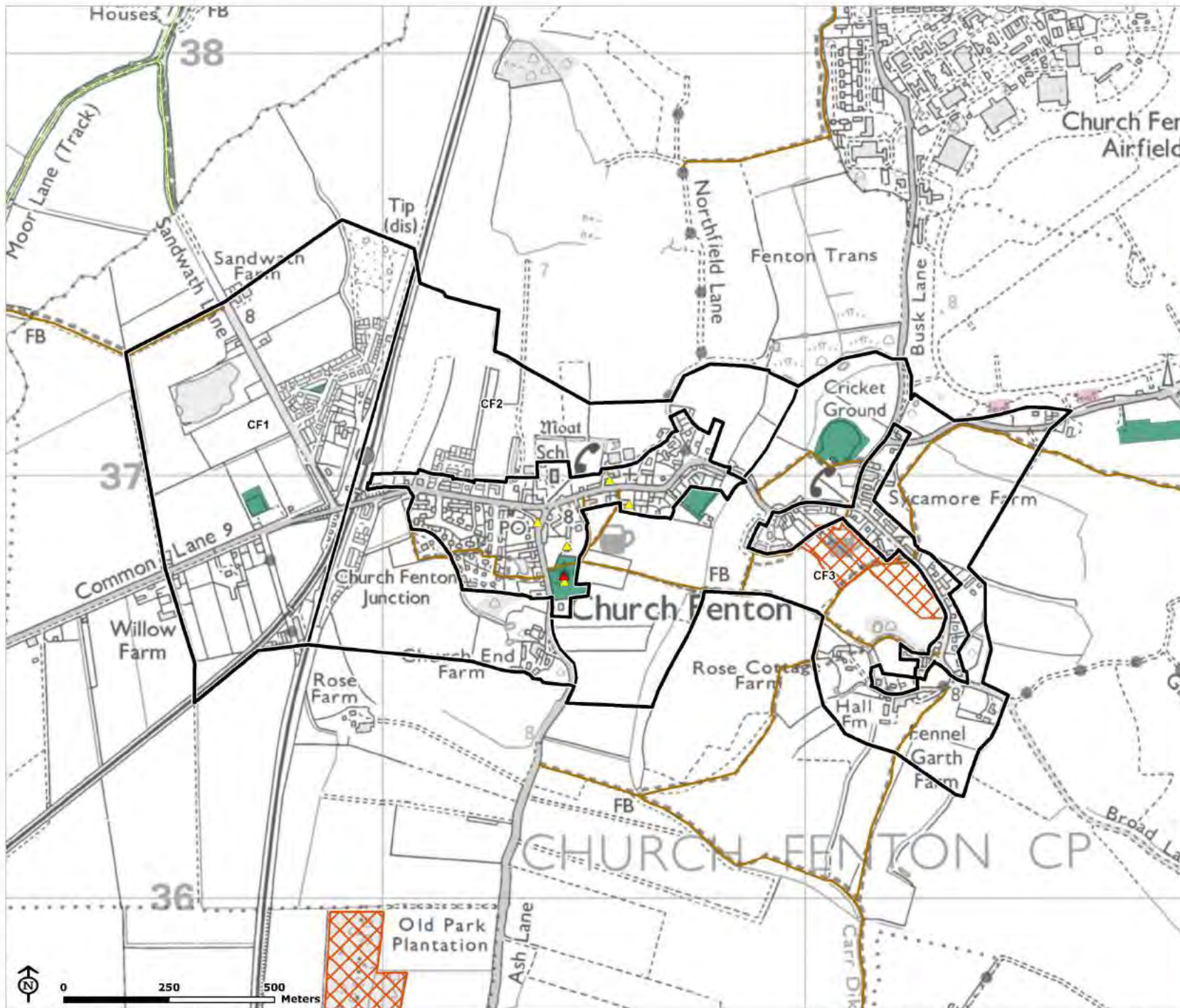
Map Scale @A3: 1:8,800



Selby District Council  
Landscape Sensitivity  
Assessment

Biodiversity, Historic Environment  
and Recreation - Church Fenton

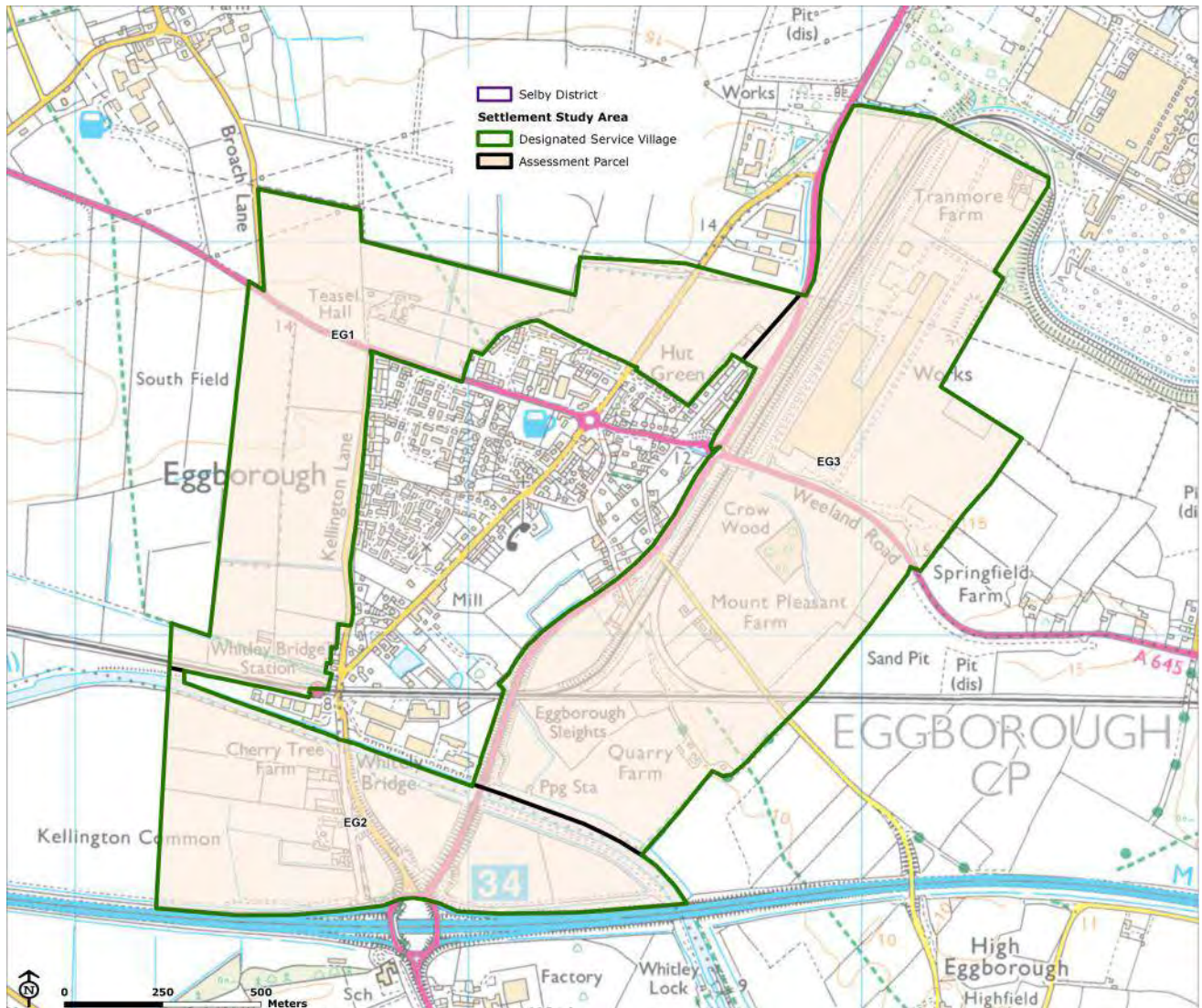
-  Selby District
-  Assessment Parcel
-  SINC
-  Listed Building Grade I
-  Listed Building Grade II
-  Scheduled Monument
-  Bridleway
-  Footpath
-  Open Greenspace



Map Scale @A3: 1:8,800



## Eggborough



### Location and summary of landscape character

#### Summary of published landscape character

The settlement of Eggborough lies within **Farmed Lowland and Valley Landscapes** Primary Landscape Unit, as defined within the *North Yorkshire and York Landscape Characterisation Project (2011)*. This PLU is further refined into **Levels Farmland** Landscape Character Type (LCT), wholly encompassing the study area boundary of Eggborough. The *Key Characteristics* of this LCT include large scale low-lying arable land use comprised of dykes which follow the rectilinear field patterns. Industrial scale farm buildings as well as major energy and transport infrastructure features are evident in views.

The *Selby Landscape Character Assessment (2019)* identifies land within the study area as **LCA 16: Eggborough**, incorporating the major transport corridors of the M62 and the Aire and Calder Navigation (Knottingley and Goole Canal). Characterised by low-lying arable farmland, Eggborough Power Station also forms a highly prominent feature in the landscape of this LCA.



## Definition of landscape assessment parcels

Refinement of study area boundary and definition of assessment parcels						
Criteria to define final refinement of study area boundary						
Boundary of study area	River / canal corridors	Infrastructure corridors	Existing landscape feature	Alignment of minor road / PRow	Adjoins adjacent study area / LPA	Notes
North					✓	Abuts the boundary of Kellington study area.
East					✓	Adjoins the boundary of the Eggborough Power Station: Additional Site.
South		✓				The corridor of the M62 at Junction 34.
West			✓			Existing field boundaries.

Definition of assessment parcels within Eggborough:

- **EG1: Eggborough North Eastern Fringes;**
- **EG2: M62 and Knottingley & Goole Canal Corridor; and**
- **EG3: Eggborough Eastern Fringes.**

The north western extent of Eggborough study area adjoins KE1 and KE2 within Kellington study area. The assessment parcels of WH1 and WH2 forming Whitley study area lie immediately south of the corridor of the M62 at Junction 34.

## Landscape Assessment Parcel EG1: Eggborough North Eastern Fringes

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>The Parcel is characterised by limited topographical variation, ranging from 7m AOD at the southern extent of the Parcel to 17 m AOD at its northern boundary.</li> <li>A small-scale landscape pattern of rectilinear fields with fragmented boundary hedgerows and drainage ditches typify the land use to the east of Teasel Hall. The strong association with the settlement edge at this location creates a human scale landscape.</li> <li>Agricultural fields occupying the western portions of the Parcel are generally large to medium in scale, with a lack of woodland coverage to provide visual containment.</li> </ul>	L
<b>Natural character</b>	<ul style="list-style-type: none"> <li>Pastoral land use divided by fragmented hedge field boundaries typifies the land use immediately north of the A645 Weeland Road corridor.</li> <li>Rectilinear arable fields characterise the land lying to the south of the A645 Weeland Road and the north of the Pontefract Rail Line.</li> <li>A largely intact hedgerow bordering Kellington Lane limits visual permeability towards the Parcel.</li> <li>The Parcel does not contain any land identified within the Priority Habitats Inventory.</li> </ul>	L-M
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>With the exception of a section of land defined as <i>Private Housing Estate</i> HLCT, the HLC indicates that the Parcel is strongly characterised by the <i>Planned Large Scale Parliamentary Enclosure</i> HLCT. Dating from the medieval period, <i>Strip Fields</i> HLCT characterise land lying to the east and west of Selby Road. Built form and land use at Teasel Hall occupies land defined as <i>Farm Complex</i> HLCT.</li> </ul>	L-M
<b>Form, density, identity and setting of existing settlement/ development</b>	<ul style="list-style-type: none"> <li>Existing development is limited to built form at Teasel Hall and a row of terraced residential properties to the north of Whitley Bridge Station. Although largely undeveloped, the Parcel is located at the settlement edge of Eggborough.</li> <li>The Parcel plays a role in the perception of a gap between the settlements of Eggborough and Kellington.</li> </ul>	M
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>Skylines are generally indistinct and highly influenced by humans, with boundary vegetation contributing to a sense of visual containment.</li> <li>Although vegetation within private gardens softens the existing residential edge which abuts the Parcel along its southern and eastern boundaries, built form at Eggborough Power Station is visible in views from the Parcel.</li> <li>A network of electricity pylons is visible at the northern extent of the Parcel, protruding above the lines of hedgerows in fore and middle-ground views. Telegraph poles are also visible in the western portions of the Parcel.</li> <li>Views of the Gale Common Ash Disposal Works are available in the background of south westerly views, where the landform provides topographical contrast with the relatively flat landscape of the fore and middle distance.</li> <li>The upper extents of the Eggborough Grain Mill and other industrial land use to the south east of the Parcel are perceptible against the skyline.</li> </ul>	L
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>Public Footpath 35.41/12/1 crosses the agricultural pastures of the Parcel, north east of Teasel Hall.</li> <li>Running broadly parallel the Pontefract Line, Public Footpath 35.27/19/1 connects Kellington Lane with the wider countryside to the west of Eggborough.</li> <li>The Parcel borders a playing field to the rear of Eggborough Village Hall, Selby Road.</li> </ul>	L
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>The skyline is interrupted with views of Eggborough Power Station and energy transmission infrastructure which detracts from localised tranquillity. The associated cooling towers and chimney form dominant features in north easterly views.</li> <li>With the exception of built form at Teasel Hall and residential properties north of Whitley Bridge station, the Parcel itself is undeveloped and retains a largely rural quality despite adjoining the settlement edge.</li> <li>The corridors of the A645 Weeland Road and the Pontefract Rail Line introduce noise intrusion and reduce perceived tranquillity.</li> </ul>	L-M

## Representative photographs



Route of Public Footpath 35.27/19/1, north of Whitley Bridge Station



Hedgerow field boundaries enclose farmland north of A645 Weeland Road



Eggborough Power Station forms a prominent feature within north easterly views from Public Footpath 35.27/19/1

### Notes on any variations in landscape sensitivity

There are no significant variations in landscape sensitivity within the Parcel.

### Overall development guidelines

Development within the Parcel would likely impact the sense of separation between the villages of Eggborough and Kellington, resulting in settlement coalescence.

## Landscape Assessment Parcel EG2: M62 and Knottingley & Goole Canal Corridor

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>The Parcel is bound to the north by the corridor of the Aire and Calder Navigation (Knottingley and Goole Canal).</li> <li>The engineered embankment accommodating the carriageway of Selby Road affords a locally elevated vantage point, albeit bordered by tree planting.</li> </ul>	L
<b>Natural character</b>	<ul style="list-style-type: none"> <li>Agricultural land associated with Cherry Tree Farm dominates the land use at the western extent of the Parcel.</li> <li>Vegetation parallel the Aire and Calder Navigation (Knottingley and Goole Canal) provides a degree of visual enclosure. The extent of planting parallel to the infrastructure corridors of the M62 and the A19 Selby Road as well as vegetation within private gardens also contribute to visual containment.</li> <li>The Parcel does not contain any land identified within the Priority Habitats Inventory.</li> </ul>	L-M
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>The Parcel does not contain any known heritage features or make a significant contribution to the landscape setting of any heritage features.</li> <li>With the exception of a rectilinear area associated with Cherry Tree Farm, <i>Planned Large Scale Parliamentary Enclosure</i> HLCT characterises the western extent of the Parcel. <i>Unknown Planned Enclosure</i> HLCT dating from the 18th to 19th century occupies land between the Aire and Calder Navigation (Knottingley and Goole Canal) and the infrastructure corridor of Selby Road.</li> </ul>	L
<b>Form, density, identity and setting of existing settlement/development</b>	<ul style="list-style-type: none"> <li>The western extents of the Parcel do not have a strong visual relationship with Eggborough due to the lack of views into and out of this section of the Parcel.</li> <li>The Parcel is wholly encompassed with land defined as <i>Green Belt</i> within Policies GB1, GB2 and GB4 of the <i>Selby District Local Plan</i> (2005). Green belt is a planning designation that seeks to maintain openness between settlements rather than act as an indication of landscape quality.</li> </ul>	M
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>The Parcel is fairly visually contained and is not visually prominent within the wider landscape.</li> <li>Vegetation bordering the Aire and Calder Navigation (Knottingley and Goole Canal) affords framed westerly views towards Ferrybridge Power Station in the background. A network of electricity pylons is also perceptible against the skyline.</li> <li>Telegraph poles and highway infrastructure form vertical features in the immediate landscape.</li> <li>The Eggborough Grain Mill adjoins the Parcel's northern boundary and forms a distinctive landmark in views.</li> <li>Vegetation at Gale Common to the south west of the Parcel forms a partially wooded backdrop in views from the Parcel.</li> </ul>	L
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>With the exception of the towpath of the Aire and Calder Navigation (Knottingley and Goole Canal), the Parcel is devoid of PRow.</li> </ul>	L
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>Human influence is evident due to the adjoining corridors of the M62 and A19 Selby Road.</li> <li>The Parcel is influenced by the proximity of the M62 Junction 34 which introduces noise intrusion and auditory influence to the immediate setting.</li> <li>Some aspects of industrial land uses introduce overt human features into views to the north east.</li> </ul>	L

## Representative photographs



### Notes on any variations in landscape sensitivity

There are no significant variations in landscape sensitivity within the Parcel.

### Overall development guidelines

Development in the Parcel would reduce the apparent separation of Eggborough and Whitley, contributing to a sense of settlement coalescence.

## Landscape Assessment Parcel EG3: Eggborough Eastern Fringes

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>The Parcel is characterised by low-lying topography, dissected by the infrastructure corridors of the A645 Weeland Road, the Eggborough Branch Rail Line and the Pontefract Rail Line. The Aire and Calder Navigation (Knottingley and Goole Canal) bounds the Parcel to the south.</li> <li>The route of the Eggborough Branch Rail Line is accommodated within a cutting, occupying land at the western boundary of the Parcel.</li> </ul>	L
<b>Natural character</b>	<ul style="list-style-type: none"> <li>Arable land use forms the predominant land use to the south of the A645 Weeland Road, interspersed with woodland tracts at Crow Wood and vegetation parallel the existing and disused rail lines.</li> <li>Pastoral farmland of varied scales is located adjacent Mount Pleasant Farm on High Eggborough Lane.</li> <li>A tract of <i>Deciduous Woodland</i> at the northern extent of the Parcel is included within the Priority Habitats Inventory. The Parcel also incorporates deciduous woodland at Crow Wood, south of the A645 Weeland Road.</li> </ul>	L-M
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>The Parcel does not contain any known heritage features or make a significant contribution to the landscape setting of any heritage features.</li> <li>The presence of Eggborough Power Station dictates that the land lying to the north of the A645 Weeland Road is defined by <i>Utilities</i> HLCT. However, land to the south of this corridor is influenced by a pattern of agricultural enclosures. Both <i>Unknown Planned Enclosure</i> HLCT and <i>Modern Improved Fields</i> HLCT comprise the landscape of this area. In addition, a section of land lying immediately north of the Pontefract Rail Line is defined as <i>Quarry Aggregates</i> HLCT.</li> </ul>	L
<b>Form, density, identity and setting of existing settlement/development</b>	<ul style="list-style-type: none"> <li>The Parcel does not make a contribution to the sense of separation between Eggborough and settlements to the east such as Hensall.</li> <li>Built form at St. Gobain Glass occupies land to the north of the A645 Weeland Road, bound to the west by the Pontefract Rail Line.</li> </ul>	L-M
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>The proliferation of boundary vegetation combined with the limited public access limits visibility of the Parcel and contributes to a sense of enclosure.</li> <li>The Parcel affords open views looking north towards Eggborough Power Station, forming a prominent feature in the view.</li> <li>Located to the north of the Aire and Calder Navigation (Knottingley and Goole Canal), the Eggborough Grain Mill is prevalent in middle ground views looking west.</li> <li>A network of telegraph poles provide additional vertical features within the landscape.</li> <li>Glimpsed views are afforded towards sand extraction workings to the north of the Pontefract Rail Line.</li> </ul>	L
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>With the exception of a short section of Public Footpath 35.27/8/1 at Low Eggborough Crossing, the Parcel is devoid of PRoW. Connecting to the Knottingley and Goole Canal, the Parcel's southern extent is delineated by Public Footpath 35.27/9/1.</li> </ul>	L
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>Vehicles travelling on the A645 Weeland Road are backgrounded by the industrial land use at Eggborough Power Station in views looking north from High Eggborough Lane.</li> <li>The Parcel is strongly influenced by the movement of vehicles and trains on the infrastructure corridors which cross the Parcel.</li> </ul>	L

## Representative photographs



### Notes on any variations in landscape sensitivity

The Parcel exhibits localised variations in landscape sensitivity due to the scale of the Parcel and its existing functions. The proximity of the land lying to the north of the A645 Weeland Road to Eggborough Power Station dictates that this area has a reduced landscape sensitivity to residential development due to the presence of urbanising features.

### Overall development guidelines

Development of the Parcel would alter the existing settlement pattern as residential land use within Eggborough does not currently extend eastwards across the corridor of the A19.

## Eggborough

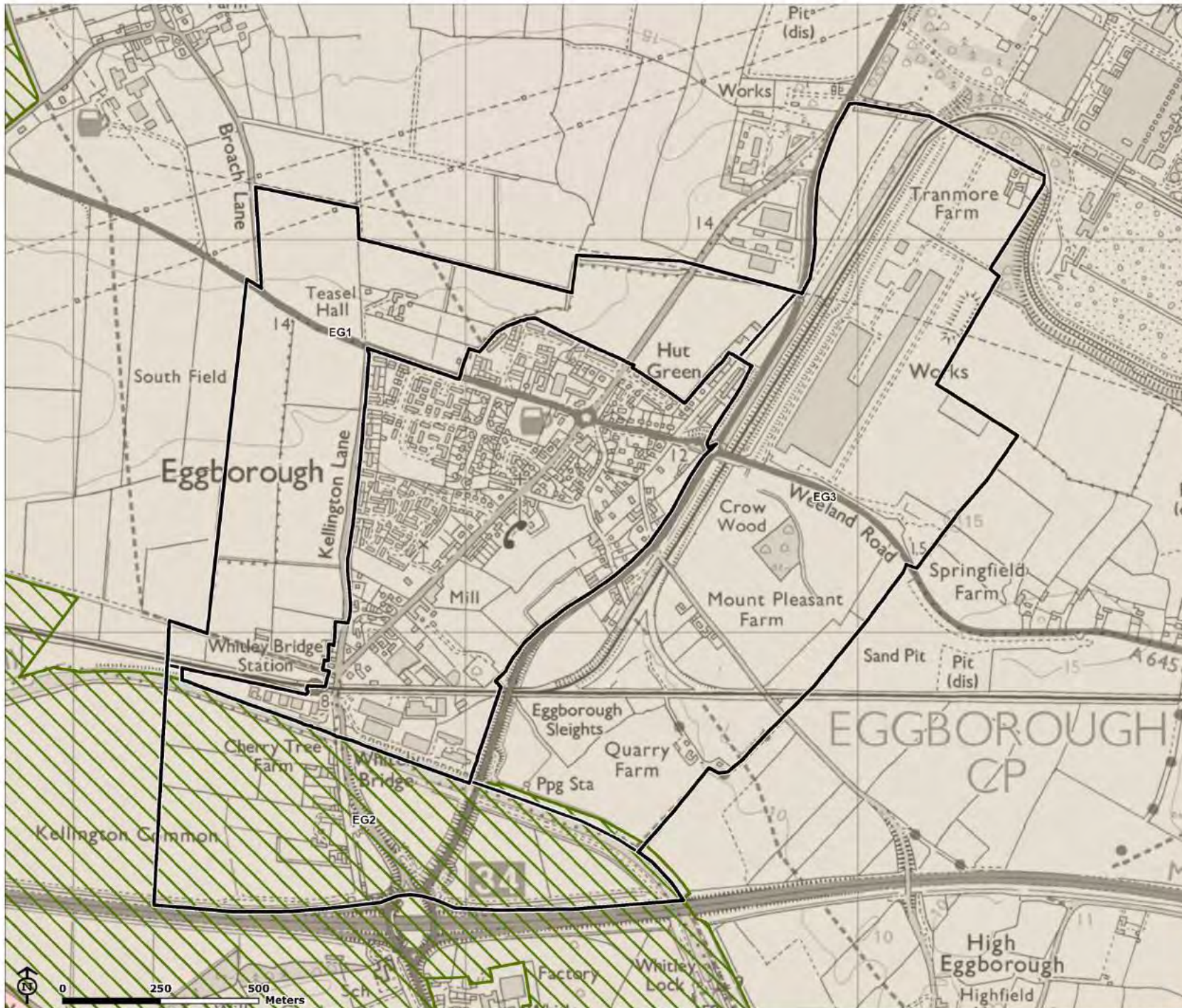
Overall assessment of landscape sensitivity to development scenarios			
	Landscape Assessment Parcel EG1	Landscape Assessment Parcel EG2	Landscape Assessment Parcel EG3
<b>2-3 storey residential housing</b>	<b>L-M</b>	<b>L</b>	<b>L</b>
<p>Both EG2 and EG3 lack distinct character and qualities and are robust with regard to the introduction of the development scenario, resulting in an overall <b>low sensitivity</b>. However, the role EG1 plays in the perception of a gap between the settlements of Eggborough and Kellington dictates that the Parcel provides an overall <b>low-moderate</b> sensitivity to the introduction of the development scenario.</p>			



**Selby District Council  
Landscape Sensitivity  
Assessment**

**Landscape - Eggborough**

-  Selby District
-  Assessment Parcel
-  Green Belt
- LUC Landscape Character Area**
-  Eggborough
-  Southern Farmland



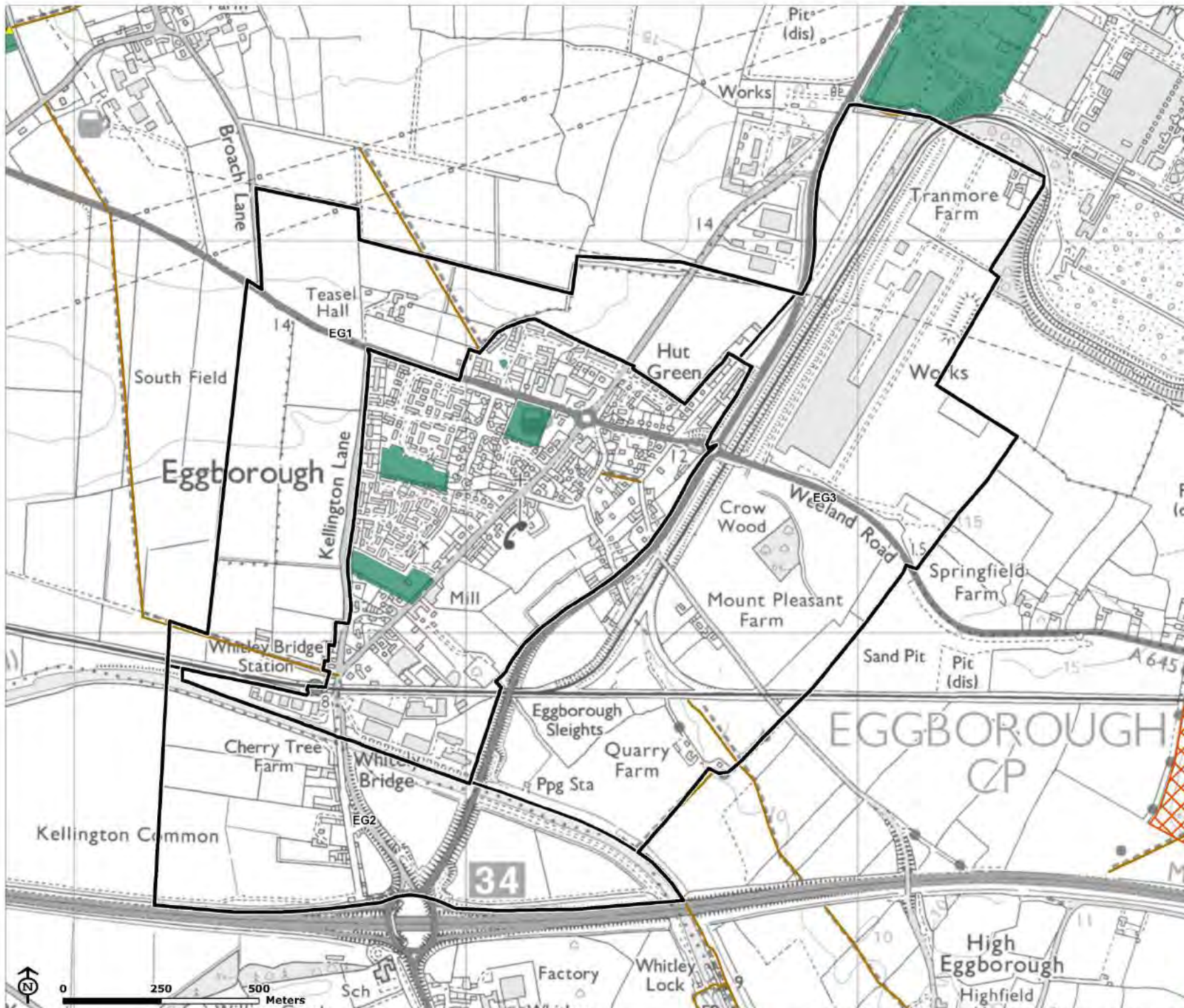
Map Scale @A3: 1:9,500



Selby District Council  
Landscape Sensitivity  
Assessment

Biodiversity, Historic Environment  
and Recreation - Eggborough

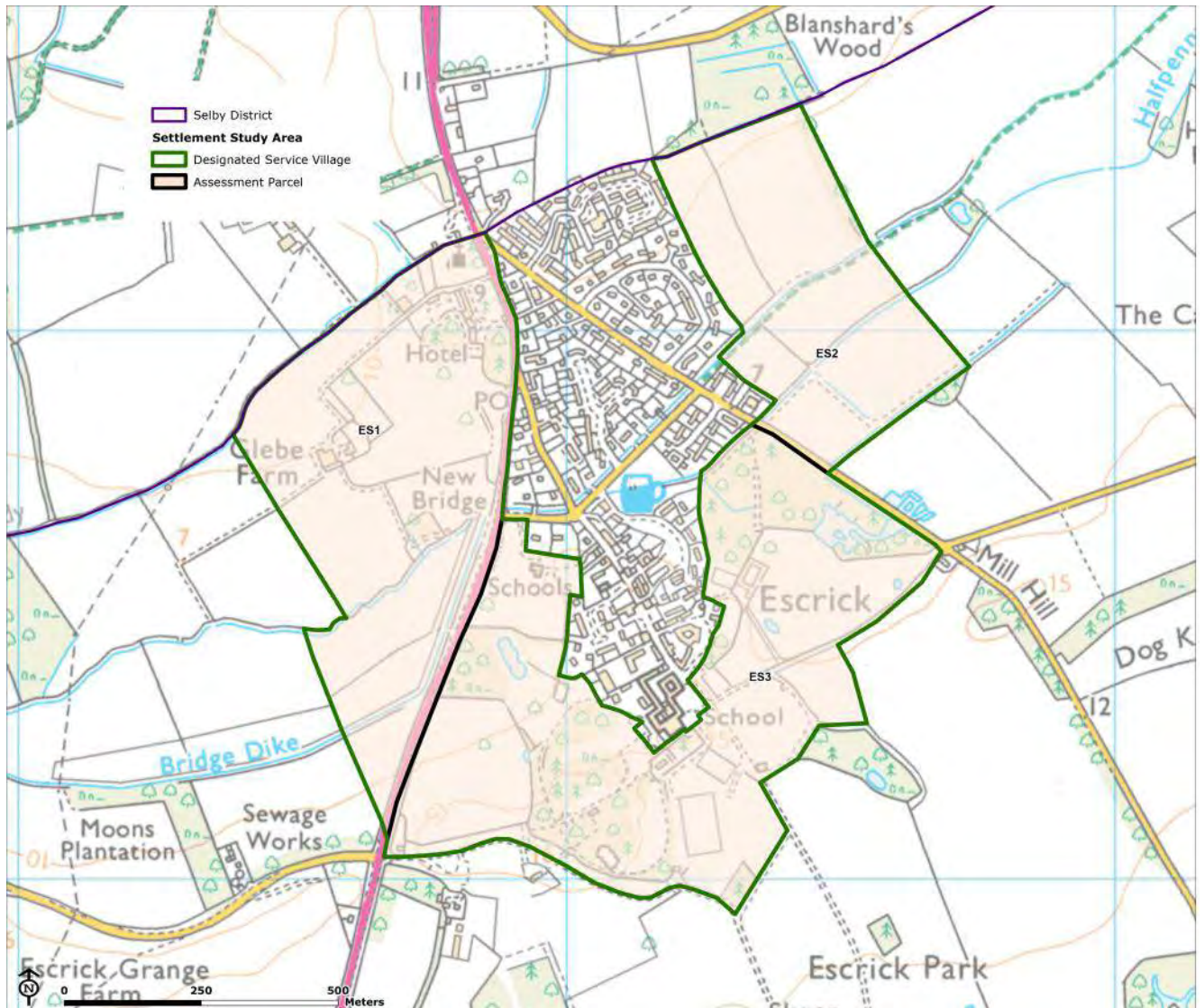
-  Selby District
-  Assessment Parcel
-  SINC
-  Listed Building Grade II
-  Footpath
-  Open Greenspace



Map Scale @A3: 1:9,500



## Escrick



### Location and summary of landscape character

#### Summary of published landscape character

The settlement of Escrick lies within **Farmed Lowland and Valley Landscapes** Primary Landscape Unit, as defined within the *North Yorkshire and York Landscape Characterisation Project (2011)*. This PLU is further refined into **Vale Farmland with Plantation Woodland and Heathland** Landscape Character Type (LCT) which forms a patchwork of low-lying, predominantly arable fields delineated by mature hedgerows. The LCT exhibits a strong sense of openness with a scattered settlement pattern and network of trunk roads crossing the landscape.

The *Selby Landscape Character Assessment (2019)* identifies land encompassing the study area of Escrick as **LCA 2: York Fringe East**. Characterised by gently rolling, predominantly arable farmland, the LCA is typified by a strong rural character and sense of openness. Woodland plantation is distributed throughout the LCA and fields are medium in scale and defined by hedgerows.

## Definition of landscape assessment parcels

Refinement of study area boundary and definition of assessment parcels						
Boundary of study area	Criteria to define final refinement of study area boundary					Notes
	River / canal corridors	Infrastructure corridors	Existing landscape feature	Alignment of minor road / PRow	Adjoins adjacent study area / LPA	
North					✓	The boundary of Selby District.
East			✓			A combination of drainage ditches and agricultural field boundaries.
South			✓	✓		The routes of informal tracks to the north of Escrick Park.
West			✓			A combination of drainage ditches and agricultural field boundaries.

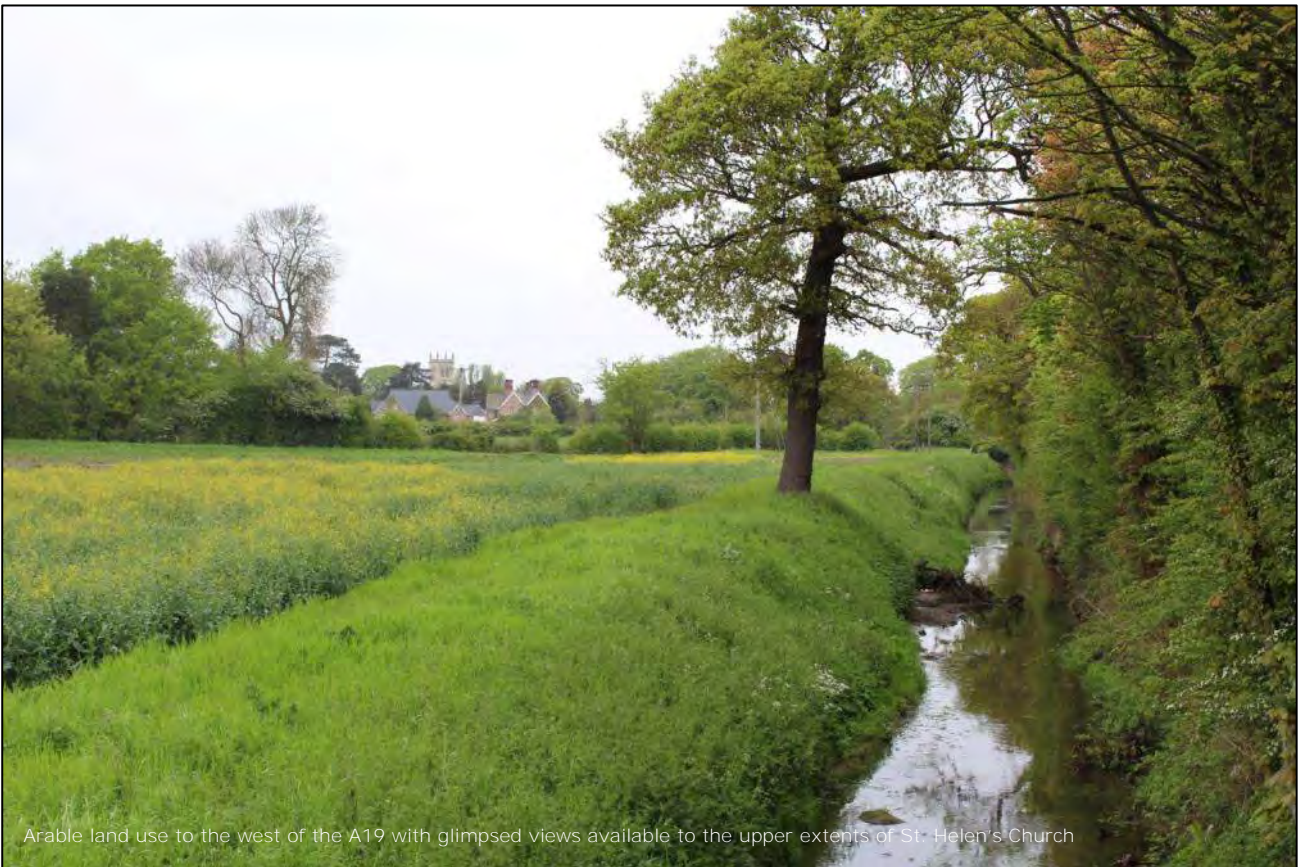
Definition of assessment parcels within Escrick:

- **ES1: Land to the West of the A19;**
- **ES2: Escrick Park Fringe; and**
- **ES3: Escrick Eastern Fringe.**

## Landscape Assessment Parcel ES1: Land to the West of the A19

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>The Parcel is characterised by gently rolling, predominantly arable farmland with a medium patchwork of fields.</li> <li>A network of drainage ditches dissect the Parcel, running broadly north east to south west.</li> </ul>	L
<b>Natural character</b>	<ul style="list-style-type: none"> <li>The Parcel is generally devoid of hedgerow tree planting, with vegetation limited to linear tree bets bordering drainage ditches or the woodland block at New Bridge.</li> <li>Tree cover bordering the A19, including the Parsonage Country House Hotel, offers enclosure helping to visually integrate the existing settlement edge.</li> <li>The Parcel does not contain any land identified within the Priority Habitats Inventory.</li> </ul>	L-M
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>The northern portion of the Parcel forming the frontage of the A19 lies within the boundary of Escrick Conservation Area.</li> <li>The Parcel encompasses the Parsonage Country House Hotel (grade II listed) and the Church of St. Helen (grade II* listed) along the corridor of the A19.</li> <li>As defined within the HLC, <i>Unknown Planned Enclosure</i> HLCT of twentieth century origin comprises a large portion of the Parcel. However, the northern limit of the Parcel parallel the A19 is contained within <i>Linear Village</i> HLCT.</li> </ul>	M-L
<b>Form, density, identity and setting of existing settlement/ development</b>	<ul style="list-style-type: none"> <li>The existing settlement edge is well integrated within the surrounding landscape due to the extent of wooded boundaries.</li> <li>The Parcel is wholly encompassed within land defined as <i>Green Belt</i> within Policies GB1, GB2 and GB4 of the <i>Selby District Local Plan (2005)</i>. Green belt is a planning designation that seeks to maintain openness between settlements rather than act as an indication of landscape quality.</li> </ul>	M-L
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>The Parcel is not visually prominent within the wider landscape and has a limited visual relationship with the existing settlement due to existing vegetation bordering the A19.</li> <li>Skylines are generally undeveloped, although the upper extents of the Church of St. Helen protrude above intervening vegetation in views to the north.</li> <li>The A19 forms a wooded corridor, restricting views to the west and the agricultural land use beyond.</li> </ul>	L-M
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>The Parcel is devoid of PRow.</li> <li>Defined as <i>Open Greenspace</i>, the religious grounds at St. Helen's Church lie at the Parcel's northern limit.</li> </ul>	L
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>Traffic from vehicles on the A19, which forms the Parcel's eastern boundary, can temporarily detract from the rural qualities of the Parcel. However, the Parcel exhibits a limited degree of human influence.</li> </ul>	L-M

## Representative photographs



### Notes on any variations in landscape sensitivity

There are no significant variations in landscape sensitivity within the Parcel.

### Overall development guidelines

Development within the Parcel would disrupt the existing settlement pattern, extending residential development westwards across the corridor of the A19.

## Landscape Assessment Parcel ES2: Escrick Eastern Fringe

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>The regular shaped agricultural fields are delineated by a network of drainage ditches which dissect the arable land use of the Parcel.</li> <li>Bridge Dike runs parallel the route of Public Footpath 35.28/2/, emerging from eastern settlement edge.</li> </ul>	L
<b>Natural character</b>	<ul style="list-style-type: none"> <li>Intensively farmed arable land characterises the landscape at the Parcel's eastern extent.</li> <li>Linear belts of vegetation run parallel drainage ditches, defining the agricultural enclosures. The rectilinear woodland tract at Blanshard's Wood borders the Parcel at its northern extent.</li> <li>Gashouse Plantation SINC site abuts the southern extent of the Parcel.</li> <li>The Parcel does not contain any land identified within the Priority Habitats Inventory.</li> </ul>	L-M
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>The Parcel does not contain any known heritage features or make a significant contribution to the landscape setting of any heritage features. However, the Parcel's south western extent borders Escrick Conservation Area.</li> <li>The HLC indicates that the Parcel is influenced by a pattern of agricultural enclosures. Originating from the medieval period, <i>Strip Fields</i> HLCT defines large sections of the Parcel. However, the north eastern limit of the Parcel is characterised by <i>Modern Improved Fields</i> HLCT.</li> </ul>	M
<b>Form, density, identity and setting of existing settlement/ development</b>	<ul style="list-style-type: none"> <li>The Parcel provides an undeveloped setting to residential properties at the north eastern extent of Escrick.</li> <li>The lack of intervening vegetation on the settlement boundary at Wenlock Drive contributes to a stark residential edge.</li> <li>The Escrick Woodlands Waste Water Pumping Station lies to the immediate north of Skipwith Road.</li> <li>The Parcel is wholly encompassed with land defined as <i>Green Belt</i> within Policies GB1, GB2 and GB4 of the <i>Selby District Local Plan</i> (2005). Green belt is a planning designation that seeks to maintain openness between settlements rather than act as an indication of landscape quality.</li> </ul>	L-M
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>The Parcel exhibits a strong sense of rurality with no distinct landmarks visible against the skyline.</li> <li>Dense woodland coverage at Blanshard's Wood and at the eastern extent of the Parcel provides visual containment, resulting in a low degree of visibility from surrounding landscapes.</li> <li>Views to the north are backgrounded by the rising landform towards Blanshard's Wood.</li> </ul>	L-M
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>Public Footpath 35.28/2/1 crosses the Parcel, radiating eastwards from the settlement edge and running parallel Halfpenny Dike.</li> <li>Defined as <i>Local Amenity Space</i> within Policy ENV29 of the <i>Selby District Local Plan</i> (2005), land bordering Bridge Dike borders the Parcel.</li> </ul>	L
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>Exhibiting a rural quality, the Parcel is undeveloped and not strongly associated with the existing settlement edge.</li> </ul>	L-M

## Representative photographs



View looking south west from Public Footpath 35.28/2/1 towards the existing settlement edge



Land use at Escrick Woodlands Waste Water Pumping Station



Arable land use dissected by a drainage ditch

### Notes on any variations in landscape sensitivity

There are no significant variations in landscape sensitivity within the Parcel.

### Overall development guidelines

Development of the Parcel would result in the perceived incremental extension of the settlement edge to the north east, extending away from the existing nucleated settlement form.



## Landscape Assessment Parcel ES3: Escrick Park

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>The Parcel gently undulates, falling from the existing settlement edge towards land at Escrick Park to the south.</li> <li>Occupying the low-lying valley floor of the meandering River Ouse, the Parcel lies 3.5 km east of this channel.</li> </ul>	L
<b>Natural character</b>	<ul style="list-style-type: none"> <li>The Parcel forms a section of the wider Escrick Park, traditionally associated with the managed woodland within the area. However, the Parcel is now characterised by the setting of Queen Margaret's Boarding School.</li> <li>Woodland coverage coupled with mixed agriculture and the sports pitches of Queen Margaret's Boarding School characterise the Parcel.</li> <li>The Parcel encompasses ponds in the grounds of Queen Margaret's School, designated as a ratified SINC site. In addition, Gashouse Plantation SINC site occupies land at the Parcel's north eastern boundary.</li> <li>Tracts of vegetation at Gashouse Plantation as well as land parallel the A19 and south of Escrick Park are defined as <i>Deciduous Woodland</i> within the Priority Habitats Inventory.</li> </ul>	M-H
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>Escrick Park, defined within Policy ENV 16 <i>Historic Parks and Gardens</i> within the <i>Selby District Local Plan</i> (2005), lies within the boundary of the Parcel. Although not included within the national register of Parks and Gardens of National Historic Interest maintained by Historic England, the site is described as significant within Policy ENV 16 due to its local historical interest.</li> <li>The Parcel incorporates a number of grade II listed garden urns associated with the designed landscape of Escrick Park, as well as the Headmaster's House (grade II listed). The grade II* listed Escrick Park borders the Parcel itself.</li> <li>Large sections of the Parcel lie within the boundary of Escrick Conservation Area.</li> <li>With the exception of an area of land defined as <i>Planned Estate</i> HLCT adjacent to the settlement edge, the Parcel is contained within <i>Ornamental Parkland</i> HLCT as described within the HLC. The land at this location is associated with the gardens and pleasure grounds of Escrick Park.</li> </ul>	H
<b>Form, density, identity and setting of existing settlement/development</b>	<ul style="list-style-type: none"> <li>The Parcel encompasses a large extent of Escrick Conservation Area which suggests that the relationship of Escrick Hall and village is important to the identity of the settlement. The Parcel also contributes to the setting of Escrick by playing a part in views.</li> <li>With the exception of land lying to the south of the access road leading to Queen Margaret's Boarding School, the Parcel is incorporated within land defined as <i>Green Belt</i> within Policies GB1, GB2 and GB4 of the <i>Selby District Local Plan</i> (2005). Green belt is a planning designation that seeks to maintain openness between settlements rather than act as an indication of landscape quality.</li> </ul>	M-H
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>The extent of woodland comprising the Parcel provides a large degree of visual enclosure and containment. The tree cover at the settlement edge visually integrates the existing settlement edge into the surrounding landscape.</li> <li>The northern extent of the Parcel on Skipwith Road affords long distance views looking north west towards the Church of St. Helen.</li> </ul>	L-M
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>The Parcel is devoid of PRoW.</li> <li>Located at the southern extent of Main Street, a playing field at Queen Margaret's School is defined as <i>Open Greenspace</i>. Escrick Playing Fields also incorporated within the Parcel, to the east of the A19.</li> <li>Land bordering the Parcel west of Gashouse Plantation is defined as <i>Local Amenity Space</i> within Policy ENV29 of the Selby District Local Plan (2005).</li> </ul>	L-M
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>The lack of noise intrusion within the Parcel contributes to its rural character. The Parcel also exhibits a strong sense of openness due to the availability of long distance views.</li> </ul>	M

## Representative photographs



View across pastoral land use at the southern limit of Gashouse Wood



Entrance to Queen Margaret's School at Eserick Park



Land use at Gashouse Wood on Skipwith Road

### Notes on any variations in landscape sensitivity

There are no significant variations in landscape sensitivity within the Parcel.

### Overall development guidelines




The Parcel does not play a key role in the perception of a gap between settlements to the south. However, the Parcel encompasses a large extent of Eserick Conservation Area which suggests that the relationship of Eserick Hall and village is important to the identity of the settlement. Development of the Parcel is likely to disrupt this pattern.


## Escrick

Overall assessment of landscape sensitivity to development scenarios			
	Landscape Assessment Parcel ES1	Landscape Assessment Parcel ES2	Landscape Assessment Parcel ES3
<b>2-3 storey residential housing</b>	<b>M</b>	<b>L-M</b>	<b>M-H</b>
<p>Few of the key characteristics and qualities of ES2 are vulnerable to change as a result of the introduction of the development scenario, resulting in an overall <b>low-moderate sensitivity</b>. ES1 exhibits an overall <b>moderate sensitivity</b> in virtue of the distinctive characteristics and valued qualities that may be vulnerable to change as a result of the development scenario. However, the historic landscape character of ES3 forms a key quality that is vulnerable to change due to the introduction of the development scenario, resulting in a <b>moderate-high sensitivity</b>. Development in ES3 is likely to result in a change in character and/or some significant adverse effects on landscape character and visual amenity.</p>			



Selby District Council  
Landscape Sensitivity  
Assessment

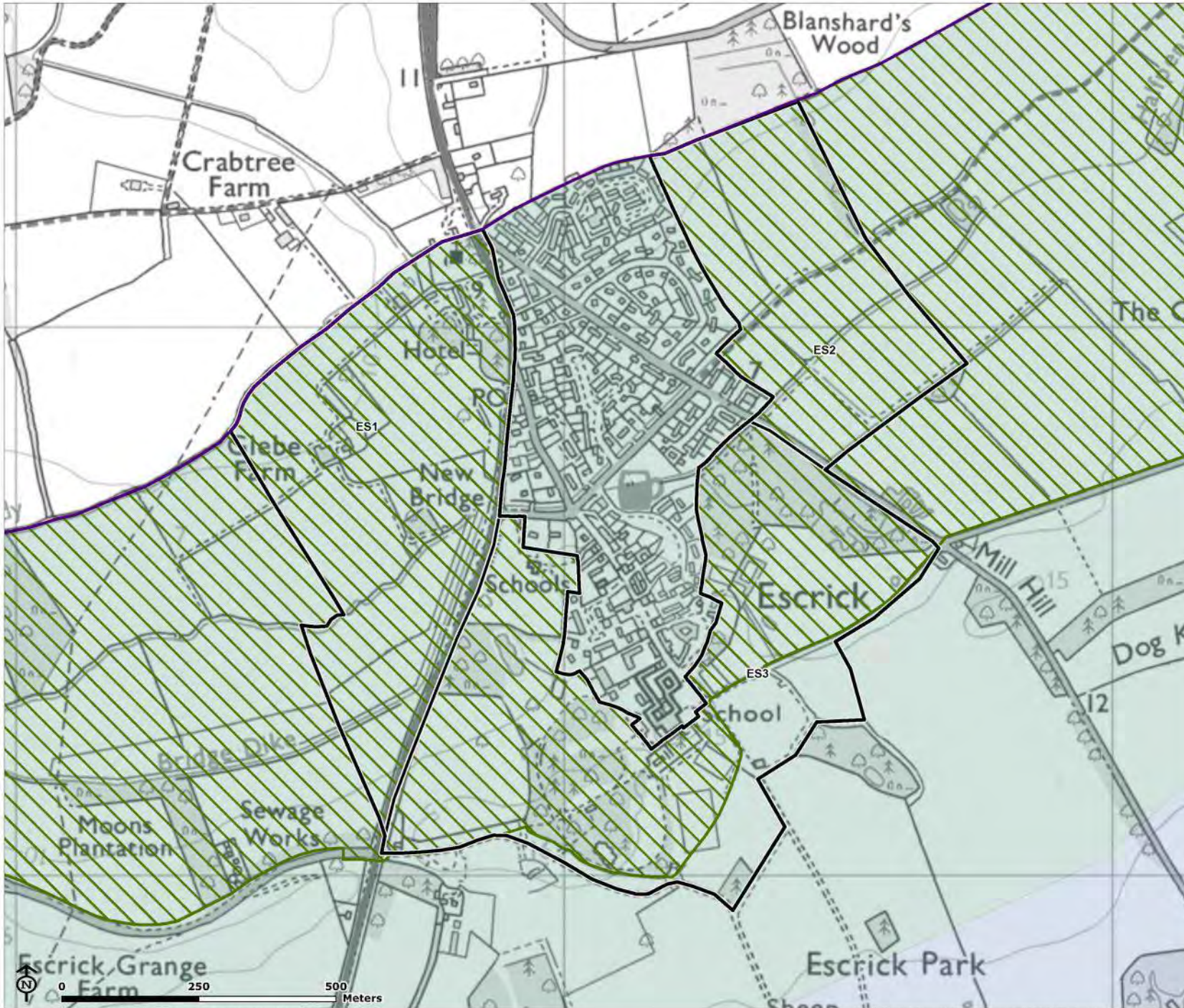
Landscape - Escrick

-  Selby District
-  Assessment Parcel
-  Neighbouring Local Authority Boundary

-  Green Belt

LUC Landscape Character Area

-  York Fringe east
-  Skipwith Lowlands



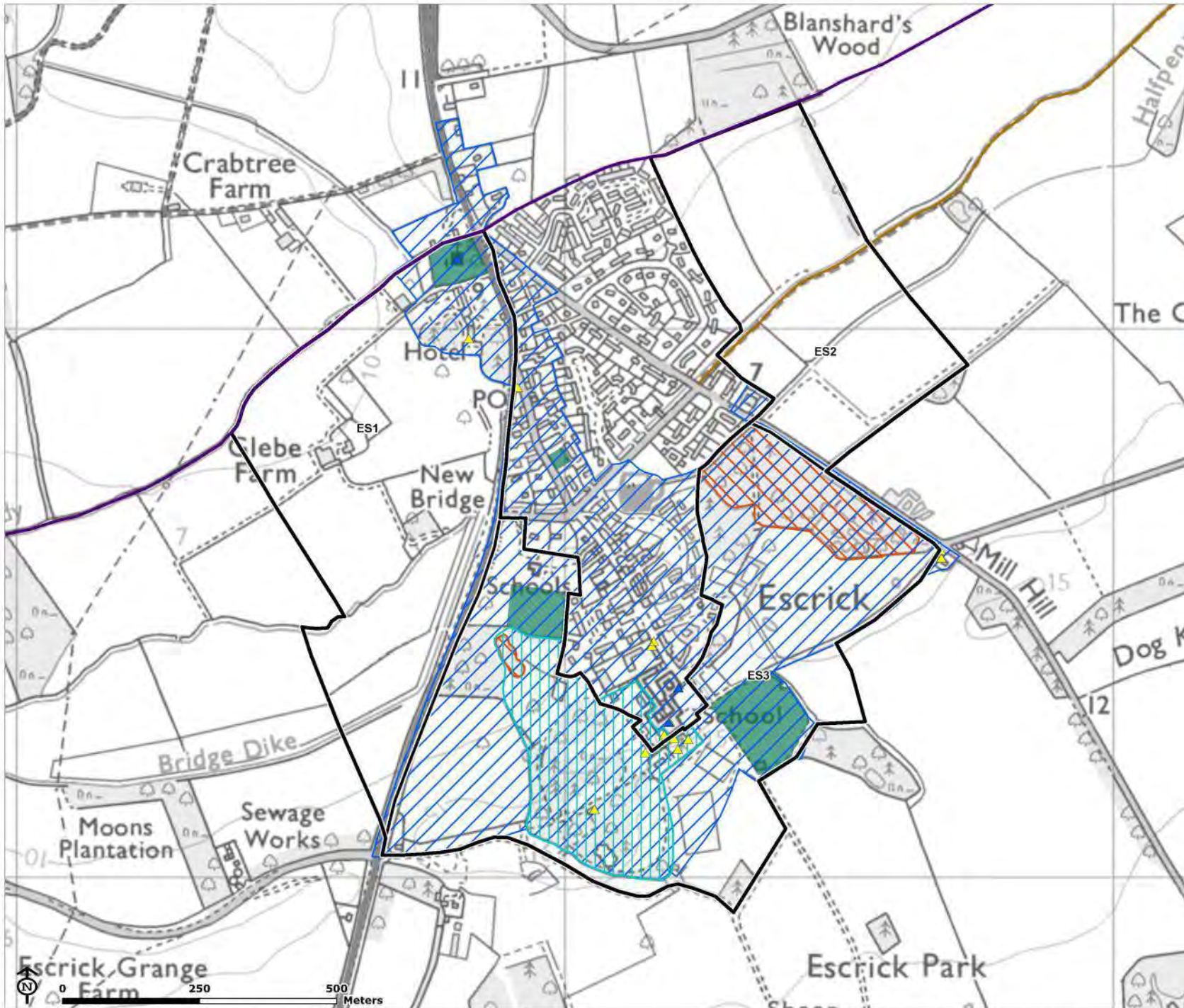
Map Scale @A3: 1:6,800



Selby District Council  
Landscape Sensitivity  
Assessment

Biodiversity, Historic Environment  
and Recreation - Escrick

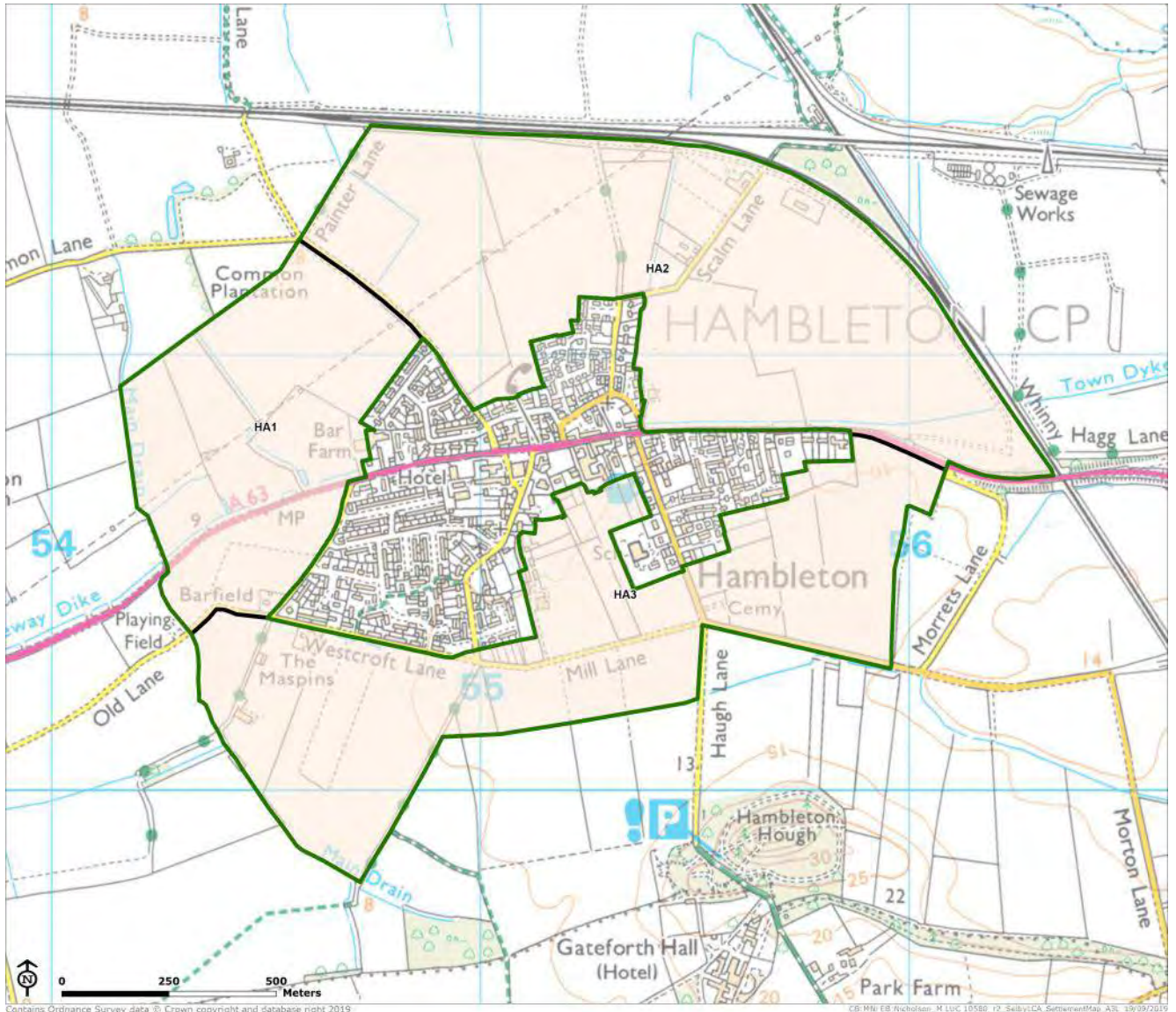
-  Selby District
-  Neighbouring Local Authority Boundary
-  Assessment Parcel
-  SINC
-  Listed Building Grade II\*
-  Listed Building Grade II
-  Conservation Area
-  Historic Parks & Gardens
-  Footpath
-  Open Greenspace



Map Scale @A3: 1:6,800



# Hambleton



## Location and summary of landscape character

### Summary of published landscape character

Hambleton lies within **Farmed Lowland and Valley Landscapes** Primary Landscape Unit, as defined within the *North Yorkshire and York Landscape Characterisation Project (2011)*. This PLU is further refined into **Levels Farmland** Landscape Character Type (LCT), wholly encompassing the study area boundary of the settlement. The *Key Characteristics* of this LCT include large scale low-lying arable land use comprised of dykes which follow the rectilinear field patterns. Industrial scale farm buildings as well as major energy and transport infrastructure features are evident in views.

The *Selby Landscape Character Assessment (2019)* identifies a large portion of the land encompassing the study area of Hambleton as **LCA 14: Hambleton Sandstone Ridge**. Characterised by a strong rural quality, the LCA comprises gently undulating low-lying arable farmland, a low sandstone ridge and two densely wooded hills (Brayton Barff and Hambleton Hough). Both **LCAs 11: Sherburn Farmland** and **LCA 13: Haddlesey Farmland** define the north western and western extents of the study area.

## Definition of landscape assessment parcels

Refinement of study area boundary and definition of assessment parcels						
Boundary of study area	Criteria to define final refinement of study area boundary					Notes
	River / canal corridors	Infrastructure corridors	Existing landscape feature	Alignment of minor road / PRow	Adjoins adjacent study area / LPA	
North		✓	✓			Existing rail line and agricultural field boundaries.
East		✓				Existing rail line.
South			✓	✓		Agricultural field boundaries and the alignments of Haugh Lane and Field Lane
West	✓					The corridor of Main Drain.

Definition of assessment parcels within Hambleton:

- **HA1: Hambleton Western Fringes;**
- **HA2: Land to the North of A63 Main Road; and**
- **HA3: Land to the South of A63 Main Road.**

## Landscape Assessment Parcel HA1: Hambleton Western Fringes

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>• Low-lying agricultural farmland defines the Parcel, with views available to the local topographical high point of Hambleton Hough.</li> <li>• A network of drainage ditches cross the Parcel, including the corridor of Main Drain which defines the Parcel's northern and western limits.</li> </ul>	<b>L</b>
<b>Natural character</b>	<ul style="list-style-type: none"> <li>• Arable land bounded by fragmented roadside hedgerows characterises the land use of the Parcel. Where field delineation exists, this is typified by drainage ditches and hedgerows. Hedgerow trees provide partial enclosure although the landscape is characterised by a predominantly open character.</li> <li>• The Parcel does not contain any land identified within the Priority Habitats Inventory.</li> </ul>	<b>L</b>
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>• The Parcel incorporates a Grade II listed milestone on the A63, approximately 200 m west of Bar Lane.</li> <li>• The Parcel borders to the west land defined within Policy ENV 16 <i>Historic Parks and Gardens</i> within the <i>Selby District Local Plan</i> (2005). Although not included within the national Register of Parks and Gardens of National Historic Interest maintained by Historic England, the site is described as significant within Policy ENV 16 due to its local historical interest.</li> <li>• The HLC indicates that land lying to the south of the A63 is defined by Piecemeal Enclosure HLCT, dating from the post medieval period to the 18th century. Although pockets of this HLCT characterise land surrounding Bar Farm, the northern extent of the parcel is predominantly characterised by Modern Improved Fields HLCT of 20th century origin.</li> </ul>	<b>L-M</b>
<b>Form, density, identity and setting of existing settlement/development</b>	<ul style="list-style-type: none"> <li>• The Parcel provides an undeveloped setting to residential properties at the western extent of Hambleton. Dwellings on Bar Lane and Kingston Drive are afforded open views across the agricultural landscape.</li> <li>• The existing settlement edge is relatively stark in appearance due to the relative uniformity of the housing style.</li> </ul>	<b>L-M</b>
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>• Limited tree coverage and hedgerow field boundaries contribute to a sense of openness and afford a degree of intervisibility with the wider landscape.</li> <li>• The fragmented nature of the hedgerows parallel the A63 dictate that the movement of vehicles on this route are perceptible in views, backgrounded by a network of electricity pylons and telegraph poles.</li> <li>• Long distance views are available to Ferrybridge Power Station from the corridor of the A63.</li> </ul>	<b>M</b>
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>• The Parcel is devoid of PRoW, with access limited to the corridor of the A63.</li> </ul>	<b>L</b>
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>• Human elements such as transient vehicle movements on the A63 and views of electricity transmission equipment detract from the rural character of the Parcel.</li> </ul>	<b>M</b>



## Representative photographs



### Notes on any variations in landscape sensitivity

The relative uniformity in the pattern of openness within the Parcel dictates that there are no significant variations in landscape sensitivity.

### Overall development guidelines

Development of the A63 corridor would be unlikely to disrupt the local settlement pattern. However, residential settlement within the Parcel is limited to Barfield, a residential property at the southern extent of Bar Lane.

## Landscape Assessment Parcel HA2: Land to the North of A63 Main Road

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>The Parcel is characterised by low-lying landform with limited topographical variation, ranging from 8 – 10 m AOD across the Parcel extents.</li> <li>The Selby Rail Line crosses the northern boundary of the Parcel largely at grade with earthworks limited to the route's intersection with the East Coast Main Line.</li> </ul>	L
<b>Natural character</b>	<ul style="list-style-type: none"> <li>Fields are used for arable cultivation and are predominantly large scale and delineated by hedgerows or drainage ditches. However, small scale fields characterise the land use to the west of Scalm Lane.</li> <li>Deciduous woodland lying at the northern extent of the Parcel adjacent the Selby Rail Line is included within the Priority Habitats Inventory.</li> </ul>	L-M
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>The Parcel does not contain any known heritage features or make a significant contribution to the landscape setting of any heritage features.</li> <li>The HLC indicates that the Parcel is strongly influenced by agricultural enclosure. <i>Planned Large Scale Parliamentary Enclosure</i> HLCT characterises the land lying to the south of Scalm Lane whereas land to the west of station Road is more recent in origin and defined as <i>Modern Influenced Fields</i> HCLT.</li> </ul>	L-M
<b>Form, density, identity and setting of existing settlement/development</b>	<ul style="list-style-type: none"> <li>The Parcel provides an undeveloped setting to residential properties at the northern extent of Hambleton. The existing settlement edge is comprised of relatively modern residential developments.</li> </ul>	M
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>Both Brayton Barff and Hambleton Hough form distinctive features in long distance views. The Parcel demonstrates intervisibility with the wider landscape due to its open character. However, some visual enclosure is evident at Scalm Lane.</li> <li>Electricity pylons dominate the sky line in views to the west. Lighting columns on the A63 also contribute human influence.</li> <li>Both Drax and Eggborough Power Stations are visible on the horizon from the eastern portion of the Parcel.</li> <li>Despite bounding the Parcel at its northern extent, the Selby Rail Line is not highly visible due to the lack of associated earthworks and perimeter vegetation.</li> </ul>	M
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>The Parcel is devoid of PRoW. Access is limited to local roads which border the Parcel (Common Lane, Station Road and Scalm Lane).</li> </ul>	L
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>Development of the Parcel would dictate that Hambleton would still be contained by the corridor of the Selby Rail Line, limiting perceptions of expansion of the settlement to the north. Noise intrusion from this route impacts on the Parcel's tranquillity.</li> <li>Low cut hedgerows and long views create a sense of openness and expansiveness.</li> </ul>	L-M

## Representative photographs



View looking south east across agricultural land on Scalm Lane



Arable agricultural land bisected by a network of electricity pylons on Station Road



The foreground comprises arable farmland bound by a fragmented hedgerow on Common Lane. Residential properties on Back Lane form the background view

### Notes on any variations in landscape sensitivity

Given the scale of this Parcel, land adjoining the existing settlement edge would be the least sensitive to residential development.

### Overall development guidelines

With the exception of land adjacent to the A63, development of the Parcel would appear discordant with the existing settlement pattern. The wider landscape comprises limited numbers of dispersed or isolated dwellings; therefore development of land detached from the existing settlement would appear incongruous.

## Landscape Assessment Parcel HA3: Land to the South of A63 Main Road

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>The low-lying topography of the Parcel contrasts with the distinctive wooded hill at Hambleton Hough, located approximately 150 m from the Parcel's southern extent and rising to 46 m AOD.</li> <li>Divided into rectilinear fields of varied scale, arable farmland forms the predominant land use. Small field sizes are generally associated with the immediate settlement edge.</li> <li>The corridor of Main Drain delineates the western extent of the Parcel.</li> </ul>	L
<b>Natural character</b>	<ul style="list-style-type: none"> <li>Arable cultivation forms the primary land use, although the presence of Hambleton Cemetery contributes to an urban edge character on Gateforth Lane. Dense hedgerows bordering this site provide localised enclosure.</li> <li>Woodland blocks at Bar Farm provide a wooded backdrop.</li> <li>The Parcel does not contain any land identified within the Priority Habitats Inventory.</li> </ul>	L-M
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>The Parcel does not contain any known heritage features or make a significant contribution to the landscape setting of any heritage features.</li> <li>With the exception of land defined as <i>Planned Estate</i> HLCT on the settlement edge, <i>Planned Large Scale Parliamentary Enclosure</i> HLCT dating from the 18th to 19th century characterises land within the Parcel.</li> </ul>	L-M
<b>Form, density, identity and setting of existing settlement/development</b>	<ul style="list-style-type: none"> <li>The Parcel forms the undeveloped setting to residential properties on Westcroft Lane and the wider settlement edge of Hambleton. The flat open character of the Parcel also provides contrast and contributes to the setting of Hambleton Hough to the south, which is defined as a <i>Locally Important Landscape Area</i> (LILA).</li> <li>The existing southern settlement edge is irregular in form, comprised of both modern residential development and agricultural built form.</li> </ul>	M
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>Hambleton Hough forms a distinctive landscape feature in views to the south. The fragmented nature of boundary hedgerows enhances the open nature of the landscape. The visual prominence of the Parcel is exacerbated by the extent of this openness, with long range views available across the agricultural landscape.</li> <li>Eggborough Power Station is prominent in long distance views looking south from Mill Lane. South westerly views towards Ferrybridge Power Station also reduce the perceived level of rurality and are detrimental to tranquillity.</li> <li>Telegraph poles dissect the agricultural land use.</li> </ul>	M
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>The Parcel is devoid of PRoW.</li> <li>Access is limited to local roads which border the Parcel (Westcroft Lane, Mill Lane, Haugh Lane, Gateforth Lane and Field Lane).</li> <li>Defined as <i>Open Greenspace</i>, Hambleton Cemetery occupies land at the junction of Gateforth Lane and Mill Lane.</li> </ul>	L-M
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>The Parcel is predominantly undeveloped and retains some rural qualities despite its proximity to the settlement edge of Hambleton.</li> </ul>	M

## Representative photographs



Hambleton Cemetery on Gateforth Lane



Arable farmland divided by hedgerows on Mill Lane



Long distance south westerly views towards Ferrybridge Power Station from low-lying farmland on Gateforth Lane

### Notes on any variations in landscape sensitivity

The southern extents of the Parcel exhibit greater landscape sensitivity to residential development due to the role it plays forming the setting of Hambleton Hough and wider views to Brayton Barff.

### Overall development guidelines

The Parcel provides an undeveloped setting to residential properties within Hambleton. Development within this parcel would partially disrupt the existing settlement pattern and appear as urban encroachment to the south.

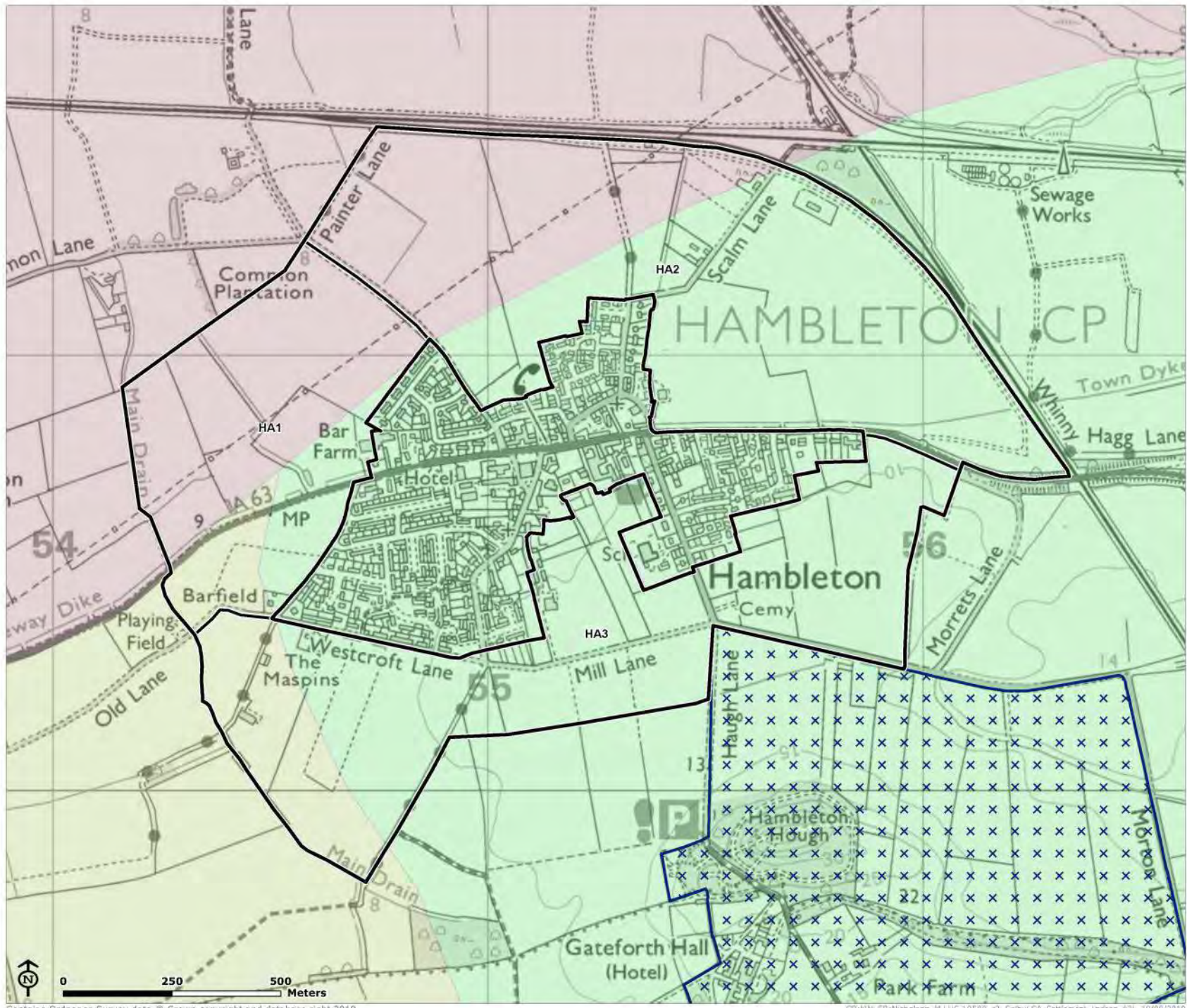
## Hambleton

Overall assessment of landscape sensitivity to development scenarios			
	Landscape Assessment Parcel HA1	Landscape Assessment Parcel HA2	Landscape Assessment Parcel HA3
<b>2-3 storey residential housing</b>	<b>L-M</b>	<b>L-M</b>	<b>M</b>
<p>Few of the key characteristics and qualities of HA1 and HA2 are vulnerable to change as a result of the introduction of the development scenario, resulting in overall <b>low-moderate sensitivity</b>. However, the undeveloped setting and distinctive views towards Hambleton Hough provided by HA3, and the presence of the LILA to the south, would provide an <b>overall moderate sensitivity</b> to the introduction of the development scenario.</p>			

**Selby District Council  
Landscape Sensitivity  
Assessment**

**Landscape - Hambleton**

- Selby District
  - Assessment Parcel
  - Locally Important Landscape Area
- LUC Landscape Character Area**
- Sherburn Farmland
  - Haddlesey Farmland
  - Hambleton Sandstone Ridge



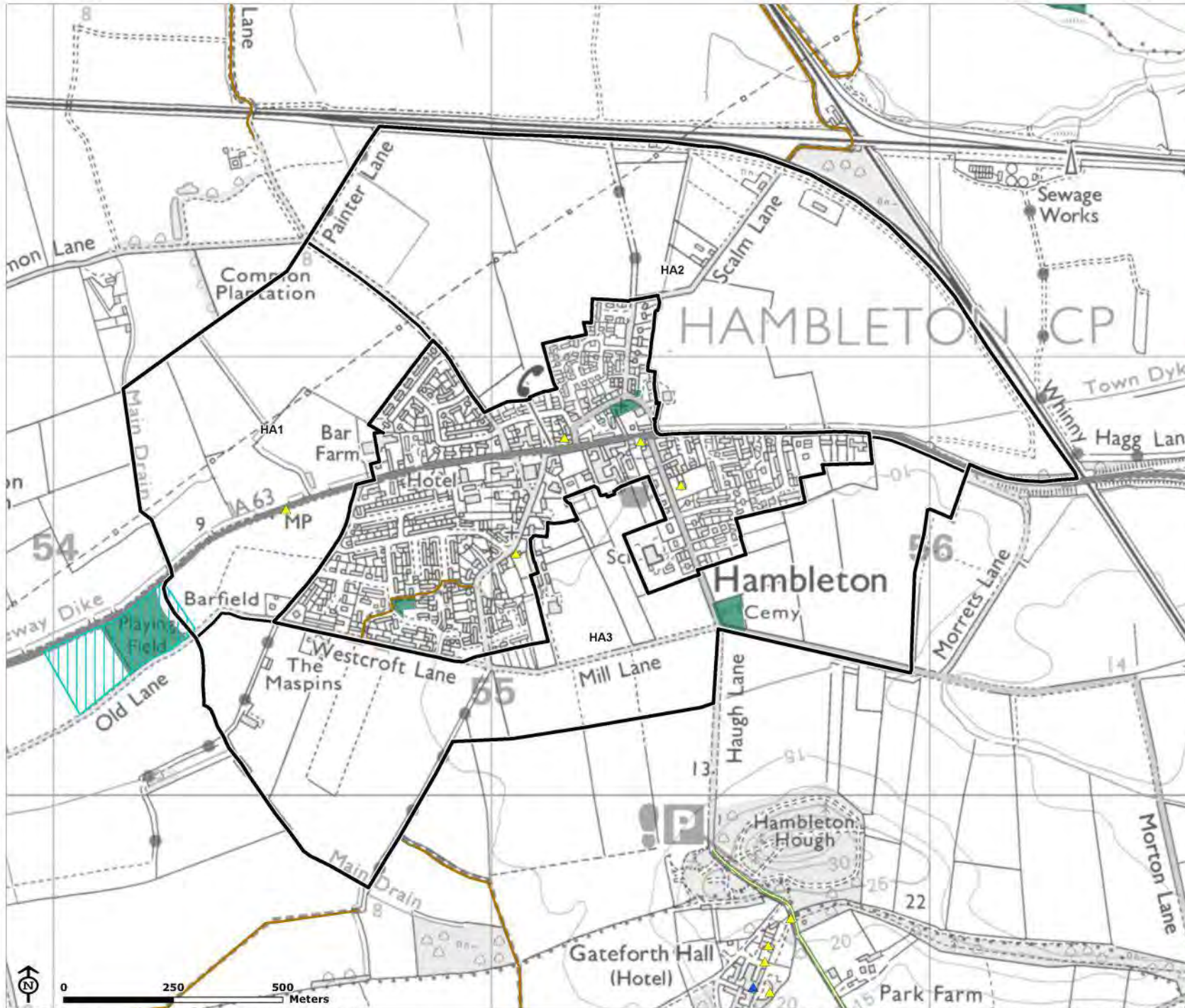
Map Scale @A3: 1:8,500



Selby District Council  
Landscape Sensitivity  
Assessment

Biodiversity, Historic Environment  
and Recreation - Hambleton

-  Selby District
-  Assessment Parcel
-  Listed Building Grade II\*
-  Listed Building Grade II
-  Historic Parks & Gardens
-  Bridleway
-  Footpath
-  Open Greenspace

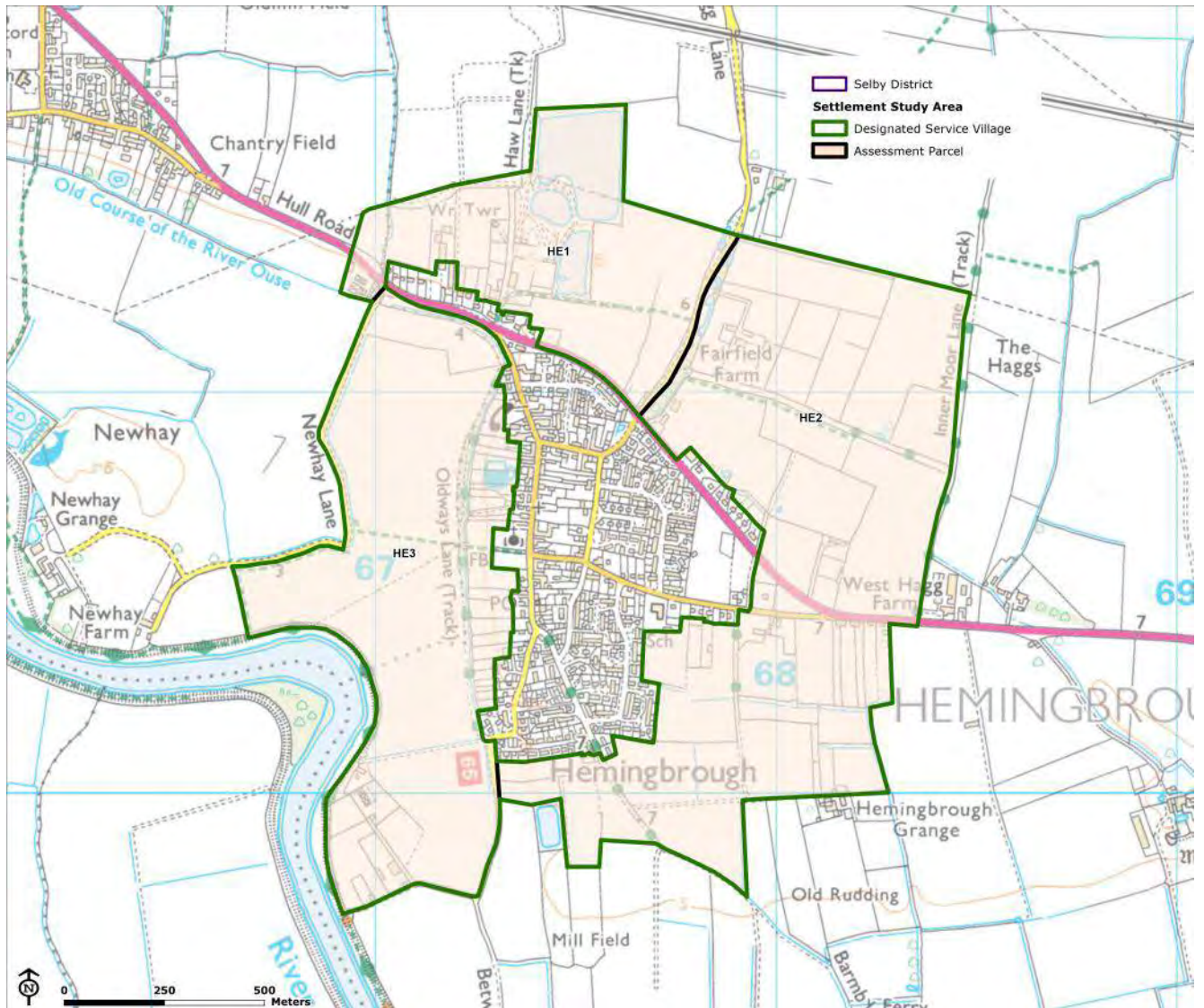


Map Scale @A3: 1:8,500





## Hemingbrough



### Location and summary of landscape character

#### Summary of published landscape character

Hemingbrough is encompassed within **Farmed Lowland and Valley Landscapes** Primary Landscape Unit, as defined within the *North Yorkshire and York Landscape Characterisation Project (2011)*. This PLU is further refined into **Levels Farmland** Landscape Character Type (LCT) where the *Key Characteristics* include large scale low-lying arable land defined by rectilinear field patterns. Industrial scale farm buildings as well as major energy and transport infrastructure features are evident in views. Land lying to the west of Oldways Lane is defined as **River Floodplain** LCT in virtue of its proximity to the River Ouse.

The *Selby Landscape Character Assessment (2019)* identifies land to the east of the study area as **LCA 10: East Selby Farmland**. Exhibiting a strongly rural character, the landscape comprises predominantly flat arable fields of medium scale. The western extent of the study area lies within **LCA 5: Ouse Valley**. The low-lying floodplain of the River Ouse and network of drainage ditches and vegetated flood embankments typify this LCA. Settlements located along the course of the river are also common, with a strong influence of human elements and sense of vast openness.

## Definition of landscape assessment parcels

Refinement of study area boundary and definition of assessment parcels						
Boundary of study area	Criteria to define final refinement of study area boundary					Notes
	River / canal corridors	Infrastructure corridors	Existing landscape feature	Alignment of minor road / PRow	Adjoins adjacent study area / LPA	
North			✓			Reservoirs on Haw Lane.
East				✓		The route of Inner Moor Lane
South			✓	✓		Field boundaries and the routes of unnamed tracks.
West	✓			✓		The alignment of Newhay Lane and the corridor of the River Ouse.

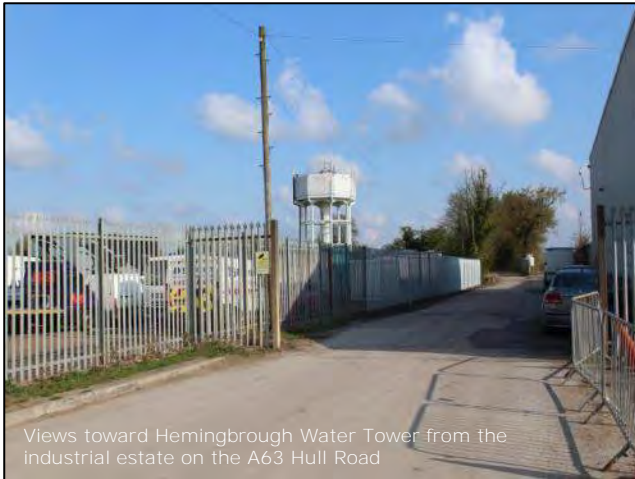
Definition of assessment parcels within Hemingbrough:

- **HE1: Hemingbrough Northern Fringes;**
- **HE2: Hemingbrough Eastern Fringes; and**
- **HE3: Oldways Lane / River Ouse Corridor.**

## Landscape Assessment Parcel HE1: Hemingbrough Northern Fringes

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>Located approximately 900 m from the meandering course of the River Ouse, the Parcel is characterised by low-lying topography associated with the valley floor.</li> <li>A grassed flood embankment demarcates the edge of the area comprising reservoirs on Haw Lane.</li> </ul>	L
<b>Natural character</b>	<ul style="list-style-type: none"> <li>Arable is the primary land use parallel the A63 Hull Road.</li> <li>Tree cover parallel Hagg Lane visually contains views looking east.</li> <li>The Parcel does not contain any land identified within the Priority Habitats Inventory. However, the Parcel borders a ratified SINCS site at Hagg Lane Green.</li> </ul>	L-M
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>The Parcel does not contain any known heritage features or make a significant contribution to the landscape setting of any heritage features.</li> <li>The HLC indicates the Parcel is influenced by the proximity of the settlement edge, with land defined as <i>Planned Estate</i> HLCT. Agricultural land of twentieth century origin (<i>Modern Improved Fields</i> HLCT) characterises land lying at the Parcel's eastern extent whereas <i>Quarry Limestone</i> HLCT encompasses land to the north of the Parcel previously subject to extractive industries.</li> </ul>	L
<b>Form, density, identity and setting of existing settlement/development</b>	<ul style="list-style-type: none"> <li>The Parcel does not make a significant contribution to the setting of the existing development or the sense of separation between distinct settlements.</li> </ul>	L-M
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>The Parcel has a limited visual relationship with the existing settlement due to the extent of boundary vegetation.</li> <li>Hemingbrough Water Tower forms a prominent vertical feature within the Parcel. However, dense vegetation forming the perimeter of Public Footpath 35.35/2/1 precludes direct views into and out of Parcel towards the reservoirs located on Haw Lane.</li> <li>Glimpsed views are afforded to the settlement edge on the A63 Hull Road through intervening vegetation within private gardens. Further visual containment is provided by vegetation on Hagg Lane.</li> <li>A network of telegraph poles are perceptible crossing the agricultural land use of the Parcel.</li> <li>The Parcel is characterised by views towards the upper extents of a number of man-made features; including Drax Power Station and the spire of St. Mary the Virgin Church (grade I listed). All these features are visible protruding above intervening vegetation or built form at the settlement edge.</li> </ul>	L-M
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>Public Footpath 35.35/2/1 crosses the Parcel, lying immediately south of the reservoir accessed via Haw Lane.</li> <li>NCN 65 crosses the parcel, following the alignment of the A63 Hull Road.</li> <li>Interpretation boards and signage at Hagg Lane Green (registered village green) provide an indicator of local value.</li> </ul>	L-M
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>The Parcel forms the northern frontage to the A63 Hull Road, providing noise intrusion and reducing localised tranquillity.</li> <li>The upper extents of Drax Power Station contribute a strong human influence, with the cooling towers perceptible in views looking south.</li> </ul>	L

## Representative photographs



Views toward Hemingbrough Water Tower from the industrial estate on the A63 Hull Road



Residential properties forming the frontage to the A63 Hull Road



Availability of views towards the flood embankment forming the perimeter of the reservoirs on Haw Lane. Arable farmland characterises the immediate foreground with Hemingbrough Water Tower visible in the background view.

### Notes on any variations in landscape sensitivity

The western extent of the Parcel has reduced landscape sensitivity due to the proximity of the existing industrial land use.

### Overall development guidelines

Development of the Parcel would result in the perceived incremental extension of the settlement edge to the north across the corridor of the A63 Hull Road.

## Landscape Assessment Parcel HE2: Hemingbrough Eastern Fringes

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>Predominantly flat arable farmland with a strong presence of hedgerow trees within field boundaries characterises the Parcel.</li> <li>Drainage ditches form common field boundary treatments to the south of the A63 Hull Road.</li> </ul>	L
<b>Natural character</b>	<ul style="list-style-type: none"> <li>Arable agriculture delineated by fragmented field boundaries typifies the land use to the south west of the Parcel. Smaller scale pastoral fields line the roadside of the A63 Hull Road.</li> <li>Roadside hedgerows parallel the A63 Hull Road and School Road are largely fragmented and frequently replaced or supplemented with post and rail fencing.</li> <li>Vegetation parallel Public Footpath 35.35/3/1 forms a wooded horizon in views looking north from the Parcel.</li> <li>The Parcel does not contain any land identified within the Priority Habitats Inventory. However, the parcel incorporates a ratified SINC site at Hagg Lane Green.</li> </ul>	L-M
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>The Parcel does not contain any known heritage features or make a significant contribution to the landscape setting of any heritage features.</li> <li>With the exception of areas of <i>Planned Estate</i> HLCT, the Parcel is influenced by a pattern of agricultural enclosures. <i>Unknown Planned Enclosure</i> HLCT forms the predominant area although <i>Modern Improved Fields</i> HLCT defines sections of the landscape to the north of the A63.</li> </ul>	L
<b>Form, density, identity and setting of existing settlement/ development</b>	<ul style="list-style-type: none"> <li>The Parcel provides an undeveloped setting to residential properties at the eastern extent of Hemingbrough.</li> </ul>	M
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>The Parcel offers some intervisibility with surrounding landscapes. Although views to the east are somewhat undeveloped, Drax Power Station is prominent in views looking south from Barmby Ferry Road. The upper extents of electricity pylons and a chimney stack associated with quarry workings at Hook's Fields are also perceptible from this location.</li> <li>The existing settlement edge is visible in views, albeit filtered by vegetation with private gardens.</li> </ul>	L-M
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>Public Footpath 35.35/3/1 lies to the south of Fairfield Farm, connecting to Inner Moor Lane. Additional routes open to public access include Barmby Ferry Road and Chapel Balk Road to the south of the A63 Hull Road.</li> </ul>	L
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>The Parcel is strongly influenced by the proximity of Drax Power Station, highly visible throughout the immediate landscape.</li> <li>Equine use of land at School Road and to the north of the A63 Hull Road has resulted in the loss of some hedgerows and their subsequent replacement with timber post and rail fencing, providing an urban fringe character.</li> </ul>	L-M

## Representative photographs



Agricultural land use on School Road, with hedgerows forming a wooded backdrop



Views towards residential properties on Orchard End at the settlement edge



Availability of south westerly views towards Drax Power Station from Barmby Ferry Road

### Notes on any variations in landscape sensitivity

Land lying to the north of the A63 Hull Road corridor would be of increased landscape sensitivity to residential development as the existing settlement pattern is largely contained to the south of this route.

### Overall development guidelines

The existing village is centred on the alignment of Main Street parallel the River Ouse. As a consequence, development within the Parcel would result in the alteration of the existing settlement by a change of focus towards the corridor of the A63. With the exception of development following School Road which would retain the existing nucleated settlement form, development within the Parcel would appear largely discordant with the existing settlement pattern.

## Landscape Assessment Parcel HE3: Oldways Lane / River Ouse Corridor

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>The Parcel is flat and low-lying, influenced by the proximity of the River Ouse.</li> <li>The ditch running parallel Oldways Lane bisects the Parcel broadly north to south. Land lying to the east of this ditch is characterised by small scale fields or private gardens. In contrast, fields to the west are large scale and irregular in shape.</li> </ul>	L
<b>Natural character</b>	<ul style="list-style-type: none"> <li>Arable farmland is the primary land use within the Parcel, although riparian vegetation and meadows characterise the riverside and landscape parallel Oldways Lane.</li> <li>The Parcel does not contain any land identified within the Priority Habitats Inventory.</li> </ul>	M
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>The Parcel encompasses the western extent of Hemingbrough Conservation Area, adjoining the alignment of Oldways Lane.</li> <li>The cemetery of St. Mary the Virgin Church (grade I listed) abuts the eastern limit of the Parcel, and the Parcel is likely to play some role in the setting of the church.</li> <li>The HLC indicates that the land forming the eastern boundary of the Parcel is defined as <i>Crofts Associated with Settlement</i> HLCT dating from the medieval period. However, <i>Modern Improved Fields</i> HLCT characterise the landscape between Oldways Lane and the western extent of the Parcel. <i>Unknown Planned Enclosure</i> HLCT abuts this area to the south.</li> </ul>	M
<b>Form, density, identity and setting of existing settlement/ development</b>	<ul style="list-style-type: none"> <li>The Parcel plays a partial role in the perception of a gap between the settlements of Hemingbrough and Cliffe.</li> </ul>	M
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>The extent of vegetation forming the perimeter of Oldways Lane provides a degree of visual containment in this location. However, filtered views are afforded to Drax Power Station in views to the south. The cooling towers and associated chimney stacks protrude above intervening vegetation.</li> <li>The extent of boundary vegetation dictates that the Parcel has a limited relationship with the existing settlement edge.</li> <li>Open views are available across the agricultural landscape from Newhay Lane, including the spire of Church of St. Mary the Virgin.</li> </ul>	L-M
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>The Trans Pennine Trail long distance footpath follows the meandering channel of the River Ouse at the Parcel's south western extent.</li> <li>Public Footpath 35.23/1/1 runs to the immediate south of St. Mary the Virgin Church towards Newhay Lane. The western limit of the Parcel is bound by the route of Public Footpath 35.23/36.</li> <li>Defined as <i>Local Amenity Space</i> within Policy ENV29 of the <i>Selby District Local Plan</i> (2005), the Parcel borders the religious grounds at St. Mary's Church on Main Street.</li> <li>Accommodated on Landing Lane and the A63 Hull Road, the Parcel borders NCN 65.</li> <li>A playing field occupies land at the eastern extent of the Parcel, adjacent the boundary of St. Mary the Virgin Church.</li> <li>Picnic benches located along Oldways Lane provide an indicator of local landscape value.</li> </ul>	M
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>Development of the Parcel would result in the perceived urbanisation of the River Ouse floodplain.</li> <li>The Parcel is semi-enclosed and well screened by the extent of existing vegetation, including hedgerow trees.</li> </ul>	M

## Representative photographs



### Notes on any variations in landscape sensitivity

There are no significant variations in landscape sensitivity within the Parcel.

### Overall development guidelines

Development of the Parcel would extend the settlement to land bordering the channel of the River Ouse, extending away from the nucleated settlement pattern.



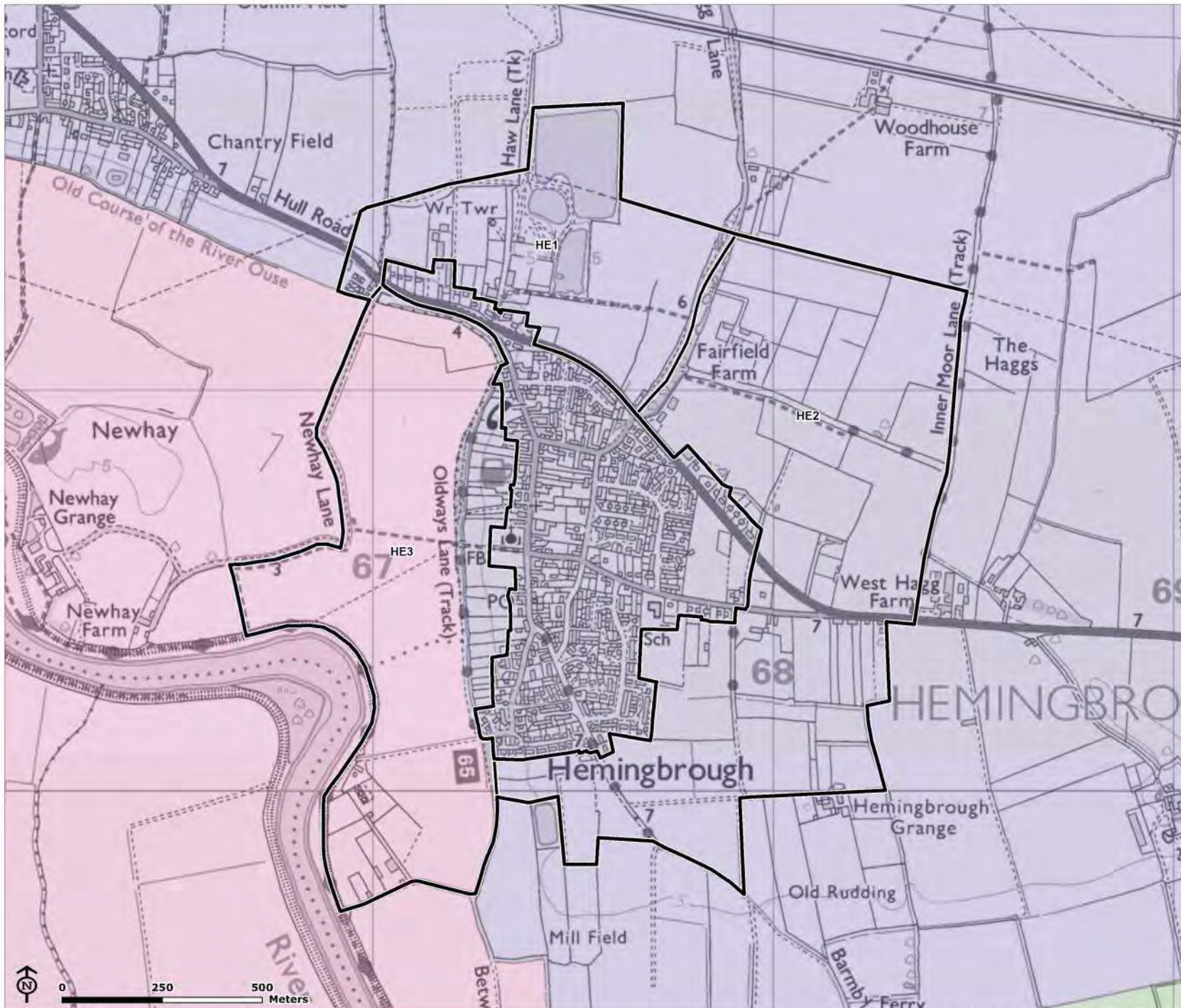
## Hemingbrough

Overall assessment of landscape sensitivity to development scenarios			
	Landscape Assessment Parcel HE1	Landscape Assessment Parcel HE2	Landscape Assessment Parcel HE3
<b>2-3 storey residential housing</b>	<b>L-M</b>	<b>L-M</b>	<b>M</b>
<p>Few of the key characteristics and qualities of HE1 and HE2 are vulnerable to change as a result of the introduction of the development scenario, resulting in an overall <b>low-moderate sensitivity</b>. However, the presence of historic landscape character features coupled with the tracts of existing vegetation and recreational opportunities dictate that HE3 would be of <b>moderate sensitivity</b> to the introduction of the development scenario.</p>			

Selby District Council  
Landscape Sensitivity  
Assessment

Landscape - Hemingbrough

-  Selby District
-  Assessment Parcel
- LUC Landscape Character Area**
-  Ouse Valley
-  Derwent Valley
-  East Selby Farmland



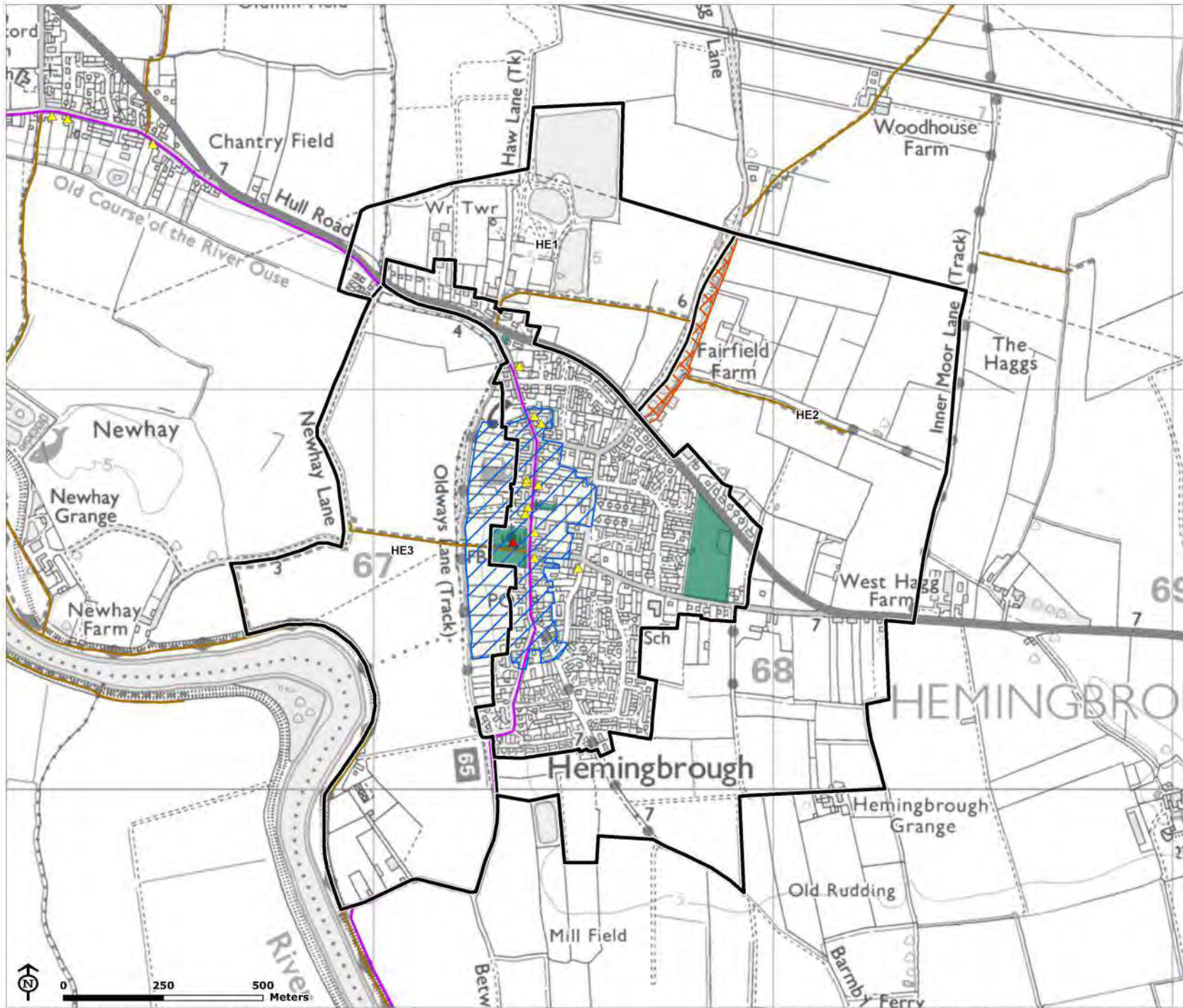
Map Scale @A3: 1:9,300



**Selby District Council  
Landscape Sensitivity  
Assessment**

**Biodiversity, Historic Environment  
and Recreation - Hemingbrough**

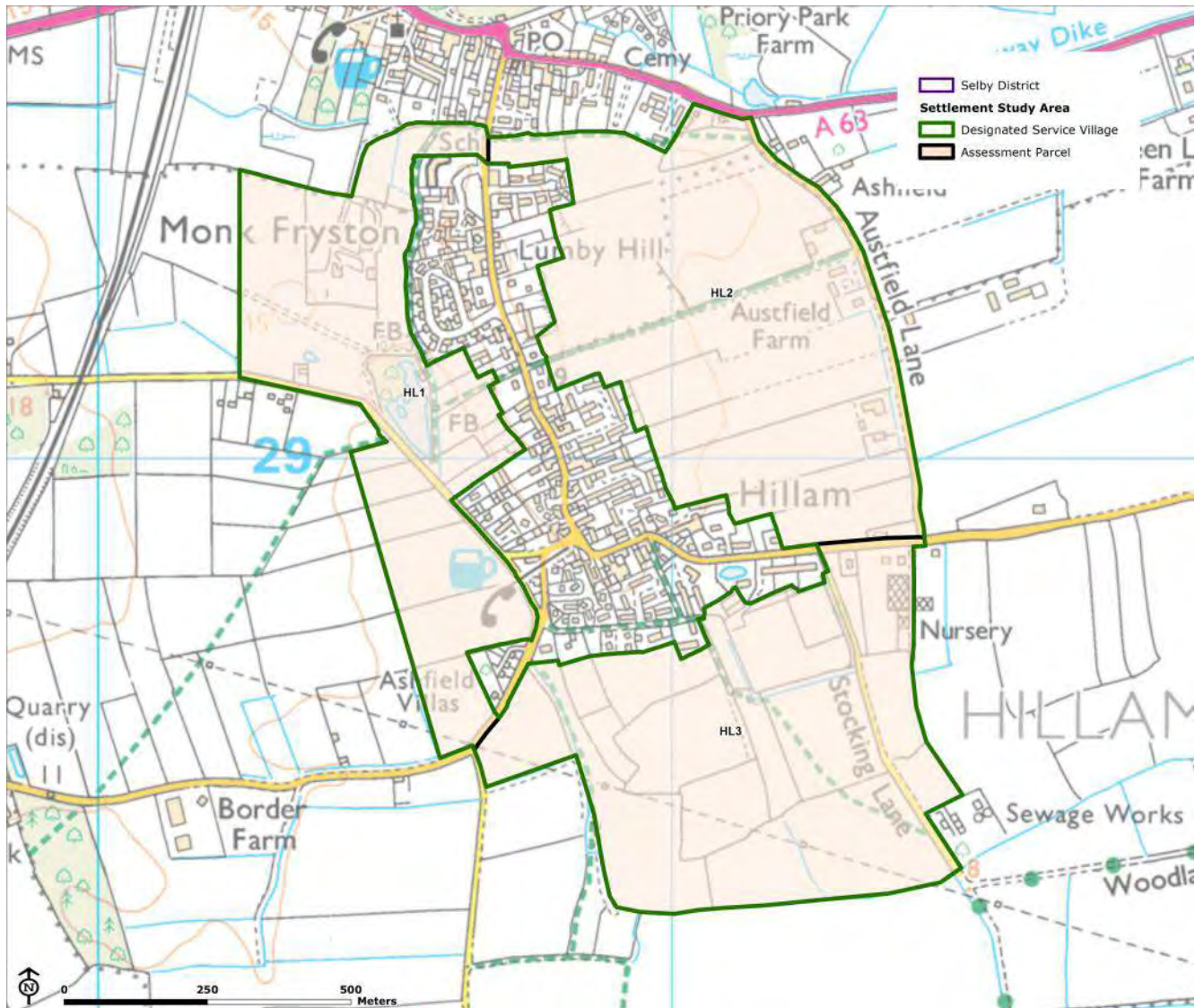
-  Selby District
-  Assessment Parcel
-  SINC
-  Listed Building Grade I
-  Listed Building Grade II
-  Conservation Area
-  National Cycle Network (NCN)
-  Footpath
-  Open Greenspace



Map Scale @A3: 1:9,300



## Hillam



### Location and summary of landscape character

#### Summary of published landscape character

Hillam is encompassed within **Farmed Lowland and Valley Landscapes** Primary Landscape Unit, as defined within the *North Yorkshire and York Landscape Characterisation Project (2011)*. This PLU is further refined into **Levels Farmland** Landscape Character Type (LCT) where the *Key Characteristics* include large scale low-lying arable land defined by rectilinear field patterns. Industrial scale farm buildings as well as major energy and transport infrastructure features are evident in views.

The *Selby Landscape Character Assessment (2019)* identifies land encompassing the study area of Hillam as **LCA 13: Haddlesey Farmland**. A sparse settlement pattern predominates in this LCA, with flat arable farmland largely devoid of hedgerows. Major energy transmission infrastructure also forms a feature of the landscape of this LCA.

## Definition of landscape assessment parcels

Refinement of study area boundary and definition of assessment parcels						
Boundary of study area	Criteria to define final refinement of study area boundary					Notes
	River / canal corridors	Infrastructure corridors	Existing landscape feature	Alignment of minor road / PRow	Adjoins adjacent study area / LPA	
North					✓	Adjoins the study area of Monk Fryston.
East				✓		Route of Austfield Lane.
South			✓			A combination of drainage ditches and agricultural field boundaries.
West			✓			A combination of drainage ditches and agricultural field boundaries.

Definition of assessment parcels within Hillam:

- **HL1: Hillam Western Fringes;**
- **HL2: Hillam Eastern Fringes; and**
- **HL3: Hillam Southern Fringes.**

The study area of Hillam adjoins Monk Fryston to the north.

## Landscape Assessment Parcel HL1: Hillam Western Fringes

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>The Parcel comprises flat arable farmland arranged within medium scale regularly shaped fields.</li> <li>A drainage ditch demarcates the existing settlement limit, running broadly north – south towards a private fishing pond on Betteras Hill Road.</li> </ul>	L
<b>Natural character</b>	<ul style="list-style-type: none"> <li>The Parcel is comprised of largely arable farmland, with enclosure afforded by hedgerow field boundaries as well as localised vegetation cover associated with the residential property on Old Vicarage Lane. Small to medium scale semi-enclosed pockets of pastoral land also characterise the Parcel.</li> <li>A section of rough grassland occupies land to the rear of residential properties on Lumby Hill, adjacent to Public Footpath 35.37/2/1.</li> <li>A private fishing lake borders the carriageway of Betteras Hill Road. Designated as a SINC site, the pond is adjoined to the north by <i>Deciduous Woodland</i> included in the Priority Habitats Inventory.</li> </ul>	M
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>The eastern extent of the Parcel includes a small part of Hillam Conservation Area.</li> <li>The HLC indicates that land comprising the Parcel is influenced by either existing settlement or agricultural enclosures. The <i>Linear Village</i> HLCT characterises the eastern extents of the Parcel whereas land defined as <i>Planned Large Scale Parliamentary Enclosure</i> HLCT comprises the remaining land within the Parcel.</li> </ul>	M
<b>Form, density, identity and setting of existing settlement/ development</b>	<ul style="list-style-type: none"> <li>With the exception of land lying to the east of Public Footpath 35.48/3/1 at the existing settlement edge, the Parcel is incorporated within land defined as <i>Green Belt</i> within Policies GB1, GB2 and GB4 of the <i>Selby District Local Plan</i> (2005). Green belt is a planning designation that seeks to maintain openness between settlements rather than act as an indication of landscape quality.</li> </ul>	M
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>The extent of vegetation adjacent the settlement edge contributes to a semi-enclosed character, contrasting with the larger open quality of views from the southern portion of the Parcel.</li> <li>A network of telegraph poles interrupt the skyline within land lying to the west of Betteras Hill Road. The upper extent of a line of electricity pylons are also perceptible in views looking south from this location, crossing the Parcel at its southern extent.</li> <li>Public Footpath 35.48/3/1 runs parallel a drainage ditch at the existing settlement edge. A largely intact hedgerow and chain link / palisade fencing follows this boundary, filtering views westwards towards the Parcel.</li> </ul>	L-M
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>Public Footpath 35.48/3/1 forms the eastern boundary of the Parcel at the settlement edge of Hillam. The route adjoins Betteras Hill Road, lying adjacent to a fishing pond. Public Footpaths 35.37/1/1, 35.37/1/2 and 35.37/2/1 also cross the parcel at this location.</li> <li>A short section of Public Footpath 35.37/3/1 follows the boundary of the Parcel to the west of Betteras Hill Road.</li> <li>The Parcel incorporates Monk Fryston community centre and a children's playground on Old Vicarage Lane.</li> </ul>	L-M
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>A railway line forms the western boundary of the Parcel and contributes an auditory influence.</li> <li>The presence of energy transmission infrastructure and the availability of views towards the settlement edge has localised effects on the perceived rurality of the Parcel.</li> </ul>	M

## Representative photographs



Fishing pond on Betteras Hill Road



View looking west towards the network of electricity pylons crossing Hillam Lane



View looking west from Public Footpath X to the rear of Mill Close

### Notes on any variations in landscape sensitivity

There are no significant variations in landscape sensitivity within the Parcel.

### Overall development guidelines

The linear settlement pattern would be partially disrupted by development within the Parcel. However, development within the southern portion of the Parcel would be perceived as incremental urbanisation along Betteras Hill Road.

## Landscape Assessment Parcel HL2: Hillam Eastern Fringes

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>Low-lying arable land characterises the predominant land use. The fields are linear in arrangement and medium to large in scale.</li> <li>The Parcel is drained by ditches parallel Austfield Lane, forming the Parcel's eastern extent.</li> </ul>	L
<b>Natural character</b>	<ul style="list-style-type: none"> <li>Vegetation within private gardens softens views towards the existing settlement edge.</li> <li>Low cut hedge lines or post and wire fencing delineate the arable fields comprising the Parcel.</li> <li>Hedgerow trees or specimen tree avenues are common parallel minor roads such as Austfield Lane and Stocking Lane.</li> <li>The Parcel does not contain any land identified within the Priority Habitats Inventory.</li> </ul>	L-M
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>The Parcel does not contain any known heritage features or make a significant contribution to the landscape setting of any heritage features.</li> <li>The Parcel is strongly influenced by its wider agricultural setting, comprised of enclosures defined as <i>Planned large Scale Parliamentary Enclosure</i> HLCT.</li> </ul>	L
<b>Form, density, identity and setting of existing settlement/development</b>	<ul style="list-style-type: none"> <li>The Parcel provides an undeveloped setting to residential properties at the eastern extent of Hillam.</li> <li>The Parcel is wholly encompassed with land defined as <i>Green Belt</i> within Policies GB1, GB2 and GB4 of the <i>Selby District Local Plan</i> (2005). Green belt is a planning designation that seeks to maintain openness between settlements rather than act as an indication of landscape quality.</li> </ul>	M
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>The lack of dense vegetation cover bordering the Parcel to the west dictates that the Parcel has a visual relationship with the existing settlement. Views across the agricultural landscape are afforded by the low cut hedgerow field boundaries crossing the Parcel.</li> <li>A network of telegraph poles form vertical features running parallel the alignment of Bridleway 35.37/10/1.</li> <li>The upper extent of electricity transmission infrastructure defining the southern extent of the Parcel is visible in views from Austfield Lane and Bridleway 35.37/10/1.</li> <li>A single wind turbine at Hillam Waste Water Treatment Works is perceptible in views looking south from the Parcel.</li> </ul>	M
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>The parcel is dissected by PRoW which radiate from the settlement edge. Bridleway 35.37/10/1 crosses low-lying arable farmland towards Austfield Lane whereas Public Footpath 35.48/2/1 lies at the Parcel's northern extent.</li> </ul>	L
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>The Parcel exhibits some rural qualities but is influenced by human activity and the proximity of the eastern residential edge of Hillam.</li> </ul>	L-M



## Representative photographs



Beat Barrow's Farm Shop on the eastern extent of the Parcel on Austfield Lane



View looking north towards the residential edge of Monk Fryston



View looking south west from Bridleway 35.37/10/1 towards the settlement edge of Monk Fryston and Hillam

### Notes on any variations in landscape sensitivity

There are no significant variations in landscape sensitivity within the Parcel.

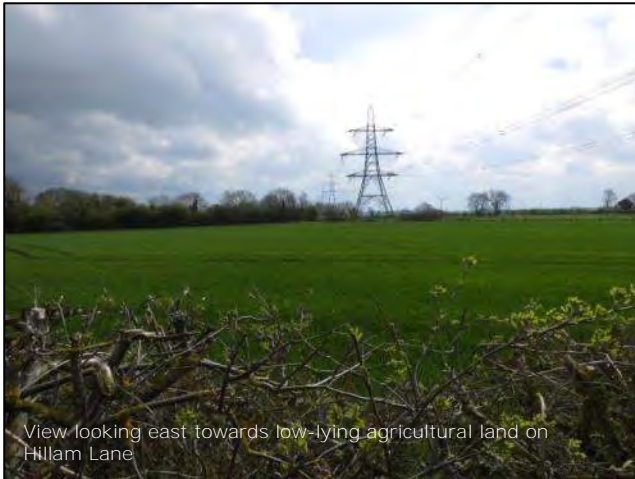
### Overall development guidelines

Development of land lying to the west of Austfield Lane would disrupt the existing settlement pattern of Monk Fryston and Hillam, which are linear settlements centred on their Main Streets.

## Landscape Assessment Parcel HL3: Hillam Southern Fringes

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>Arable farmland consisting of irregularly shaped field of varied scale characterise the Parcel. Larger scale enclosures on Stocking Lane are associated with land use at Hillam and Monk Fryston Cricket Club and sports pitches at Monk Fryston United Football Club.</li> <li>A network of drainage ditches cross the agricultural landscape, delineating field boundaries.</li> </ul>	L
<b>Natural character</b>	<ul style="list-style-type: none"> <li>The primary land use throughout the Parcel is arable farmland, defined by drainage ditches, hedgerows and occasional hedgerow trees.</li> <li>Vegetation within private gardens softens views towards the existing southern settlement edge.</li> <li>Hedgerow trees or specimen tree avenues are common parallel Stocking Lane.</li> <li>The Parcel does not contain any land identified within the Priority Habitats Inventory.</li> </ul>	L-M
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>The southern extent of Hillam Conservation Area and grade II listed buildings along Chapel Street border the northern limit of the Parcel.</li> <li>The Parcel is characterised predominantly by <i>Piecemeal Enclosure</i> HLCT in virtue of its wider agricultural setting. However, its proximity to the settlement edges of Hillam are typified by land defined as <i>Planned Estate</i> HLCT, <i>Linear Village</i> HLCT and <i>Detached Housing</i> HLCT within the HLC.</li> </ul>	L-M
<b>Form, density, identity and setting of existing settlement/development</b>	<ul style="list-style-type: none"> <li>The Parcel provides an undeveloped setting to residential properties at the southern extent of Hillam.</li> <li>The Parcel is wholly encompassed with land defined as <i>Green Belt</i> within Policies GB1, GB2 and GB4 of the <i>Selby District Local Plan (2005)</i>. Green belt is a planning designation that seeks to maintain openness between settlements rather than act as an indication of landscape quality.</li> </ul>	L-M
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>The Parcel is not visually prominent within the wider landscape due to the proliferation of hedgerow field boundaries and vegetation at the settlement edge. These features create a sense of visual enclosure and limit views into and out of the Parcel.</li> <li>A network of electricity pylons form prominent vertical features crossing the landscape of the Parcel.</li> <li>A single wind turbine at Hillam Waste Water Treatment Works forms an additional vertical feature in views looking south and east from the Parcel.</li> </ul>	L-M
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>Public Footpath 35.37/6/2 crosses the Parcel, connecting the settlement edge with Stocking Lane.</li> <li>Defined as Open Greenspace, the Parcel encompasses Hillam and Monk Fryston Cricket Club on Stocking Lane. Sports pitches at Monk Fryston United Football Club lie to the south of this boundary, incorporating the route of Public Footpath 35.37/6/2.</li> <li>Benches on Stocking Lane, positioned with views towards Hillam and Monk Fryston Cricket Club, act as local value indicators.</li> </ul>	M
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>Although the Parcel is not settled, the presence of recreational facilities and the settlement edge contributes to a partially suburban character.</li> </ul>	M

## Representative photographs



### Notes on any variations in landscape sensitivity

There are no significant variations in landscape sensitivity within the Parcel.

### Overall development guidelines




Development of the Parcel would not impact the sense of separation between settlements to the south.

## Hillam




Overall assessment of landscape sensitivity to development scenarios			
	Landscape Assessment Parcel HL1	Landscape Assessment Parcel HL2	Landscape Assessment Parcel HL3
<b>2-3 storey residential housing</b>	<b>M</b>	<b>L-M</b>	<b>L-M</b>
<p>Few of the key characteristics and qualities of HL2 and HL3 are vulnerable to change as a result of the introduction of the development scenario, resulting in an overall <b>low-moderate sensitivity</b>. However, the presence of heritage features (Hillam Conservation Area) coupled with the tracts of existing vegetation and perceptual qualities of the Parcel dictate that HL1 would be of <b>moderate sensitivity</b> to the introduction of the development scenario.</p>			

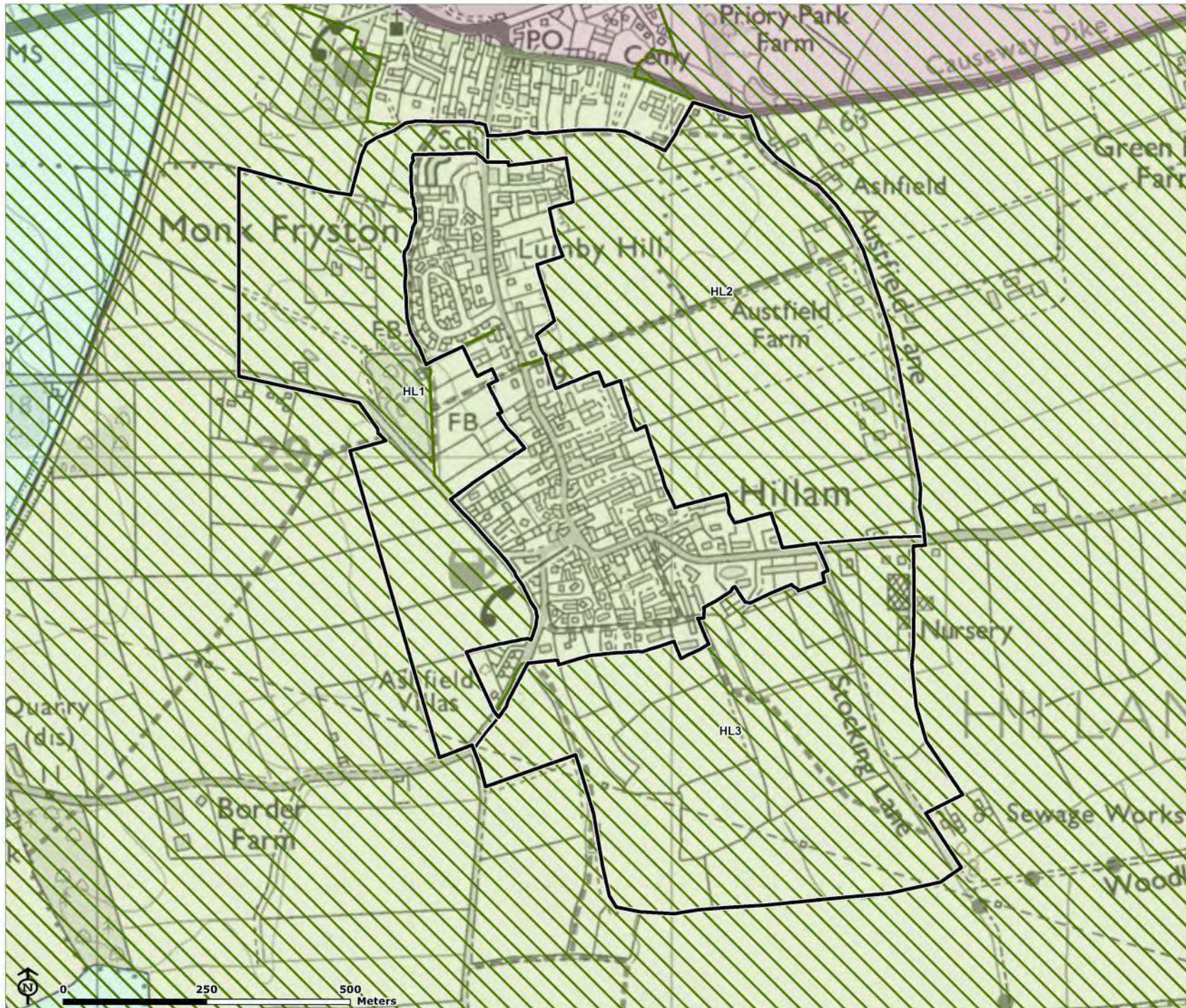
Selby District Council  
Landscape Sensitivity  
Assessment

Landscape - Hillam

-  Selby District
-  Assessment Parcel
-  Green Belt

LUC Landscape Character Area

-  West Selby Limestone Ridge
-  Sherburn Farmland
-  Haddlesey Farmland



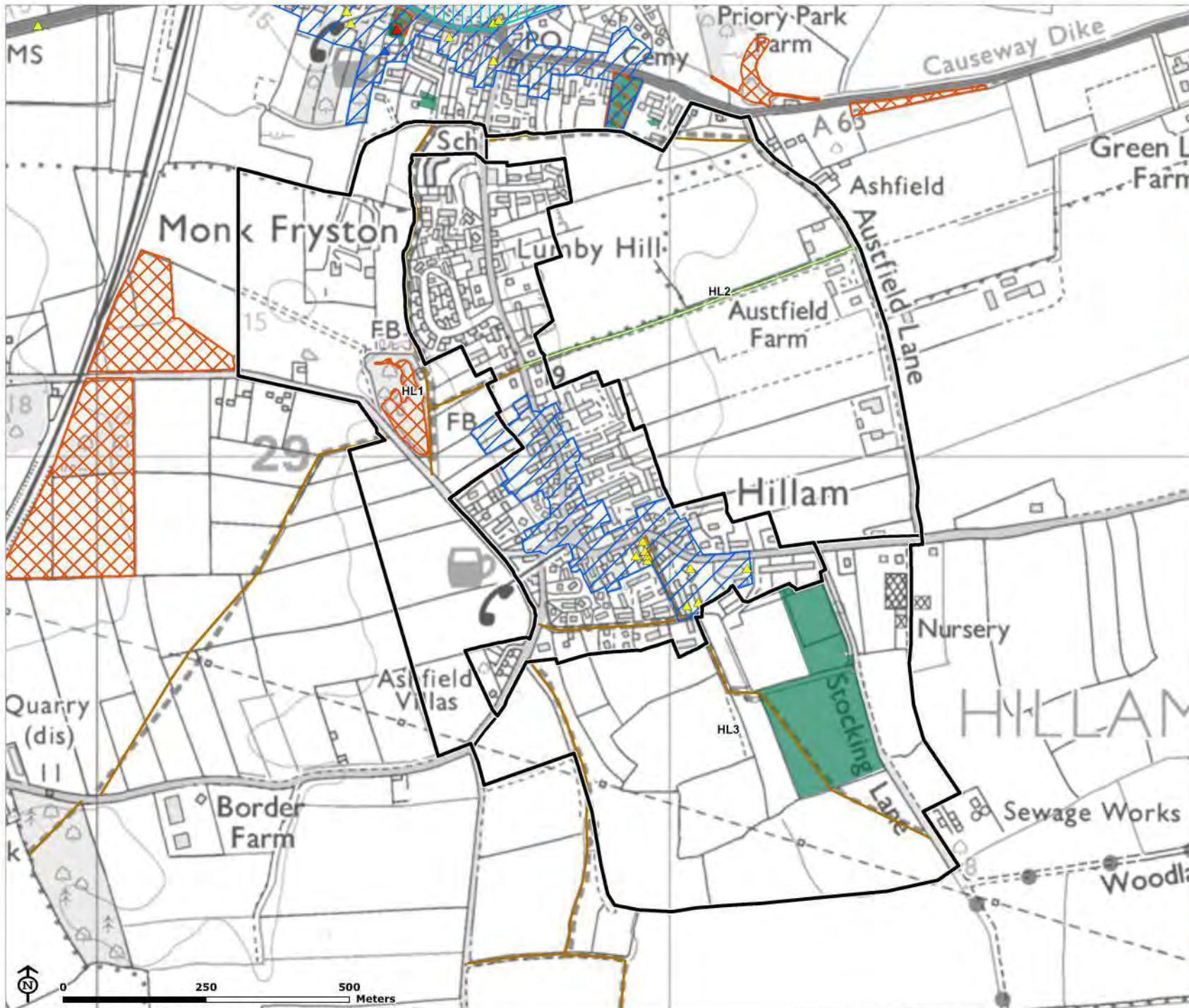
Map Scale @A3: 1:6,500



Selby District Council  
Landscape Sensitivity  
Assessment

Biodiversity, Historic Environment  
and Recreation - Hillam

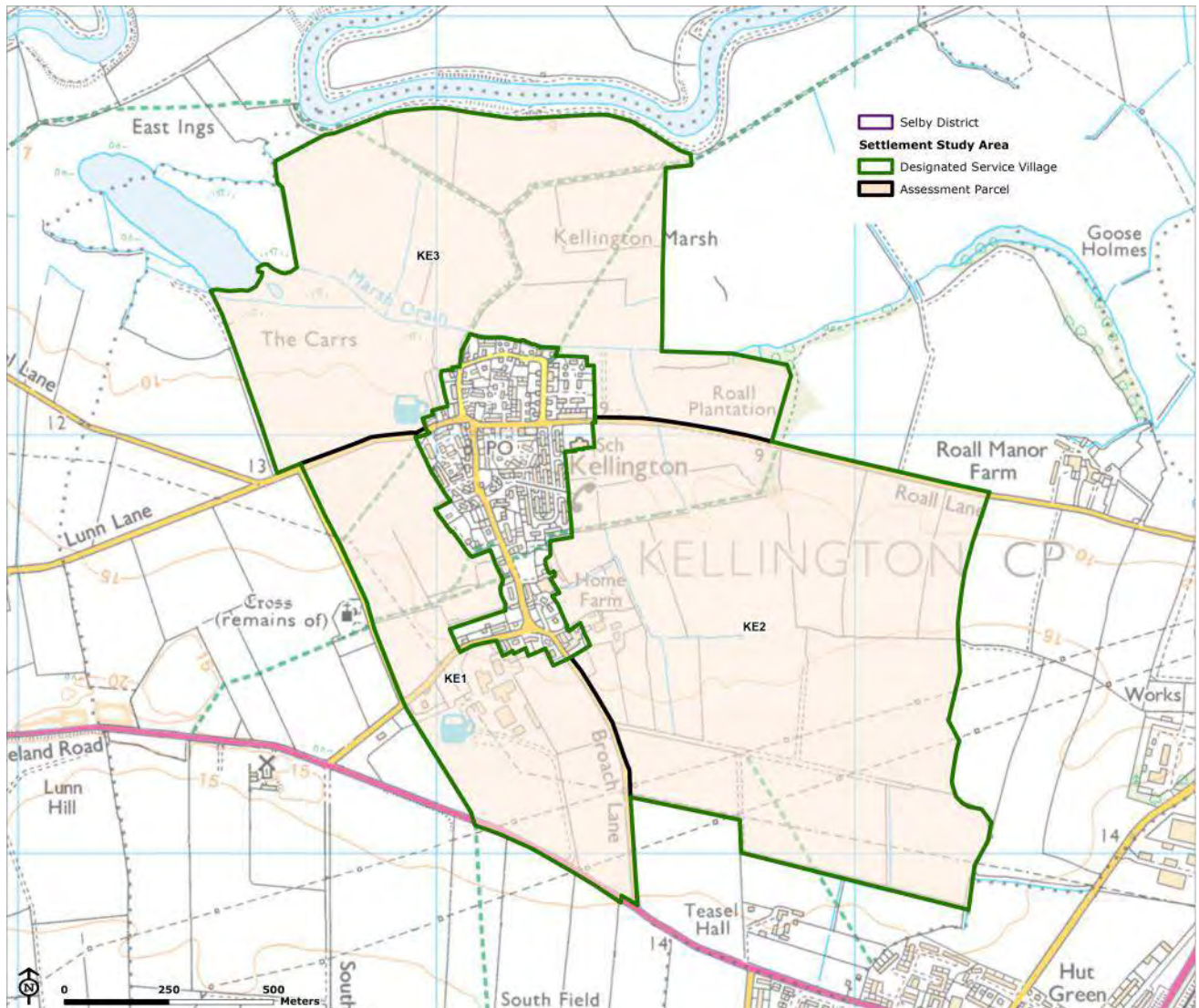
-  Selby District
-  Assessment Parcel
-  SINC
-  Listed Building Grade I
-  Listed Building Grade II\*
-  Listed Building Grade II
-  Conservation Area
-  Historic Parks & Gardens
-  Bridleway
-  Footpath
-  Open Greenspace



Map Scale @A3: 1:6,500



## Kellington



### Location and summary of landscape character

#### Summary of published landscape character

The settlement of Kellington lies within **Farmed Lowland and Valley Landscapes** Primary Landscape Unit, as defined within the *North Yorkshire and York Landscape Characterisation Project (2011)*. This PLU is further refined into **Levels Farmland** Landscape Character Type (LCT), encompassing the southern portion of the study area boundary of Kellington. The *Key Characteristics* of this LCT include large scale low-lying arable land use comprised of dykes which follow the rectilinear field patterns. Industrial scale farm buildings as well as major energy and transport infrastructure features are evident in views. The northern extent of the study area lies within landscape defined as **River Floodplain LCT**, in virtue of its proximity to the River Aire.

The *Selby Landscape Character Assessment (2019)* identifies land encompassing the southern portion of the study area of Kellington as **LCA 16: Eggborough**, incorporating the major transport corridors of the M62 and the Aire and Calder Navigation (Knottingley and Goole Canal). Characterised by low-lying arable farmland, Eggborough Power Station also forms a highly prominent feature in the landscape of this LCA. **LCA 7: Aire Valley** defines the landscape to the north of the study area.

## Definition of landscape assessment parcels

Refinement of study area boundary and definition of assessment parcels						
Boundary of study area	Criteria to define final refinement of study area boundary					Notes
	River / canal corridors	Infrastructure corridors	Existing landscape feature	Alignment of minor road / PRoW	Adjoins adjacent study area / LPA	
North	✓					The corridor of the River Aire.
East			✓			Agricultural field boundaries.
South					✓	Abuts Eggborough study area.
West			✓	✓		Agricultural field boundaries, route of Church Lane and The Carrs.

Definition of assessment parcels within Kellington:

- **KE1: Land to the West of Broach Lane;**
- **KE2: Land to the East of Broach Lane; and**
- **KE3: Kellington Northern Fringes.**

The study area of Kellington adjoins Eggborough at its south eastern extent.



## Landscape Assessment Parcel KE1: Land to the West of Broach Lane

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>The landform of the Parcel is low-lying and generally influenced by the wider floodplain of the River Aire.</li> <li>The underlying topography is broad and large scale. This is emphasised, where present, by the low cut hedgerows used to demarcate field boundaries.</li> </ul>	L
<b>Natural character</b>	<ul style="list-style-type: none"> <li>The Parcel is set within a context of arable land use divided by hedgerow field boundaries.</li> <li>Sections of largely fragmented hedgerows delineate the carriageways of Lunn Lane and Church Lane.</li> <li>Although not encompassed within the Parcel itself, the Parcel borders a ratified SINC site and an area of <i>Lowland Fens</i> identified within the Priority Habitat Inventory.</li> </ul>	L-M
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>The Parcel offers open views towards the Grade I listed Church of St. Edmund (and Grade II listed associated structures) which abut the western boundary of the Parcel, located on the opposite side of Church Lane.</li> <li>The HLC is consistent with the existing land use on Parcel, defined largely by the <i>Planned Large Scale Parliamentary Enclosure</i> HLCT. The Planned Estate HLCT encompasses the farm buildings south of Whales Lane.</li> </ul>	M
<b>Form, density, identity and setting of existing settlement/development</b>	<ul style="list-style-type: none"> <li>With the exception of large farm buildings south of Whales Lane, the Parcel is largely undeveloped.</li> <li>Land defined as <i>Green Belt</i> within Policies GB1, GB2 and GB4 of the <i>Selby District Local Plan</i> (2005) borders the western boundary of the Parcel on Church Lane. Green belt is a planning designation that seeks to maintain openness between settlements rather than act as an indication of landscape quality.</li> </ul>	M
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>The proliferation of vegetation associated with private gardens on the settlement edge of Kellington provides a partially wooded backdrop, with views available to Eggborough Power Station in the east. Distant views are also afforded to Ferrybridge Power Station in the west.</li> <li>The Parcel has a visual relationship with the existing settlement edge. However, the open expansive views available across the agricultural land to the north of the Parcel are contrasted with a sense of visual containment to the south of Whales Lane.</li> <li>Electricity pylons interrupt the skyline, crossing the carriageway of the A645 Weeland Road at the Parcel's southern limit.</li> <li>The Church of St. Edmund forms a distinctive feature on the skyline in views looking both south and east from the Parcel, and from the wider area.</li> </ul>	L-M
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>Running broadly north east to south west, a network of public footpaths (35.41/7/1, 35.41/3/2, 35.41/13/1 and 35.41/3/1) radiate from the settlement edge of Kellington and provide a connection to Church Lane. The south western extent of the Parcel is delineated by the route of Public Footpath 35.41/4/1.</li> <li>Defined as Open Greenspace, the religious grounds at Church of St. Edmund border the Parcel on its western boundary.</li> </ul>	L
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>The Parcel is largely undeveloped, although it is influenced by the adjacent settlement.</li> <li>Vehicles travelling on the A645 Weeland Road, connecting Eggborough with Knottingley, interrupt perceived tranquillity.</li> <li>The existing farm buildings south of Whales Lane contribute aspects of human influence which affect the perceptual qualities of the Parcel.</li> </ul>	M

## Representative photographs



### Notes on any variations in landscape sensitivity

Land to the south of Whales Lane containing existing built form has a reduced landscape sensitivity compared to the undeveloped portions of the Parcel.

### Overall development guidelines

Development in the Parcel would further extend away from the nucleated settlement form of Kellington. However, development in the south of the Parcel may reduce the perceived separation of Kellington and Eggborough along the A645.

## Landscape Assessment Parcel KE2: Land to the East of Broach Lane

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>Located within the wider floodplain of the River Aire, the Parcel occupies the low-lying valley floor.</li> <li>The openness of the agricultural land use creates the sense of a large scale landscape.</li> </ul>	L
<b>Natural character</b>	<ul style="list-style-type: none"> <li>Arable agricultural land dominates the wider floodplain of the River Aire. Field boundaries are varied, comprised of hedgerows or drainage ditches. The carriageways of Roall Lane and Broach Lane are also defined by fragmented hedge lines.</li> <li>Timber post and rail fencing demarcates rectilinear pastoral land to the east of Home Farm.</li> <li>A tract of <i>Deciduous Woodland</i> at Roall Plantation at the northern boundary of the Parcel is identified within the Priority Habitat Inventory.</li> </ul>	L-M
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>A Scheduled Monument (Roman fort 600 m west of Roall Hall) occupies land to the south of Old Hee, approximately 200m north of the Parcel itself.</li> <li>The Parcel is influenced by an agricultural setting, albeit characterised by subtle variations in origin and enclosure. <i>Medieval Strip Fields</i> HLCT border Roall Lane to the north east of the Parcel with <i>Piecemeal Enclosure</i> HLCT dating from the post medieval to the 18th century at Home Farm. <i>Unknown Planned Enclosure</i> HLCT and <i>Planned Large Scale Parliamentary Enclosure</i> HLCT define portions of the Parcel, with the larger geometric fields occupying central areas identified as <i>Modern Improved Fields</i> HLCT.</li> </ul>	M
<b>Form, density, identity and setting of existing settlement/development</b>	<ul style="list-style-type: none"> <li>The Parcel makes a contribution to the sense of separation between Kellington and Eggborough, maintaining them as distinct settlements.</li> </ul>	M-H
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>Expansive views are available across the agricultural pastures from the residential edge of Kellington, albeit interrupted with electricity pylons and telegraph poles discernible against the skyline. Visual enclosure is limited within the Parcel.</li> <li>Eggborough Power Station, located approximately 1.0 km east, is prominent in easterly views from the Parcel. The nature of the industrial built form provides visual contrast with the surrounding valley floor.</li> </ul>	L-M
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>Public Footpath 35.41/9/1 radiates from the settlement edge of Kellington, crossing arable farmland and connecting the village with Roall Lane. A further public footpath (35.41/12/1) offers recreational opportunities at the southern extent of the Parcel, linking Upper Common Lane with the northern extents of Eggborough.</li> </ul>	L
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>The Parcel is largely undeveloped and retains some rural qualities, despite adjoining the settlement edge of Kellington. Views toward areas of human influence at Eggborough Power Station detract from the perceptual qualities of the Parcel. Noise intrusion from the A19 Selby Road is also apparent towards the eastern limit of the Parcel.</li> <li>The Parcel is relatively open, with limited visual screening.</li> </ul>	M

## Representative photographs



View looking east across arable farmland towards Eggborough Power Station



Rectilinear pastoral land use north of Home Farm



View looking east from Roall Lane where vegetation at Roall Plantation filters views towards Eggborough Power Station

### Notes on any variations in landscape sensitivity

The Parcel exhibits localised variations in landscape sensitivity due to its scale. Development in the south eastern extent of the Parcel is more likely to erode the gap between Kellington and Eggborough resulting in higher levels of landscape sensitivity.

Development in the Parcel, particularly at its eastern extent, would result in a move away from the nucleated settlement pattern of Kellington.

## Landscape Assessment Parcel KE3: Kellington Northern Fringes

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>The Parcel is influenced by its proximity to the meandering channel of the River Aire, exhibiting limited topographical variation.</li> <li>The channel of Marsh Drain crosses the Parcel broadly east – west, adjoining The Carrs at its western extent.</li> </ul>	L
<b>Natural character</b>	<ul style="list-style-type: none"> <li>The Parcel partially encompasses the ratified SINC at <i>Beal Carrs</i>. This area is also defined as <i>Lowland Fens</i> within the Priority Habitats Inventory. Although not encompassed with the Parcel itself, <i>Deciduous Woodland</i> identified within the Priority Habitats Inventory borders the Parcel south of Marsh Drain.</li> </ul>	M
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>The Roman fort 600 m west of Roall Hall (scheduled monument) lies approximately 350 m east of the Parcel. However, the Parcel does not contain any known heritage features itself.</li> <li>The Parcel is influenced by a pattern of agricultural enclosures. <i>Modern Improved Fields</i> HLCT of twentieth century origin is interspersed with <i>Unknown Planned Enclosure</i> HLCT at Kellington Marsh. The Parcel also incorporates an area of <i>Planned Estate</i> HLCT due to the proximity of the existing settlement edge.</li> </ul>	M
<b>Form, density, identity and setting of existing settlement/ development</b>	<ul style="list-style-type: none"> <li>The Parcel provides an undeveloped setting to residential properties at the northern extent of Kellington.</li> <li>Land lying to the west of Public Footpaths 35.41/1/1 and 35.41/5/1, land defined as <i>Green Belt</i> within Policies GB1, GB2 and GB4 of the <i>Selby District Local Plan</i> (2005). Green belt is a planning designation that seeks to maintain openness between settlements rather than act as an indication of landscape quality.</li> </ul>	M-H
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>The large scale arable fields dominate the landscape of the Parcel, facilitating long distance views and intervisibility with the surrounding landscape.</li> <li>Ferrybridge Power Station is perceptible in westerly views from the corridor of Lunn Lane. The cooling towers at Eggborough Power Station also form prominent features in background views from the Parcel.</li> <li>Networks of electricity pylons and telegraph poles form urbanising features against the skyline.</li> </ul>	L-M
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>A network of PRoW cross the agricultural landscape, radiating from the settlement's northern edge towards the River Aire. Public Footpath 35.41/1/1 follows the alignment of a drainage ditch parallel Marsh Lane, providing wider connections to Public Footpaths 35.41/1/2, 35.41/5/1 and 35.41/6/1.</li> </ul>	L
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>Exhibiting a rural quality, the Parcel is undeveloped and not strongly associated with the existing settlement edge. However, views towards Ferrybridge and Eggborough Power Stations form urbanising features resulting in a reduction in perceived tranquillity.</li> <li>Development of the Parcel would result in the perceived urbanisation of the floodplain of the River Aire.</li> </ul>	M

## Representative photographs



### Notes on any variations in landscape sensitivity

Development in the southern part of the Parcel, excepting the SINC, would be of reduced landscape sensitivity in virtue of its proximity to the existing settlement edge.

### Overall development guidelines

The existing nucleated settlement form would be altered by the development of the Parcel and is likely to cause a loss of settlement identity and the relationship with the river.

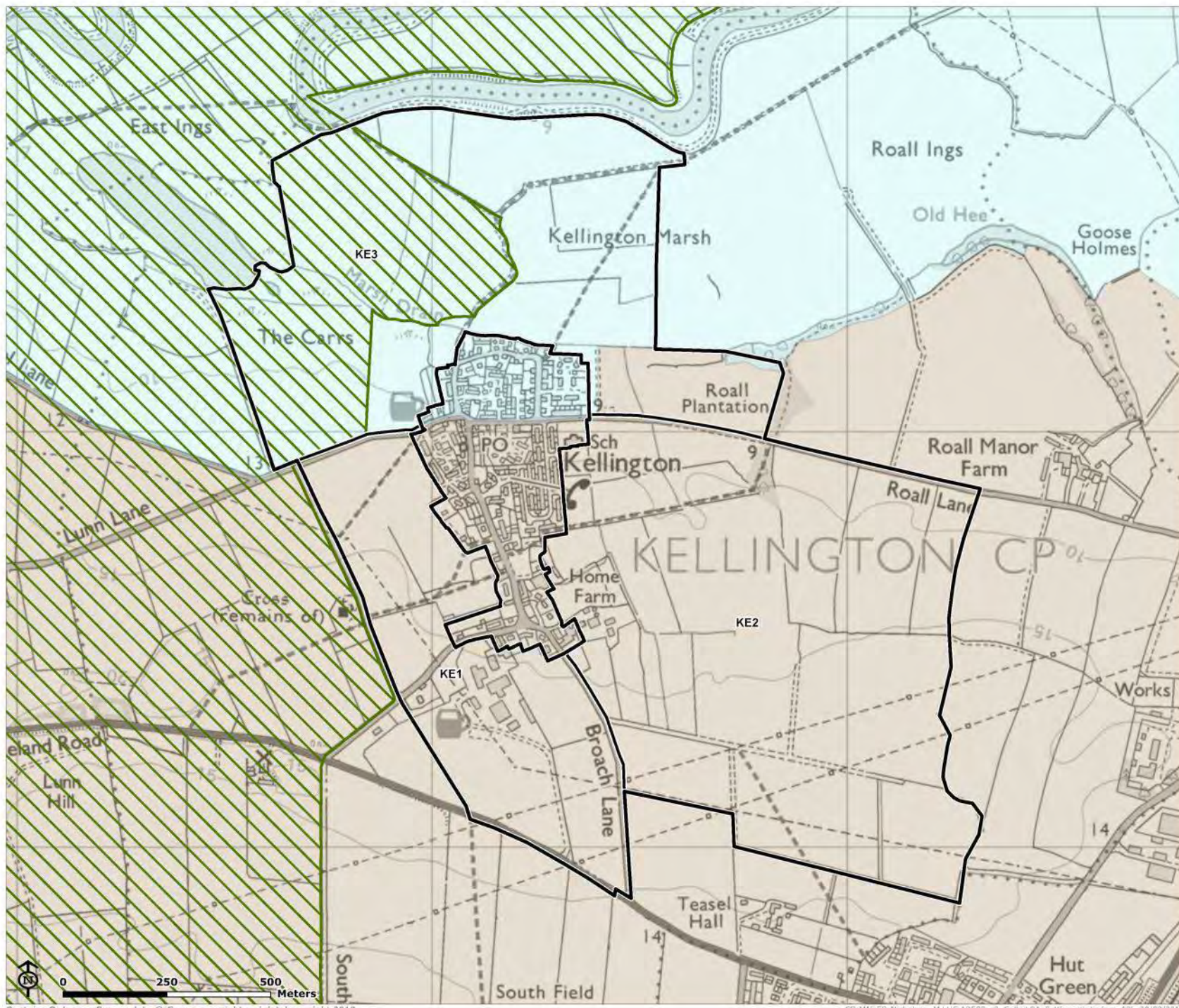
## Kellington

Overall assessment of landscape sensitivity to development scenarios			
	Landscape Assessment Parcel KE1	Landscape Assessment Parcel KE2	Landscape Assessment Parcel KE3
<b>2-3 storey residential housing</b>	<b>M</b>	<b>M</b>	<b>M</b>
All Parcels have some distinctive characteristics and valued qualities that may be vulnerable to change as a result of the introduction of the development scenario. The Parcels therefore exhibit an overall <b>moderate sensitivity</b> .			

Selby District Council  
Landscape Sensitivity  
Assessment

Landscape - Kellington

-  Selby District
-  Assessment Parcel
-  Green Belt
- LUC Landscape Character Area**
-  Aire Valley
-  Eggborough



Map Scale @A3: 1:8,900

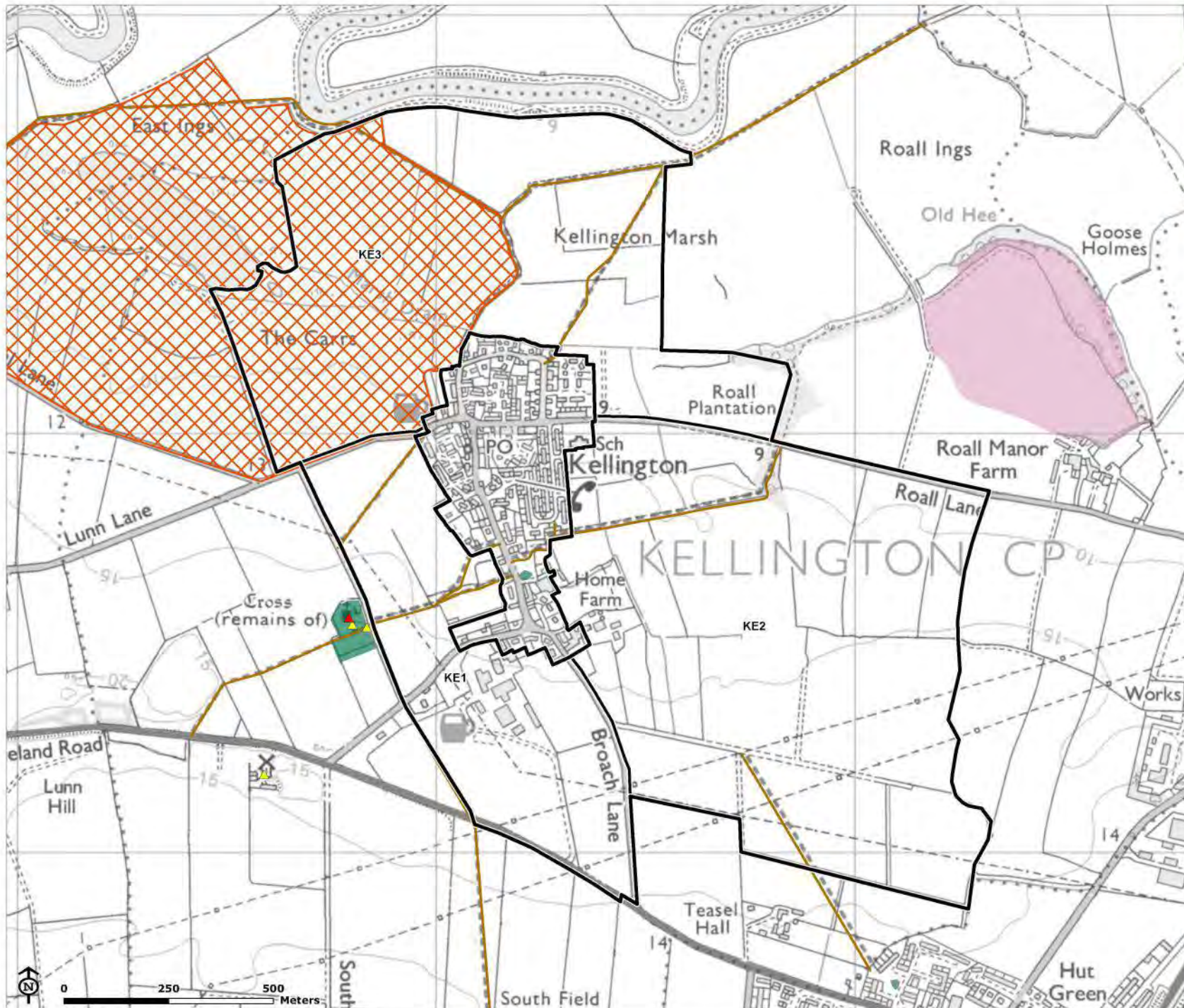




Selby District Council  
Landscape Sensitivity  
Assessment

Biodiversity, Historic Environment  
and Recreation - Kellington

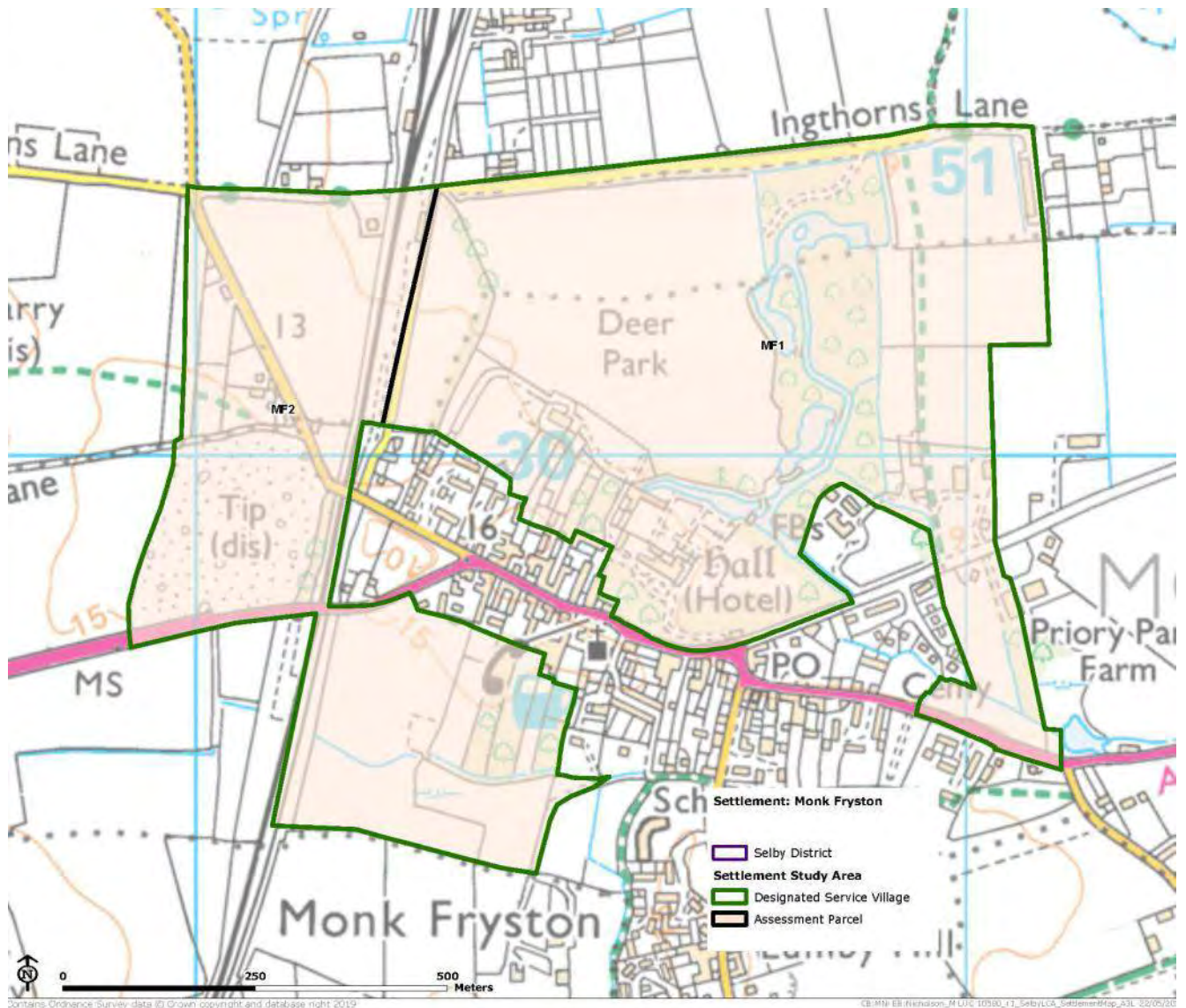
-  Selby District
-  Assessment Parcel
-  SINC
-  Listed Building Grade I
-  Listed Building Grade II
-  Scheduled Monument
-  Footpath
-  Open Greenspace



Map Scale @A3: 1:8,900



## Monk Fryston



### Location and summary of landscape character

#### Summary of published landscape character

With the exception of land lying to the south west of Lumby Lane, Monk Fryston is encompassed within **Farmed Lowland and Valley Landscapes** PLU as defined within the *North Yorkshire and York Landscape Characterisation Project (2011)*. This PLU is further refined into **Levels Farmland** Landscape Character Type (LCT) where the *Key Characteristics* include large scale low-lying arable land defined by rectilinear field patterns. Industrial scale farm buildings as well as major energy and transport infrastructure features are evident in views. The western extent of the study area is incorporated within **Limestone Landscapes** PLU, subdivided into **Magnesian Limestone Ridge** LCT.

The *Selby Landscape Character Assessment (2019)* identifies land lying to the south east of Selby Rail Line as **LCA 13: Haddlesey Farmland**. A sparse settlement predominates in this LCA, with flat arable farmland largely devoid of hedgerows. Major energy transmission infrastructure also forms a feature of the landscape of this LCA. Land lying to the east of Lumby Lane is defined by **LCA 11: Sherburn Farmland**. In addition, **LCA 8: West Selby Limestone Ridge** identifies the western extent of the study area, including land lying between the carriageways of the A63 Main Street and Lumby Lane.

#### Definition of landscape assessment parcels

## Refinement of study area boundary and definition of assessment parcels

Boundary of study area	Criteria to define final refinement of study area boundary					Notes
	River / canal corridors	Infrastructure corridors	Existing landscape feature	Alignment of minor road / PRoW	Adjoins adjacent study area / LPA	
North				✓		The route of Ingthorns Lane.
East			✓	✓		Existing field boundaries and PRoW.
South					✓	Adjoins the study area of Hillam.
West			✓			Disused tip and existing field boundaries.

Definition of assessment parcels within Monk Fryston:

- **MF1: Monk Fryston Hall; and**
- **MF2: Monk Fryston Selby Rail Line Corridor.**

The south eastern extent of Monk Fryston study area adjoins HL1 and HL2 within Hillam study area.

## Landscape Assessment Parcel MF1: Monk Fryston Hall

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>The landform of the Parcel is flat, low-lying and generally influenced by the wider floodplain of the River Aire.</li> <li>The designed gardens of Monk Fryston Hall Hotel incorporate lakes within the mature parkland to the north east of the Parcel, providing a wider linkage to Causeway Dike. The large-scale grounds of the former deer park contrast with visual enclosure provided by the ornamental gardens.</li> </ul>	L
<b>Natural character</b>	<ul style="list-style-type: none"> <li>The Parcel forms the setting of the former designed landscape of Monk Fryston Hall, comprising lakes, mature woodland and a former deer park.</li> <li>A ratified SINC site south of Priory Park Farm borders the eastern limit of the Parcel.</li> <li>Land defined as <i>Deciduous Woodland</i> within the Priority Habitats Inventory occupies land forming the frontage of the A63 Main Street as well as a rectilinear tract to the north east of Monk Fryston Hall Hotel.</li> </ul>	M-H
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>The Parcel wholly encompasses land defined as Monk Fryston Hall within Policy ENV 16 <i>Historic Parks and Gardens</i> within the <i>Selby District Local Plan</i> (2005). Although not included within the national register of Parks and Gardens of National Historic Interest maintained by Historic England, the site is described as significant within Policy ENV 16 due to its local historical interest.</li> <li>Land lying to the east of the Selby Rail line is encompassed within the boundary of Monk Fryston Conservation Area. The Grade II* listed Monk Fryston Hall occupies land to the south east of the Parcel.</li> <li>The Parcel is characterised by various land uses as identified within the HLC. The <i>Gardens and Pleasure Grounds</i> HLCT and <i>Deer Park</i> HLCT are associated with land at Monk Fryston Hall Hotel and are 19th century in origin. Land immediately east of the Selby Rail Line is defined as <i>Planned Estate</i> HLCT and incorporates the settlement edge of Monk Fryston.</li> </ul>	M-H
<b>Form, density, identity and setting of existing settlement/development</b>	<ul style="list-style-type: none"> <li>The gated entrance to Monk Fryston Hall Hotel forms the frontage to the A63 Main Street, denoted by stone pillars and iron railings. A stone boundary wall also runs parallel the carriageway at the parcel's southern extent.</li> <li>Built form within the parcel is limited to Monk Fryston Hall Hotel, a residential property accessed via Deer Park Court as well as dwellings on Lumby Lane.</li> <li>With the exception of land adjoining the settlement edge at Monk Fryston Hall Hotel, the Parcel is defined as <i>Green Belt</i> within Policies GB1, GB2 and GB4 of the <i>Selby District Local Plan</i> (2005). Green belt is a planning designation that seeks to maintain openness between settlements rather than act as an indication of landscape quality.</li> <li>The Parcel makes a contribution to the setting of the existing settlement at Monk Fryston. However, the Parcel does not play a role in restricting settlement coalescence.</li> </ul>	M-H
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>Views into the Parcel are restricted due to the extent of vegetation and existing boundary treatments running parallel the A63 Main Street, contributing to a sense of visual enclosure.</li> <li>The belt of vegetation bordering Ingthorns Lane limits the availability of direct views into the former deer park landscape from this location.</li> </ul>	L-M
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>With the exception of Public Footpath 35.48/1/1 which adjoins Ingthorns Lane at the Parcel's eastern limit, the Parcel is devoid of public access.</li> <li>The locally promoted Monk Fryston Heritage Trail follows the A63 Main Street. An interpretation board describing the route lies adjacent the entrance to Monk Fryston Hall Hotel on the A63 Main Street.</li> </ul>	L
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>The Parcel exhibits a degree of time-depth due to the presence of Monk Fryston Hall Hotel and the adjacent parkland and deer park.</li> <li>The degree of boundary vegetation and lack of public access contributes to a sense of visual enclosure.</li> </ul>	M-H

## Representative photographs



Indirect views towards Monk Fryston Hall with a stone boundary wall on A63 Main Street forming the immediate foreground



View looking south from Ingthorns Lane towards the former deer park at Monk Fryston Hall Hotel



Main entrance to Monk Fryston Hall Hotel on the A63 Main Street. The interpretation board in the foreground promotes the Monk Fryston Heritage Trail

### Notes on any variations in landscape sensitivity

The Parcel exhibits localised variations in landscape sensitivity. Landscape sensitivity is reduced in land lying to the south of Fryston Common Lane compared with land to the north that forms the wider setting of Monk Fryston Hall and the agricultural fields to the east.

### Overall development guidelines

Development within the Parcel would be at odds with the existing settlement pattern, extending it northwards from the corridor of the A63.

## Landscape Assessment Parcel MF2: Selby Rail Line Corridor

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>The Parcel occupies low-lying landform, ranging in elevation from 9 m AOD at the northern boundary to 15 m AOD at its southern extent.</li> <li>The bridge accommodating Lumby Lane over the Selby Rail Line provides a locally elevated vantage point across the immediate landscape.</li> </ul>	L
<b>Natural character</b>	<ul style="list-style-type: none"> <li>Small to medium scale paddocks occupy the western extent of the Parcel, immediately north of Long Heads Lane.</li> <li>The degree of boundary vegetation precludes views to the disused tip, located immediately west of the Selby Rail Line. The Parcel also encompasses a network of hedgerow trees forming field boundaries as well as woodland cover adjacent the Selby Rail Line.</li> <li>The Parcel incorporates a rectilinear area of <i>Deciduous Woodland</i> to the south of the A63 Main Street, defined within the Priority Habitats Inventory.</li> </ul>	L-M
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>The eastern extent of the Parcel south of Main Street encompasses a section of Monk Fryston Conservation Area.</li> <li>Agricultural enclosures (<i>Piecemeal Enclosure</i> HLCT) lie west of a linear corridor accommodating the Selby Rail Line (<i>Communications</i> HLCT). Land immediately east of this route is defined as <i>Planned Large Scale Parliamentary Enclosure</i> HLCT and <i>Linear Village</i> HLCT, lying at the settlement edge of Monk Fryston.</li> </ul>	M
<b>Form, density, identity and setting of existing settlement/development</b>	<ul style="list-style-type: none"> <li>The Parcel is wholly encompassed with land defined as <i>Green Belt</i> within Policies GB1, GB2 and GB4 of the <i>Selby District Local Plan (2005)</i>. Green belt is a planning designation that seeks to maintain openness between settlements rather than act as an indication of landscape quality.</li> </ul>	L-M
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>The Parcel is not visually prominent within the wider landscape.</li> <li>Land comprising the disused tip has a limited visual relationship with the existing settlement of Monk Fryston due to the surrounding tree cover. A timber post and rail fence and boundary vegetation delineates this area and precludes direct views into the western extent of the Parcel.</li> <li>The southern section of the Parcel affords views to the existing settlement edge of Monk Fryston and Hillam, albeit screened by the degree of intervening vegetation.</li> </ul>	L-M
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>Public Footpath 35.59/14/1 crosses the Parcel, providing a connection between Long Heads Lane and the A162 to the west.</li> </ul>	L
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>Noise from vehicles on the A63 Main Street and trains travelling on the Selby Rail Line is a prominent experiential factor within the Parcel.</li> </ul>	L-M

## Representative photographs



Bridge crossing the Selby Rail Line on Lumby Lane



View looking north west along Lumby Lane



Existing vegetation bordering Long Heads Lane limits views into the disused tip

### Notes on any variations in landscape sensitivity

There are no significant variations in landscape sensitivity within the Parcel.

### Overall development guidelines

Development within the Parcel would be perceived as the incremental extension of the settlement edge along the corridor of the A63 Main Street and to the west of the Selby Rail Line.

## Monk Fryston

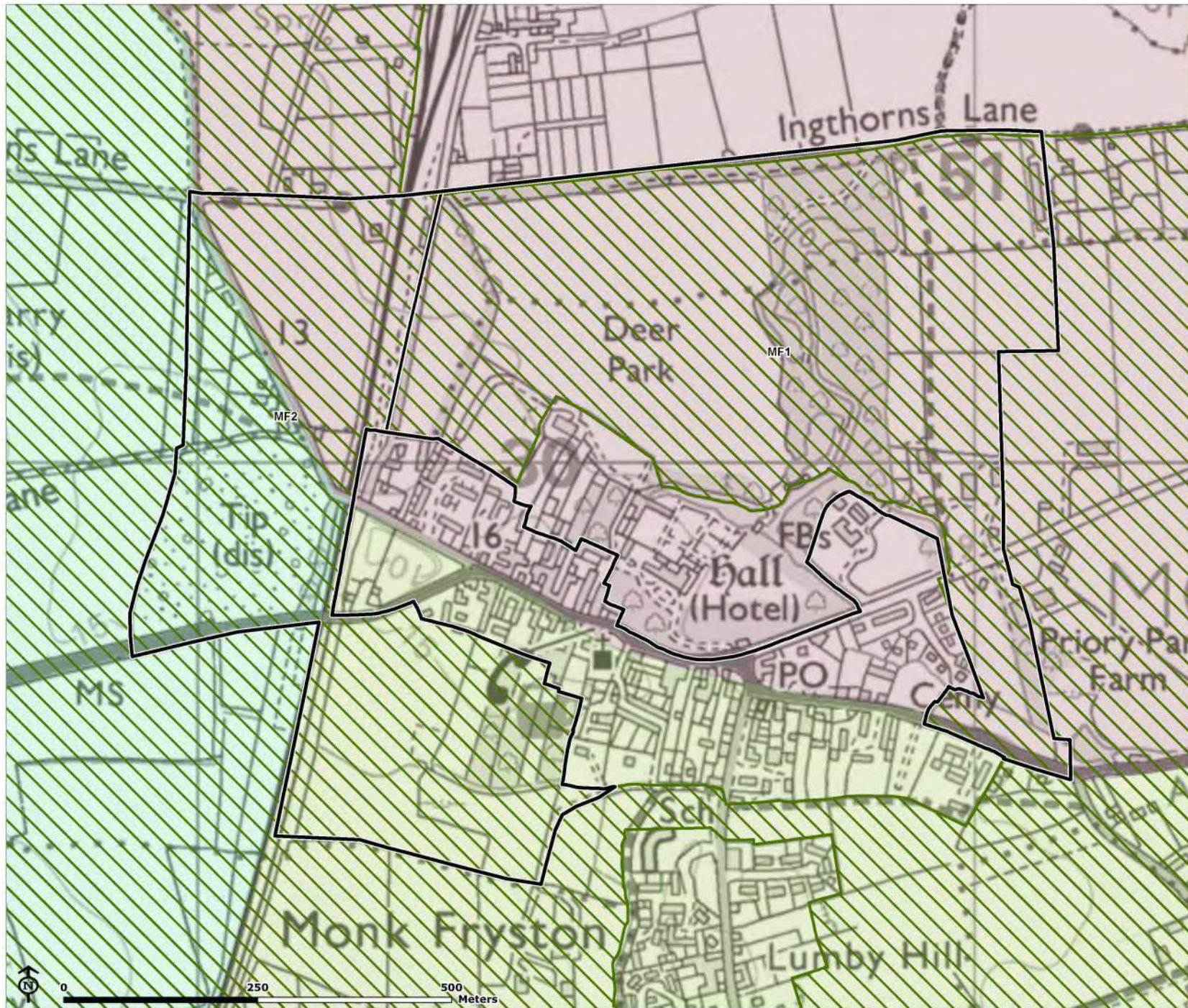
Overall assessment of landscape sensitivity to development scenarios		
	Landscape Assessment Parcel MF1	Landscape Assessment Parcel MF2
2-3 storey residential housing	<b>M-H</b>	<b>L-M</b>
<p>Few of the key characteristics and qualities of MF2 are vulnerable to change as a result of the introduction of the development scenario, resulting in an overall <b>low-moderate sensitivity</b>. However, the contribution MF1 makes to the setting of Monk Fryston coupled with historic and landscape character features provides an overall <b>moderate-high sensitivity</b> to the introduction of the development scenario. Development of MF1 is likely to result in a change in character and/or some significant adverse effects on landscape character and visual amenity.</p>		



Selby District Council  
Landscape Sensitivity  
Assessment

Landscape - Monk Fryston

-  Selby District
-  Assessment Parcel
-  Green Belt
- LUC Landscape Character Area**
-  West Selby Limestone Ridge
-  Sherburn Farmland
-  Haddlesey Farmland



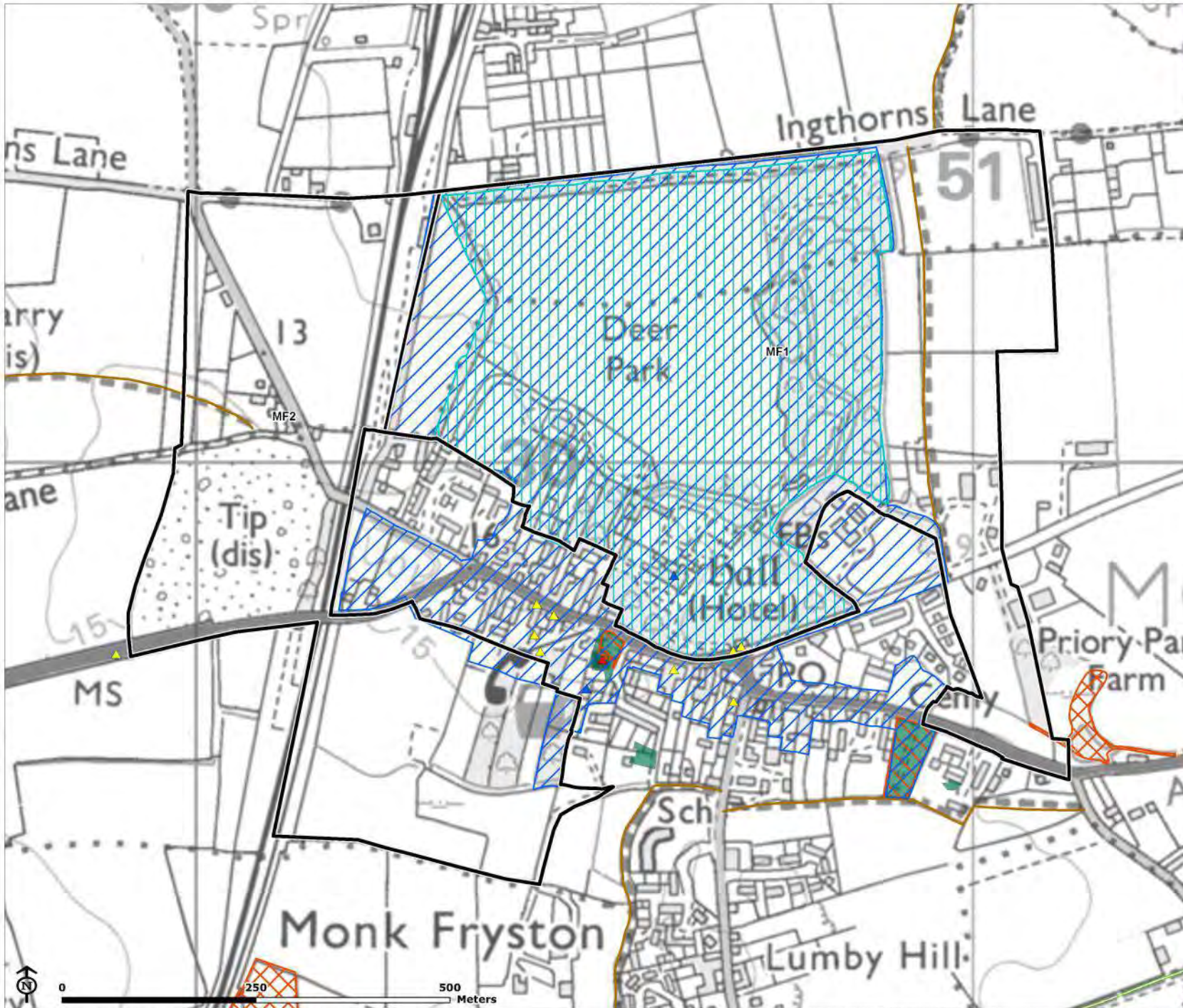
Map Scale @A3: 1:4,800



Selby District Council  
Landscape Sensitivity  
Assessment

Biodiversity, Historic Environment  
and Recreation - Monk Fyston

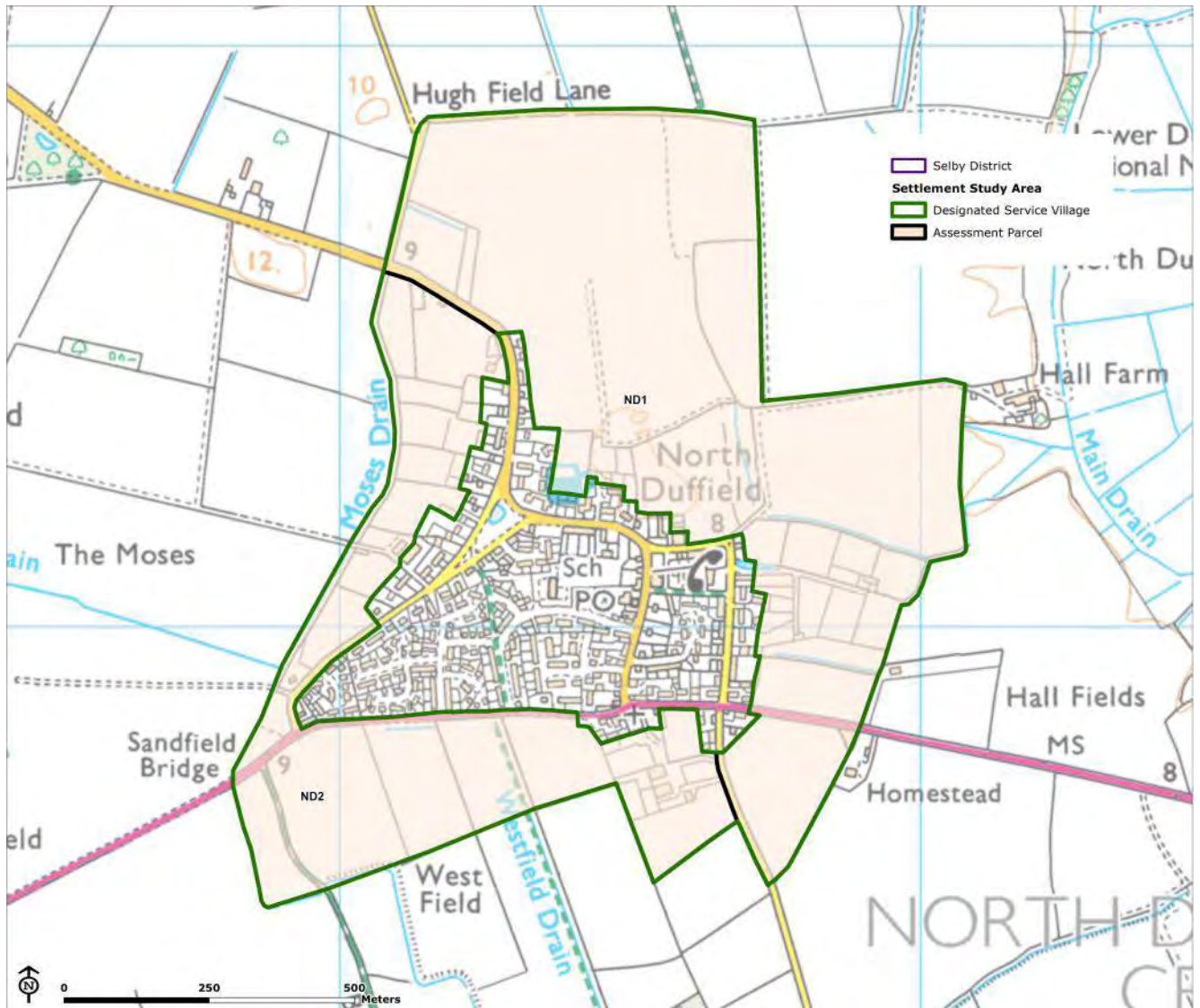
-  Selby District
-  Assessment Parcel
-  SINC
-  Listed Building Grade I
-  Listed Building Grade II\*
-  Listed Building Grade II
-  Conservation Area
-  Historic Parks & Gardens
-  Bridleway
-  Footpath
-  Open Greenspace



Map Scale @A3: 1:4,800



## North Duffield



### Location and summary of landscape character

#### Summary of published landscape character

The settlement of North Duffield lies within **Farmed Lowland and Valley Landscapes** Primary Landscape Unit, as defined within the *North Yorkshire and York Landscape Characterisation Project (2011)*. This PLU is further refined into **Levels Farmland** Landscape Character Type (LCT). The *Key Characteristics* of this LCT include large scale low-lying arable land use comprised of dykes which follow the rectilinear field patterns. Industrial scale farm buildings as well as major energy and transport infrastructure features are evident in views. The study area is bordered to the west by **Vale Farmland and Plantation Woodland and Heathland** LCT.

The *Selby Landscape Character Assessment (2019)* identifies the landscape of the study area as **LCA 10: East Selby Farmland**. Exhibiting a strong rural character, the landscape comprises predominantly flat arable fields of medium scale. **LCA 3: Skipwith Lowlands** bounds the study area to the west, adjacent Moses Drain.

## Definition of landscape assessment parcels

Refinement of study area boundary and definition of assessment parcels						
	Criteria to define final refinement of study area boundary					
Boundary of study area	River / canal corridors	Infrastructure corridors	Existing landscape feature	Alignment of minor road / PRow	Adjoins adjacent study area / LPA	Notes
North				✓		The alignment of Hugh Field Lane.
East			✓			Agricultural field boundaries.
South			✓			Agricultural field boundaries.
West			✓			The line of Moses Drain.

Definition of assessment parcels within North Duffield:

- **ND1: North Duffield Eastern Fringes; and**
- **ND2: North Duffield Western Fringes.**

## Landscape Assessment Parcel ND1: North Duffield Eastern Fringes

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>Lying to the west of a network of drainage ditches at North Duffield Carrs, the Parcel occupies the valley floor of the River Derwent.</li> <li>Variable in scale, fields comprise arable agricultural land defined by fragmented hedgerows or drainage ditches. Large scale fields characterise the land to the north of the Parcel and contrast with small rectilinear fields to the north of the A163 corridor.</li> </ul>	L
<b>Natural character</b>	<ul style="list-style-type: none"> <li>The proliferation of hedgerow trees within the Parcel contributes to a sense of semi-enclosure.</li> <li>The Parcel lies approximately 500 m west of Lower Derwent Valley National Nature Reserve. However, land encompassed by an SAC, SPA and SSSI at the Lower Derwent Valley borders the eastern extent of the Parcel. This adjacent area also forms part of Lower Derwent Valley Ramsar Site, designated as a wetland site of international importance.</li> <li>The Parcel incorporates land defined as <i>Coastal and Floodplain Grazing Marsh</i> within the Priority Habitats Inventory.</li> </ul>	M-H
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>The Parcel does not contain any known heritage features or make a significant contribution to the landscape setting of any heritage features.</li> <li>The Parcel is influenced by a pattern of agricultural enclosures, albeit characterised by subtle variations in origin and enclosure. <i>Strip Fields</i> HLCT dating from the medieval period abut the settlement edge. The fields forming the northern extent of the Parcel are twentieth century in origin, defined as <i>Modern Improved Fields</i> HLCT. <i>Planned Large Scale Parliamentary Enclosure</i> HLCT and <i>Piecemeal Enclosure</i> HLCT also typify the agricultural landscape, located predominantly in the southern fringes of the Parcel.</li> </ul>	L-M
<b>Form, density, identity and setting of existing settlement/ development</b>	<ul style="list-style-type: none"> <li>The Parcel provides an undeveloped setting to residential properties at the eastern extent of North Duffield.</li> </ul>	M
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>Skylines are largely undeveloped, albeit influenced by the roofline of residential properties on the settlement edge.</li> <li>The combination of the low-lying landform and the extent of intervening vegetation limit the availability of some long range views into and out of the Parcel. However, the large scale field patterns south of Hugh Field Lane provide open views looking south.</li> <li>A network of telegraph poles run parallel the corridor of York Road, where the lack of a roadside hedgerow affords open views across the farmland of the immediate foreground.</li> </ul>	M
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>The Parcel is devoid of PRoW. However, Public Footpath 35.51/5/1 adjoins the Parcel's northern limit at Hugh Field Lane.</li> <li>The north western boundary of the Parcel borders land associated with North Duffield and Skipwith Playing Field Association and a children's play area.</li> </ul>	L-M
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>The Parcel exhibits rural qualities, with few urbanising features. However, the corridor of the A163 provides an auditory influence, reducing localised tranquillity.</li> </ul>	M

## Representative photographs



### Notes on any variations in landscape sensitivity

The southern extent of the Parcel parallel the A163 would exhibit reduced sensitivity to residential development compared with the land use to the north due to the perceptual influence of the carriageway.

### Overall development guidelines

Development within the Parcel would result in disruption and further expansion away from the existing nucleated settlement pattern, including the potential loss of settlement identity to what is currently a small village.

## Landscape Assessment Parcel ND2: North Duffield Western Fringes

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>The parcel lacks topographical variation, typified by an elevation of 9 m AOD at both its northern and southern extents.</li> <li>Drainage ditches typify the landscape of the Parcel, comprised of Moses Drain to the west and Westfield Drain to the south.</li> </ul>	L
<b>Natural character</b>	<ul style="list-style-type: none"> <li>An intact hedgerow parallel Green Lane limits visual permeability towards the Parcel from the settlement edge. Where gaps are available at field access points, the belt of vegetation parallel Moses Drain precludes open view looking west from this location.</li> <li>Agricultural pastures and paddocks describe the predominant land use, delineated by hedgerows or timber post and rail fencing.</li> <li>Designated as a NNR, SAC and SSSI, Skipwith Common lies approximately 1.2 km west of the Parcel.</li> <li>Defined within the Priority Habitats Inventory, a rectilinear area of <i>Traditional Orchard</i> lies to the west of Green Lane.</li> </ul>	L-M
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>The Parcel does not contain any known heritage features or make a significant contribution to the landscape setting of any heritage features.</li> <li>As indicated by the HLC, the Parcel is wholly encompassed within land defined as <i>Planned Large Scale Parliamentary Enclosure</i> of nineteenth century origin.</li> </ul>	L-M
<b>Form, density, identity and setting of existing settlement/development</b>	<ul style="list-style-type: none"> <li>The Parcel provides an undeveloped setting to residential properties at the southern and western extents of North Duffield.</li> <li>The eastern extent of the Parcel incorporates existing farm buildings to the rear of residential properties on Meadow Gate.</li> <li>The A163 Selby Road forms a harsh settlement edge at the western extent of the Parcel.</li> </ul>	M
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>Tree cover to the west of the Parcel restricts views in that direction and creates wooded skylines and a sense of enclosure.</li> <li>Expansive undeveloped skylines characterise views to the south.</li> <li>A single turbine at Blackwood Hall Business Park forms a vertical feature in views from the western extent of the Parcel. The turbine interrupts the skyline and is backgrounded by woodland forming Skipwith Common.</li> <li>A network of telegraph poles form additional vertical features, following the alignment of Green Lane.</li> </ul>	M
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>The routes of both Public Footpath 35.51/15/1 and Bridleway 35.51/1/1 radiate south from the corridor of the A163 at the settlement's southern extent.</li> <li>The northern extent of the Parcel includes North Duffield Bowling Club, set within the wider North Duffield Playing Field. Buildings associated with North Duffield and Skipwith Playing Field Association and a children's play area exhibit a suburban character.</li> <li>Defined as <i>Open Greenspace</i>, the religious grounds at North Duffield Methodist Church border the Parcel on the A163 Selby Road corridor.</li> </ul>	L-M
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>Traffic from vehicles on the A163 can temporarily detract from the rural qualities of the Parcel.</li> <li>Low cut hedgerows and long views create a sense of openness and expansiveness.</li> </ul>	L-M

## Representative photographs



### Notes on any variations in landscape sensitivity

There are no significant variations in landscape sensitivity within the Parcel.

### Overall development guidelines

Development within the Parcel would be at odds with the existing settlement pattern, disrupting the nucleated settlement pattern and appearing as urban encroachment to the west and south.



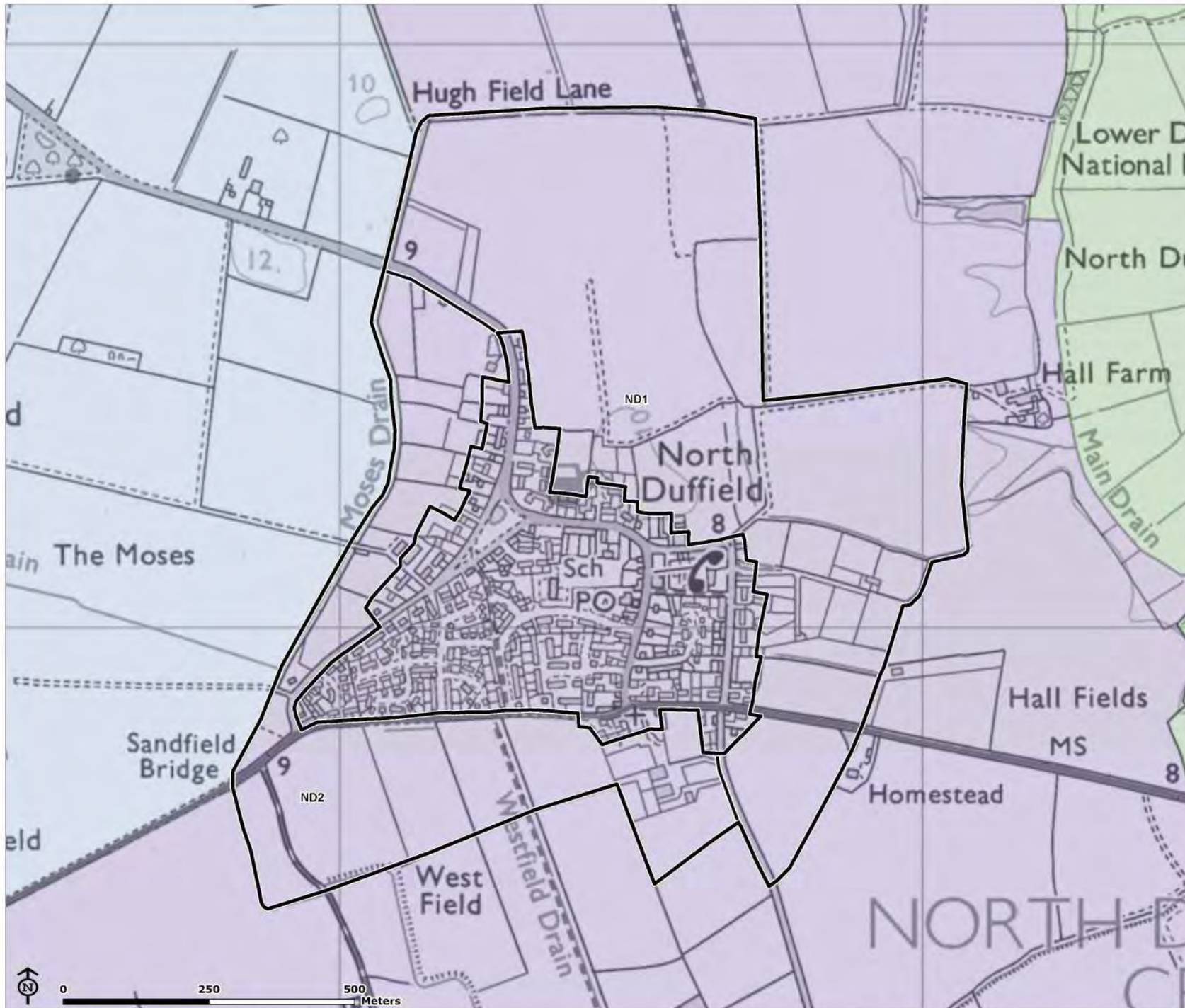
## North Duffield

Overall assessment of landscape sensitivity to development scenarios		
	Landscape Assessment Parcel ND1	Landscape Assessment Parcel ND2
<b>2-3 storey residential housing</b>	<b>M</b>	<b>L-M</b>
<p>Few of the key characteristics and qualities of ND2 are vulnerable to change as a result of the introduction of the development scenario, resulting in an overall <b>low-moderate sensitivity</b>. However, development of ND1 may result in some limited changes in character and / or some potentially significant effects on landscape character and visual amenity. The proximity of the Lower Derwent Valley National Nature Reserve to ND1 contributes to an overall <b>overall moderate sensitivity</b> to the introduction of the development scenario.</p>		

Selby District Council  
Landscape Sensitivity  
Assessment

Landscape - North Duffield

- Selby District
- Assessment Parcel
- LUC Landscape Character Area**
  - Skipwith Lowlands
  - Derwent Valley
  - East Selby Farmland



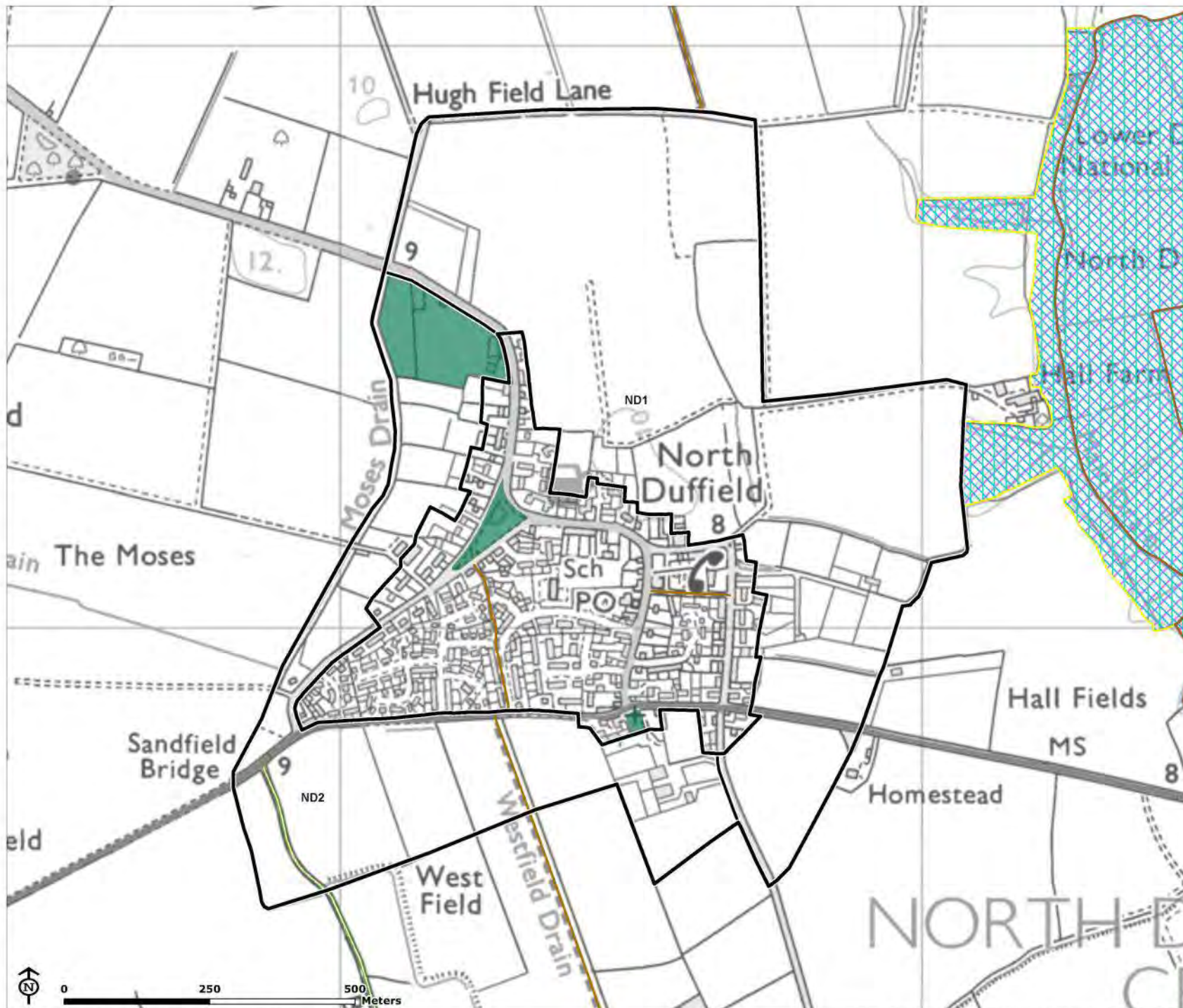
Map Scale @A3: 1:6,400



Selby District Council  
Landscape Sensitivity  
Assessment

**Biodiversity, Historic Environment  
and Recreation - North Duffield**

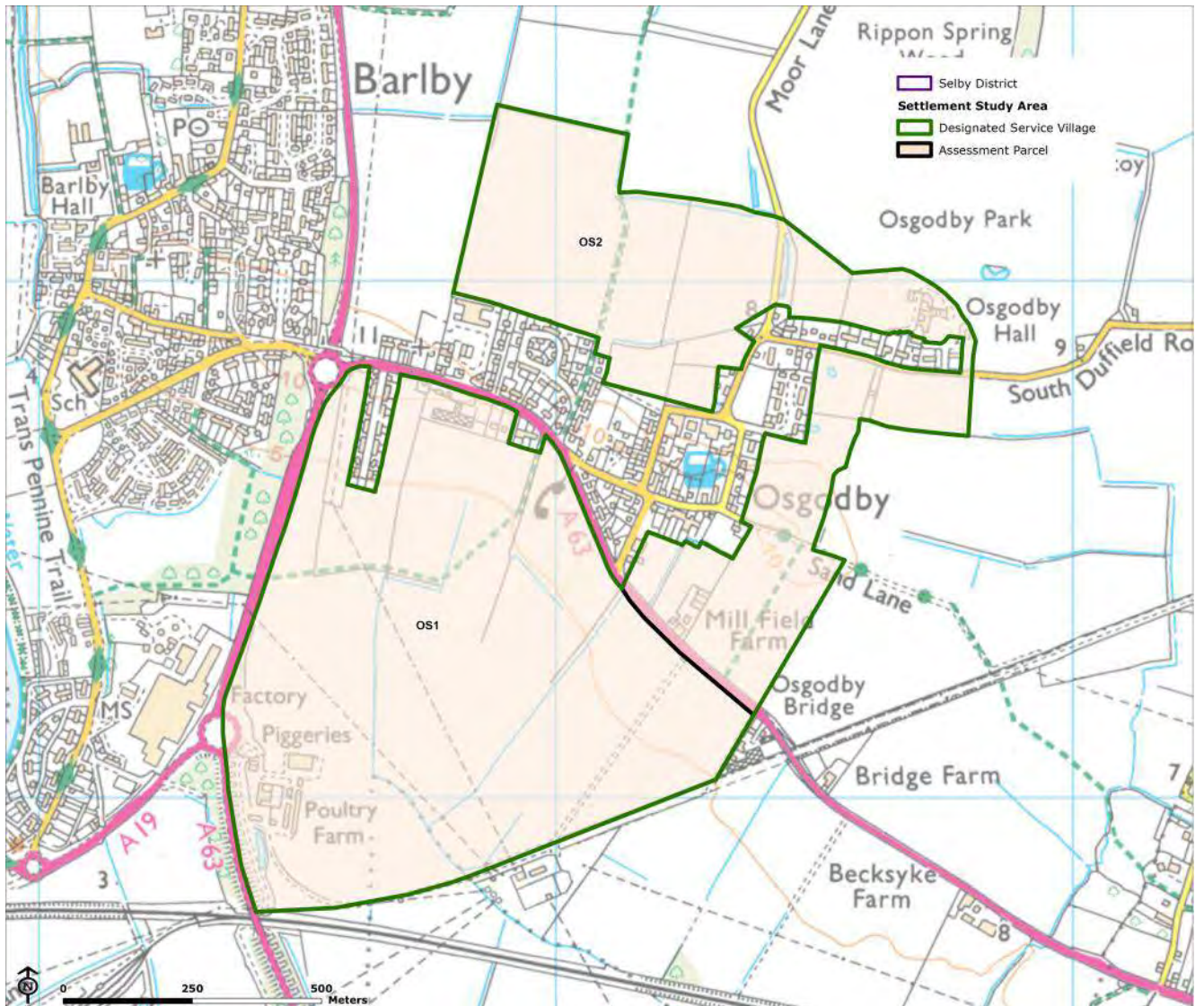
-  Selby District
-  Assessment Parcel
-  National Nature Reserve
-  Ramsar
-  Site of Special Scientific Interest (SSSI)
-  Special Area of Conservation (SAC)
-  Special Protection Area (SPA)
-  Bridleway
-  Footpath
-  Open Greenspace



Map Scale @A3: 1:6,400

LUC

## Osgodby



### Location and summary of landscape character

#### Summary of published landscape character

The settlement of Osgodby lies within **Farmed Lowland and Valley Landscapes** Primary Landscape Unit, as defined within the *North Yorkshire and York Landscape Characterisation Project (2011)*. Land to the south of the study area is refined into **River Floodplain** Landscape Character Type (LCT) in virtue of its proximity to the River Ouse. However, land to the north lies within **Levels Farmland** LCT. The *Key Characteristics* of this LCT include large scale low-lying arable land use comprised of dykes which follow the rectilinear field patterns. Industrial scale farm buildings as well as major energy and transport infrastructure features are evident in views.

The *Selby Landscape Character Assessment (2019)* mirrors the pattern of subdivision as described within the *North Yorkshire and York Landscape Characterisation Project (2011)*. **LCA 5: Ouse Valley** characterises land to the south of the study area whereas **LCA 10: East Selby Farmland** lies to the north. A strong rural character with limited visibility of built development due to intervening vegetation typifies LCA 10: East Selby Farmland. The landscape is comprised of predominantly flat arable farmland with a regular medium scale field pattern defined by mature hedgerows.

## Definition of landscape assessment parcels

Refinement of study area boundary and definition of assessment parcels						
Boundary of study area	Criteria to define final refinement of study area boundary					Notes
	River / canal corridors	Infrastructure corridors	Existing landscape feature	Alignment of minor road / PRow	Adjoins adjacent study area / LPA	
North			✓			Agricultural field boundaries.
East			✓			Agricultural field boundaries at Osgodby Park
South			✓			The route of the disused rail line lying between the A63.
West					✓	Abuts the boundary of Barlby study area.

Definition of assessment parcels within Osgodby:

- **OS1: Land to the South of the A63 Hull Road; and**
- **OS2: Land to the North of the A63 Hull Road.**

The western extent of Osgodby study area adjoins BL2 within Barlby study area. BL1 also lies west of OS1 along the corridor of the A19.

## Landscape Assessment Parcel OS1: Land to the South of the A63 Hull Road

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>Large scale fields of arable land use characterise the Parcel, demarcated by fragmented hedgerows with intermittent hedgerow trees.</li> <li>Located within the wider floodplain of the River Ouse, a network of ditches drain the agricultural land use of the Parcel.</li> <li>The land gently rises towards the carriageway of the A63, offering long distance southerly views across the landscape.</li> </ul>	L
<b>Natural character</b>	<ul style="list-style-type: none"> <li>Hedgerow field boundaries and hedgerow trees run parallel the network of drainage ditches within the Parcel.</li> <li>The Parcel does not contain any land identified within the Priority Habitats Inventory. However, land defined as <i>Deciduous Woodland</i> forms the Parcel's north western limit parallel the A19.</li> </ul>	L-M
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>The Parcel does not contain any known heritage features or make a significant contribution to the landscape setting of any heritage features.</li> <li>The HLC indicates the Parcel is comprised predominantly of agricultural enclosures. Land defined as <i>Unknown Planned Enclosure</i> HLCT is interspersed with <i>Modern Improved Fields</i> HLCT of twentieth century origin. In addition, a small section of <i>Planned Estate</i> HLCT lies parallel the A63 Hull Road.</li> </ul>	L
<b>Form, density, identity and setting of existing settlement/ development</b>	<ul style="list-style-type: none"> <li>The Parcel makes a strong contribution to the sense of separation between Osgodby and Barlby, as well as Selby to the south west. Development of the Parcel would result in settlement coalescence with Barlby to the west.</li> <li>The Parcel provides an undeveloped setting to residential properties on the A63 Hull Road.</li> </ul>	M-H
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>The low-lying topography affords open views across the agricultural landscape surrounding the Parcel, albeit characterised by features of human influence. Drax Power Station forms a distinctive human element visible from this Parcel. The verticality of the built form contrasts with the flat nature of the wider landscape.</li> <li>Localised enclosure is limited to the south western extent of the Parcel due to vegetation parallel the A63.</li> <li>Industrial land use at Olympia Park provides urbanising features in views looking south. The CEMEX Asphalt Plant protrudes above vegetation in the middle distance.</li> <li>The upper extent of electricity pylons and telegraph poles interrupt the skyline, visible above vegetation in the background view.</li> <li>An electrical sub-station lying to the south of the disused rail line forming the boundary of the Parcel is also visible in views to the south.</li> </ul>	L-M
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>Public Footpath 35.5/5/1 bisects the Parcel, connecting the A63 Hull Road with the A19.</li> <li>Defined as <i>Open Greenspace</i>, the Parcel incorporates an area of allotments immediately west of St. Leonard's Avenue.</li> </ul>	L
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>Vehicles on the A19 and the A63 are intrusive, producing noise and visual disruption within the Parcel. Existing built development on the horizon also reduces the sense of rurality.</li> </ul>	L-M

## Representative photographs



Long distance views towards Drax Power Station



View across arable farmland from Public Footpath 35.5/5/1



Arable land use bordering the A63 Hull Road, with Drax Power Station perceptible in the central frame of the view

### Notes on any variations in landscape sensitivity

There are no significant variations in landscape sensitivity within the Parcel.

### Overall development guidelines

Development within the southern part of the Parcel would disrupt the existing linear settlement pattern and could result in settlement coalescence with Barlby and Selby to the west.

## Landscape Assessment Parcel OS2: Land to the North of the A63 Hull Road

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>Arable land use defined by fragmented hedgerows or drainage ditches characterise the landscape of the Parcel.</li> <li>Landform is low-lying, ranging from 8 m AOD at the junction of South Duffield Road and Moor Lane to 10 m AOD at Sand Lane.</li> </ul>	<b>L</b>
<b>Natural character</b>	<ul style="list-style-type: none"> <li>Intensively farmed arable land use typifies the Parcel, with evidence of modern field amalgamation. Rectilinear field patterns at Mill Field farm characterises the frontage of the A63 Hull Road.</li> <li>Vegetation at the settlement edge at Moor Lane and south of South Duffield Road softens outward views from the Parcel.</li> <li>The Parcel does not contain any land identified within the Priority Habitats Inventory.</li> </ul>	<b>L-M</b>
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>The Parcel does not contain any known heritage features or make a significant contribution to the landscape setting of any heritage features.</li> <li>The HLC indicates that the Parcel is influenced by a pattern of enclosure, comprised predominantly of <i>Modern Improved Fields</i> HLCT and <i>Unknown Planned Enclosure</i> HLCT. A small area bordering the A63 Hull Road is characterised as <i>Planned Estate</i> HLCT as part of the settlement.</li> </ul>	<b>L</b>
<b>Form, density, identity and setting of existing settlement/development</b>	<ul style="list-style-type: none"> <li>The Parcel provides an undeveloped setting to residential properties at the north and eastern extent of Osgodby.</li> </ul>	<b>L-M</b>
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>Vegetation at the settlement edge and within field boundaries provides to a sense of visual enclosure, limiting views into and out of the Parcel. However, the Parcel does not form a visually distinctive or important developed skyline.</li> <li>The corridor of the A63 Hull Road affords open long distance views towards Drax Power Station and industrial land use at Olympia Park, Selby. Electrical transmission lines are also visible against the skyline in views looking south.</li> </ul>	<b>L-M</b>
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>Public Footpath 35.5/10/1 radiates from the settlement edge, running north towards Crabland Lane. Connecting the A63 Hull Road with Sand Lane, Public Footpath 35.5/9/1 abuts the Parcel's southern limit.</li> </ul>	<b>L</b>
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>With the exception of the north eastern fringes, the Parcel is strongly influenced by traffic noise and the movement of vehicles on the corridors of the A63 and A19.</li> <li>The availability of wider views towards industrial land use at Olympia Park also reduces perceived tranquillity.</li> </ul>	<b>L-M</b>



## Representative photographs



View looking south from Moor Lane towards the existing settlement edge



Drax Power Station protrudes against the skyline within views from South Duffield Road



Agricultural land use at Mill Field Farm on the A63 Hull Road

### Notes on any variations in landscape sensitivity

There are no significant variations in landscape sensitivity within the Parcel.

### Overall development guidelines




Small scale development within the Parcel would not be incongruous or at odds with the existing settlement form. However, development within the Parcel would result in incremental urbanisation and potential settlement coalescence with Barlby.

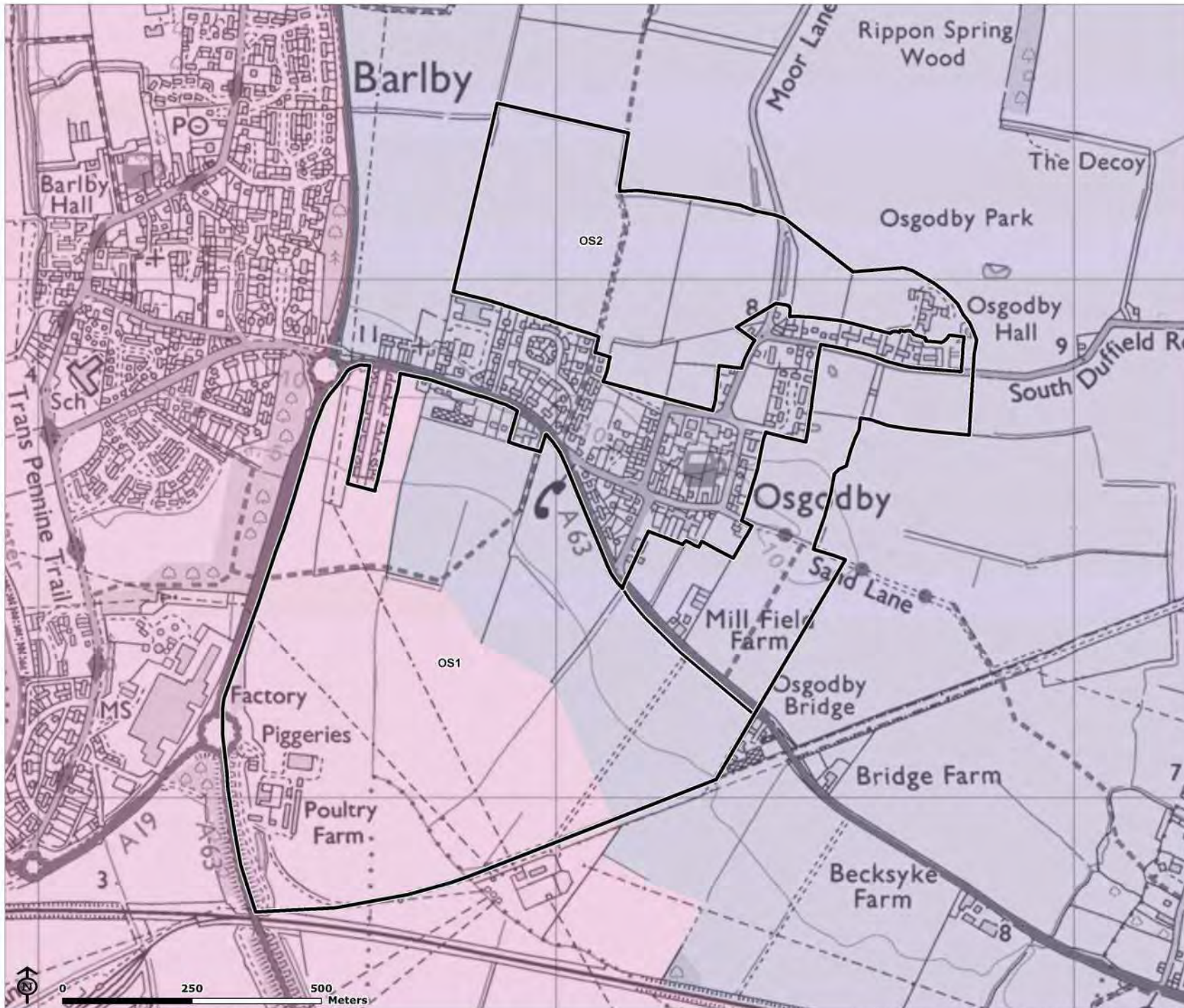
## Osgodby

Overall assessment of landscape sensitivity to development scenarios		
	Landscape Assessment Parcel OS1	Landscape Assessment Parcel OS2
<b>2-3 storey residential housing</b>	<b>M</b>	<b>L-M</b>
<p>Few of the key characteristics and qualities of OS2 are vulnerable to change as a result of the introduction of the development scenario, resulting in an <b>overall low-moderate sensitivity</b>. However, OS1 makes a strong contribution to the sense of separation between Osgodby and Barlby and provides an undeveloped setting to the village. Development at OS1 could therefore lead to more limited changes in character and/or some potentially significant effects on landscape character and visual amenity at OS1, resulting in an <b>overall moderate sensitivity</b> to the introduction of the development scenario.</p>		

Selby District Council  
Landscape Sensitivity  
Assessment

Landscape - Osgodby

-  Selby District
-  Assessment Parcel
- LUC Landscape Character Area**
  -  Ouse Valley
  -  East Selby Farmland



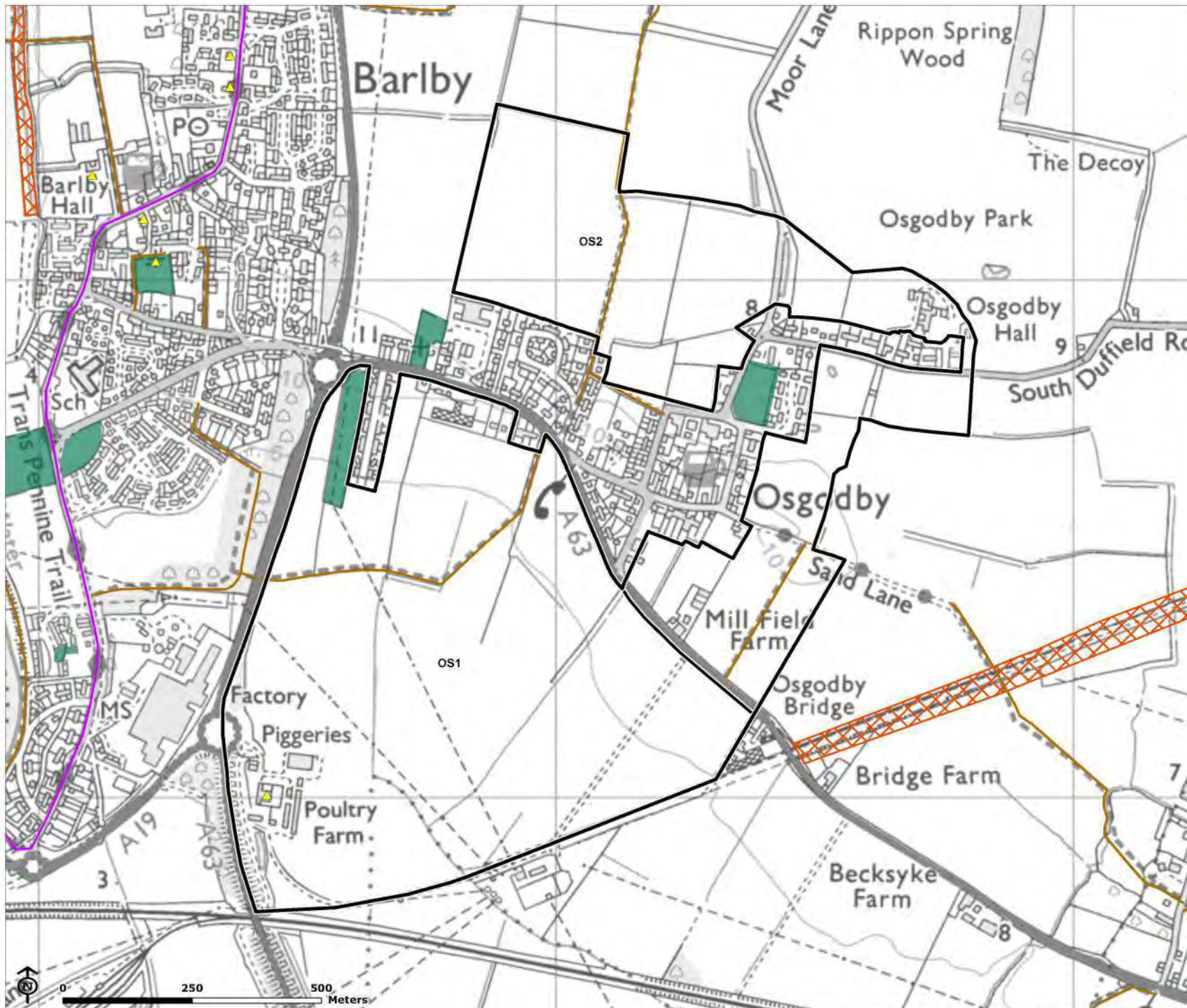
Map Scale @A3: 1:7,200



Selby District Council  
Landscape Sensitivity  
Assessment

Biodiversity, Historic Environment  
and Recreation - Osgodby

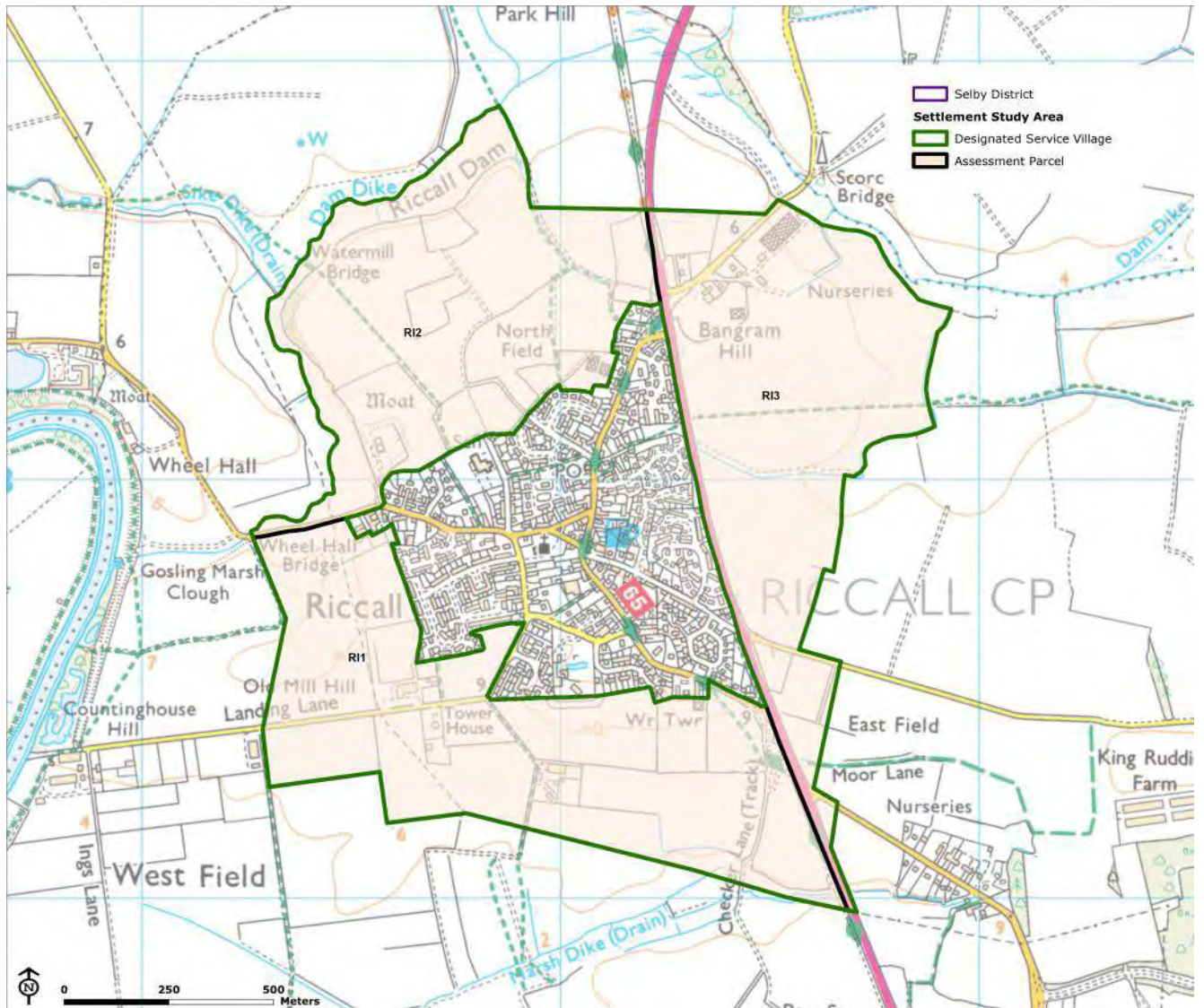
-  Selby District
-  Assessment Parcel
-  SINC
-  Listed Building Grade II
-  National Cycle Network (NCN)
-  Footpath
-  Open Greenspace



Map Scale @A3: 1:7,200



## Riccall



### Location and summary of landscape character

#### Summary of published landscape character

The settlement of Riccall lies within **Farmed Lowland and Valley Landscapes** Primary Landscape Unit, as defined within the *North Yorkshire and York Landscape Characterisation Project (2011)*. This PLU is further refined into **Vale Farmland with Plantation Woodland and Heathland** Landscape Character Type (LCT) which encompasses the eastern extent of the study area. **River Floodplain** LCT characterises the western limit of the study area in virtue of its proximity to the River Ouse.

The *Selby Landscape Character Assessment (2019)* identifies land encompassing the eastern portion of the study area of Riccall as **LCA 3: Skipwith Lowlands**, incorporating relatively flat arable farmland. In addition to the medium-large scale field patterns, the presence of woodland plantation provides a semi-enclosed landscape character. The study area to the west is contained within **LCA 5: Ouse Valley**, characterised by low-lying floodplains used predominantly as arable farmland for hay making.

## Definition of landscape assessment parcels

Refinement of study area boundary and definition of assessment parcels						
Boundary of study area	Criteria to define final refinement of study area boundary					Notes
	River / canal corridors	Infrastructure corridors	Existing landscape feature	Alignment of minor road / PRoW	Adjoins adjacent study area / LPA	
North			✓			Dam Dike and agricultural field boundaries.
East			✓			Study area extended beyond the corridor of the A19, following field boundaries and drainage ditches.
South		✓	✓			Agricultural field boundaries and the line of electricity pylons.
West			✓			Dam Dike and agricultural field boundaries.

Definition of assessment parcels within Riccall:

- **RI 1: Riccall South Western Fringes;**
- **RI 2: Riccall Northern Fringes; and**
- **RI 3: Land to the East of the A19.**

## Landscape Assessment Parcel R11: Riccall South Western Fringes

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>The parcel occupies the low-lying valley floor of the meandering River Ouse. The village itself sits on slightly elevated land, lying at 10 m AOD at Riccall Water Tower and falling to 3 m AOD at the Parcel's southern extent on Checker Lane.</li> <li>The field pattern is predominantly medium scale; defined by ditches, fragmented hedgerows or the alignment of Checker Lane. The corridor of the A19 also forms the Parcel's eastern limit.</li> </ul>	L
<b>Natural character</b>	<ul style="list-style-type: none"> <li>Agricultural field boundaries are delineated largely by hedgerows, with limited hedgerow trees evident. Tree cover is generally associated with existing built form, enclosing the farm to the south east of Landing Lane as well as land at Tower House and the Regen Business and Community Centre. A tract of existing vegetation also borders the corridor of the A19.</li> <li>Amenity grassland characterises land use at Landing Lane, associated with sports facilities at Riccall Jubilee Sports field and the adjacent Regen Business and Community Centre. The Parcel does not contain any land identified within the Priority Habitats Inventory.</li> </ul>	L-M
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>The Parcel incorporates Towerhouse (grade II listed), south of Landing Lane.</li> <li>York Prebendary Manor Moated Site Scheduled Monument is located approximately 70 m north east of the Parcel.</li> <li>The Parcel is influenced by a pattern of agricultural enclosures. Originating from the nineteenth century, <i>Planned Large Scale Parliamentary Enclosure</i> HLCT defines large sections of the Parcel. However, the south eastern limit of the Parcel is characterised by <i>Modern Improved Fields</i> HLCT.</li> </ul>	M
<b>Form, density, identity and setting of existing settlement</b>	<ul style="list-style-type: none"> <li>Modern residential development characterises views of the settlement edge of Riccall. The unity of style of these housing developments, coupled with the lack of dense boundary vegetation results in a stark settlement edge. This is particularly evident at Ash Grove at the village's western limit.</li> <li>The Parcel provides an undeveloped setting to residential properties within Riccall but does not play a role in the perception of a gap between settlements.</li> </ul>	L-M
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>Intact roadside hedgerows on Landing Lane restrict views into the Parcel from this route. Vegetation bordering the River Ouse also creates a wooded horizon in westerly views, contributing to a sense of visual containment. However, largely open views characterise the Parcel's eastern extent.</li> <li>South easterly views are afforded to Drax and Eggborough Power Stations, where the vertical built form detracts from the largely undeveloped skylines. Ferrybridge Power Station is also just perceptible in long distance views looking south west from Kelfield Road.</li> <li>The distinctive built form of Riccall Water Tower and Tower House act as landmarks in the immediate landscape.</li> </ul>	L-M
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>A network of PRoW provide access to the agricultural land use lying to the south and east of Riccall. Public Footpath 35.53/17/1 connects Tower House to Marsh Dike in the south.</li> <li>A short section of Public Footpath 35.53/12/1 (forming part of the Trans Pennine Trail) links Riccall Water Tower with Checker Lane. The route crosses amenity space within Riccall Park.</li> <li>Public Footpaths 35.53/1/1 and 35.53/15/1 comprise sections of the Parcel's western boundary.</li> <li>The Parcel incorporates land defined as <i>Open Greenspace</i> at Riccall Park as well as Riccall Jubilee Sportsfield and community allotment on Landing Lane.</li> <li>The route of NCN 65 borders the Parcel to the east, accommodated on the carriageways of the A19 and Main Street.</li> <li>Located on Landing Lane, Riccall Regen Business and Community Centre incorporates Riccall Tennis Club, Riccall Bowling Club and Riccall United Football Club.</li> </ul>	M
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>The corridor of the A19 reduces localised tranquillity. The extent of recreational facilities also exhibits a partially suburban character.</li> </ul>	L-M

## Representative photographs



Riccall Regen Business and Community Centre, Landing Lane



View across arable farmland towards Riccall Water Tower



Riccall Tower House on Landing Lane visible in middle ground views from Public Footpath X

### Notes on any variations in landscape sensitivity

In order to retain the existing nucleated settlement pattern of Riccall, land adjoining the existing settlement edge would be of reduced landscape sensitivity to residential development.

### Overall development guidelines

The Parcel provides an undeveloped setting to residential properties within Riccall. The corridor of the A19 defines the eastern extent of the settlement edge, whereby development within this parcel would disrupt the nucleated settlement pattern and appear as urban encroachment to the east.



## Landscape Assessment Parcel R12: Riccall Northern Fringes

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>The northern and eastern extents of the Parcel are defined by Sike Dike and Dam Dike, forming tributaries of the River Ouse. The topography of the Parcel falls gently south to north towards Riccall Dam.</li> <li>Field sizes are irregular in both shape and scale, defined predominantly by hedgerow field boundaries.</li> </ul>	L
<b>Natural character</b>	<ul style="list-style-type: none"> <li>The land use of the Parcel is typified by intensively farmed arable land, with tree cover limited to hedgerow trees and vegetation bordering Dam Dike.</li> <li>Woodland parallel Dam Dike at the Parcel's western boundary provides a degree of visual enclosure.</li> <li>A ratified SINC site at York and Selby Cycle Track borders the A19 at the Parcel's eastern extent.</li> <li>Land defined as <i>Coastal and Floodplain Grazing Marsh</i> within the Priority Habitats Inventory adjoins the Parcel's north western extent. This area is also defined as Riccall Dam SINC.</li> </ul>	M
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>York Prebendary Manor Moated Site Scheduled Monument is encompassed within the Parcel. This site also includes grade II and grade II* listed buildings.</li> <li>Riccall Conservation Area adjoins the south eastern extent of the Parcel.</li> <li>Dating from the Post Medieval period to the eighteenth century, the HLC indicates that the Parcel is wholly encompassed within land defined as <i>Piecemeal Enclosures</i> HLCT.</li> </ul>	M-H
<b>Form, density, identity and setting of existing settlement/development</b>	<ul style="list-style-type: none"> <li>The Parcel provides an undeveloped setting to residential properties at the northern extent of Riccall.</li> <li>The northern settlement edge exhibits a partially suburban character, emphasized by the extent of community allotments.</li> </ul>	L-M
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>Vegetation bordering Dam Dike forms a wooded horizon, although skylines are generally indistinct and expansive.</li> <li>The Parcel is not visually prominent within the wider landscape due to the low-lying topography.</li> <li>Tree cover and vegetation within private gardens on Mill Lane visually softens views towards the existing settlement edge. The boundaries of the community allotments are also generally well integrated within the wider landscape due to the extent of vegetation.</li> </ul>	L-M
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>The Parcel incorporates two areas of allotments at the existing settlement edge. Riccall Millennium Green forms an additional area of Open Greenspace at the eastern extent of the Parcel.</li> <li>Both Public Footpaths 35.53/3/1 and 35.53/6/1 radiate northwards from the settlement edge, providing links to Dam Dike and Riccall Dam.</li> <li>Public Footpath 35.53/4/1 borders the existing settlement edge and provides access to Riccall Millennium Green and the allotments at the southern extent of the Parcel.</li> <li>Forming the Parcel's eastern limit, the A19 accommodates the route of NCN 65.</li> </ul>	M
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>The corridor of the A19 provides a degree of noise intrusion. However, tranquillity increases to the north west due to the reduction in human influence.</li> </ul>	L-M

## Representative photographs



### Notes on any variations in landscape sensitivity

In order to retain the existing nucleated settlement pattern of Riccall, land adjoining the existing settlement edge would be of reduced landscape sensitivity to residential development.

### Overall development guidelines

Development to the west of the A19 is unlikely to disrupt the localised settlement pattern as the village would continue to be contained by this corridor.

## Landscape Assessment Parcel RI3: Land to the East of the A19

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>The landform of the parcel is low-lying and generally influenced by the wider floodplain of the River Ouse.</li> <li>The Parcel exhibits limited topographical variation, falling from 7 m AOD at the A19 corridor to 4 m AOD where Dam Dike abuts the north eastern boundary of the Parcel.</li> </ul>	<b>L</b>
<b>Natural character</b>	<ul style="list-style-type: none"> <li>Intact hedgerows border the route of York Road, precluding direct views looking north and east from the Parcel. Vegetation parallel the A19 also forms a dense visual barrier.</li> <li>Bordering the Parcel at its north western limit, York and Selby Cycle Track forms a ratified SINC site parallel the A19.</li> <li>The Parcel does not contain any land identified within the Priority Habitats Inventory.</li> </ul>	<b>M</b>
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>The Parcel does not contain any known heritage features or make a significant contribution to the landscape setting of any heritage features. However, the relocated grade II listed gate piers to Escrick Park lie 100 m north east of the Parcel's boundary on York Road.</li> <li>With the exception of land defined as <i>Piecemeal Enclosure</i> HLCT at the northern and southern extents of the Parcel, the landscape is described as <i>Modern Improved Fields</i> HLCT.</li> </ul>	<b>L-M</b>
<b>Form, density, identity and setting of existing settlement/development</b>	<ul style="list-style-type: none"> <li>Built form at York Road Nurseries defines the northern extent of the Parcel. Residential development is limited to a dispersed pattern of properties at Bangram Hill.</li> <li>The Parcel exhibits a strong settlement pattern, bound to the east by the corridor of the A19.</li> <li></li> </ul>	<b>M-H</b>
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>The uniformity of the topography combined with the large scale field boundaries provides the opportunity for views towards the existing settlement edge parallel the A19. However, the proliferation of boundary vegetation at this location provides visual enclosure, limiting intervisibility with the wider landscape.</li> <li>Light columns parallel the A19 and a network of telegraph poles form vertical features within the Parcel.</li> <li>Views are afforded to the upper extent of Riccall Water Tower from the corridor of King Rudding Lane, albeit partially screened by the extent of intervening vegetation.</li> </ul>	<b>L-M</b>
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>Public Footpath 35.53/19/1 follows an east-west alignment, emerging from the corridor of the A19.</li> <li>Accommodated on Moor Lane, the Parcel encompasses a short section of Bridleway 35.53/14/1.</li> <li>The carriageway of the A19 which forms the Parcel's western extent accommodates the route of NCN 65.</li> </ul>	<b>L-M</b>
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>The movement of vehicles on the A19 provides both auditory influence and visual intrusion. The combination of the existing urban edge and the movement of vehicles reduces perceived tranquillity.</li> </ul>	<b>L-M</b>

## Representative photographs



Built form at York Road Nurseries



Hedgerow field boundaries bordering the route of King Ridding Lane



View across arable agricultural land towards the corridor of the A19

### Notes on any variations in landscape sensitivity

There are no significant variations in landscape sensitivity within the Parcel.

### Overall development guidelines

Development within the Parcel would be at odds with the existing settlement pattern, extending it eastwards beyond the carriageway of the A19, which currently forms a robust settlement boundary. The corridor of the A19 defines the eastern extent of the settlement edge, whereby development within this parcel would disrupt the nucleated settlement pattern and appear as urban encroachment to the east.

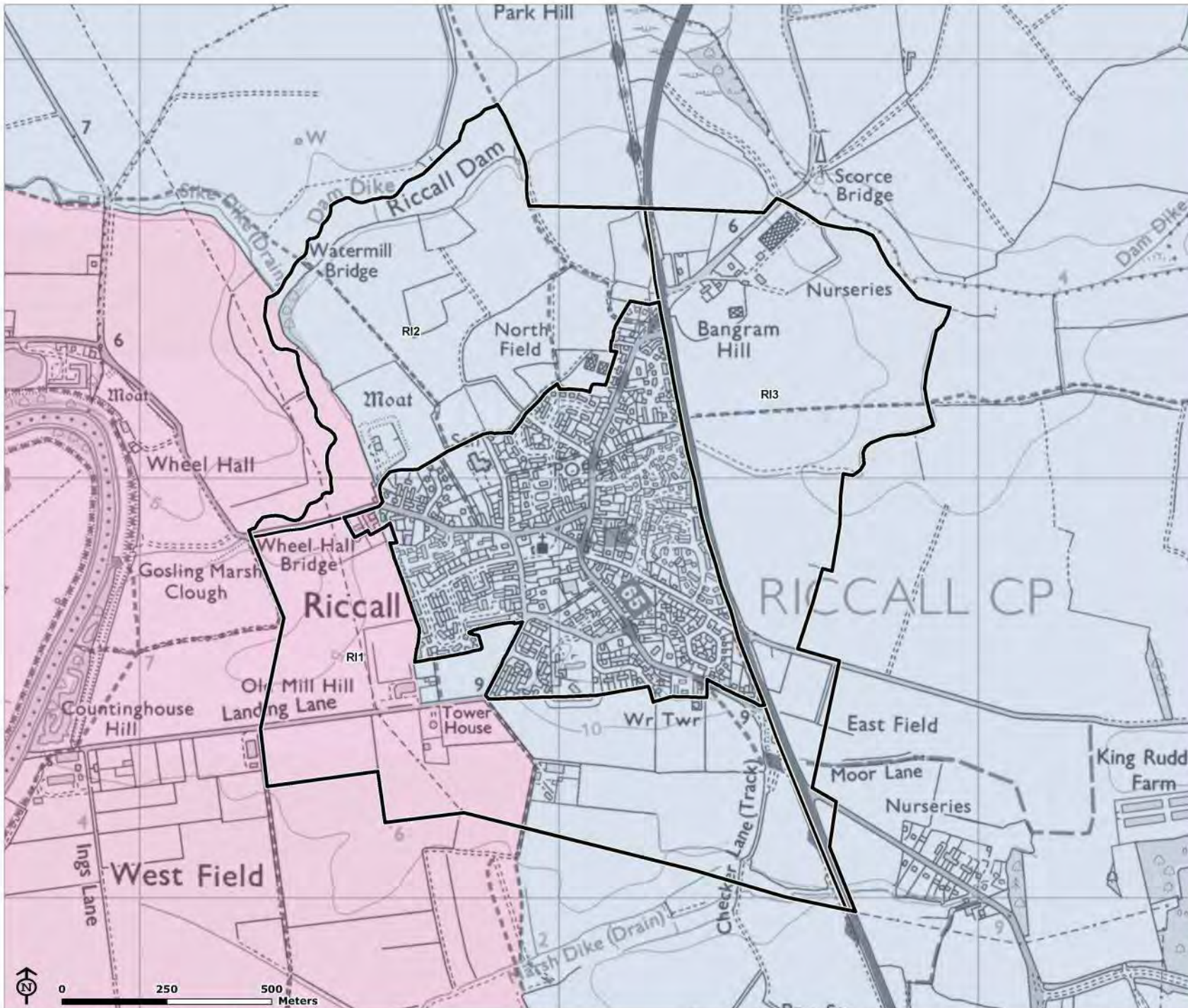
## Riccall

Overall assessment of landscape sensitivity to development scenarios			
	Landscape Assessment Parcel RI1	Landscape Assessment Parcel RI2	Landscape Assessment Parcel RI3
<b>2-3 storey residential housing</b>	<b>L-M</b>	<b>M</b>	<b>M</b>
<p>Few of the key characteristics and qualities of RI1 are vulnerable to change as a result of the introduction of the development scenario, resulting in an overall <b>low-moderate sensitivity</b>. However, the corridor of the A19 defines the eastern extent of the settlement edge at RI3. Development at this location would disrupt the nucleated settlement pattern and appear as urban encroachment to the east. The presence and close proximity of heritage features at RI2 together with the distinctive settlement form at RI3 provides an <b>overall moderate sensitivity</b> to the introduction of the development scenario.</p>			

Selby District Council  
Landscape Sensitivity  
Assessment

Landscape - Riccall

-  Selby District
-  Assessment Parcel
- LUC Landscape Character Area**
  -  Skipwith Lowlands
  -  Ouse Valley



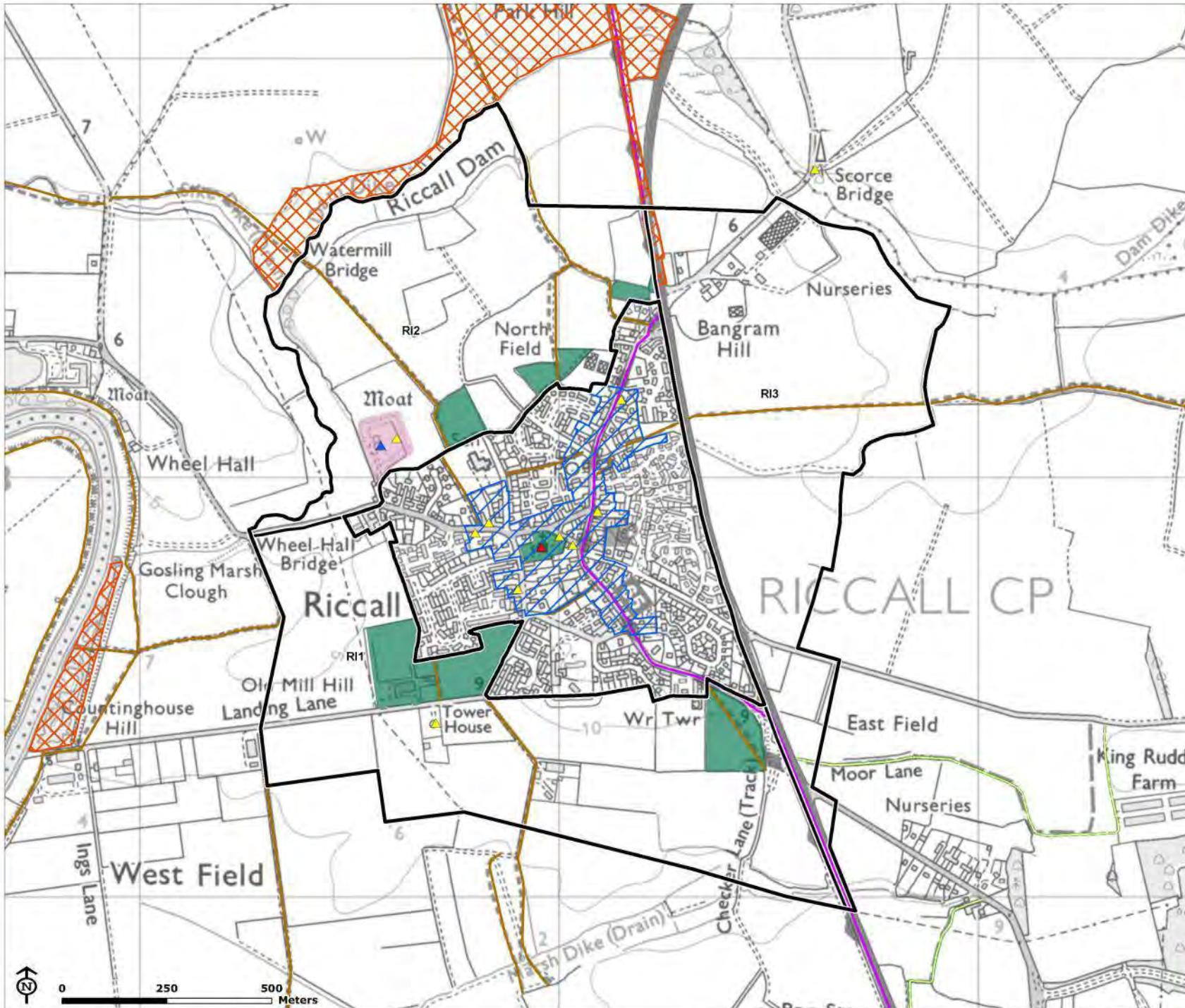
Map Scale @A3: 1:8,900

LUC

Selby District Council  
Landscape Sensitivity  
Assessment

**Biodiversity, Historic Environment  
and Recreation - Riccall**

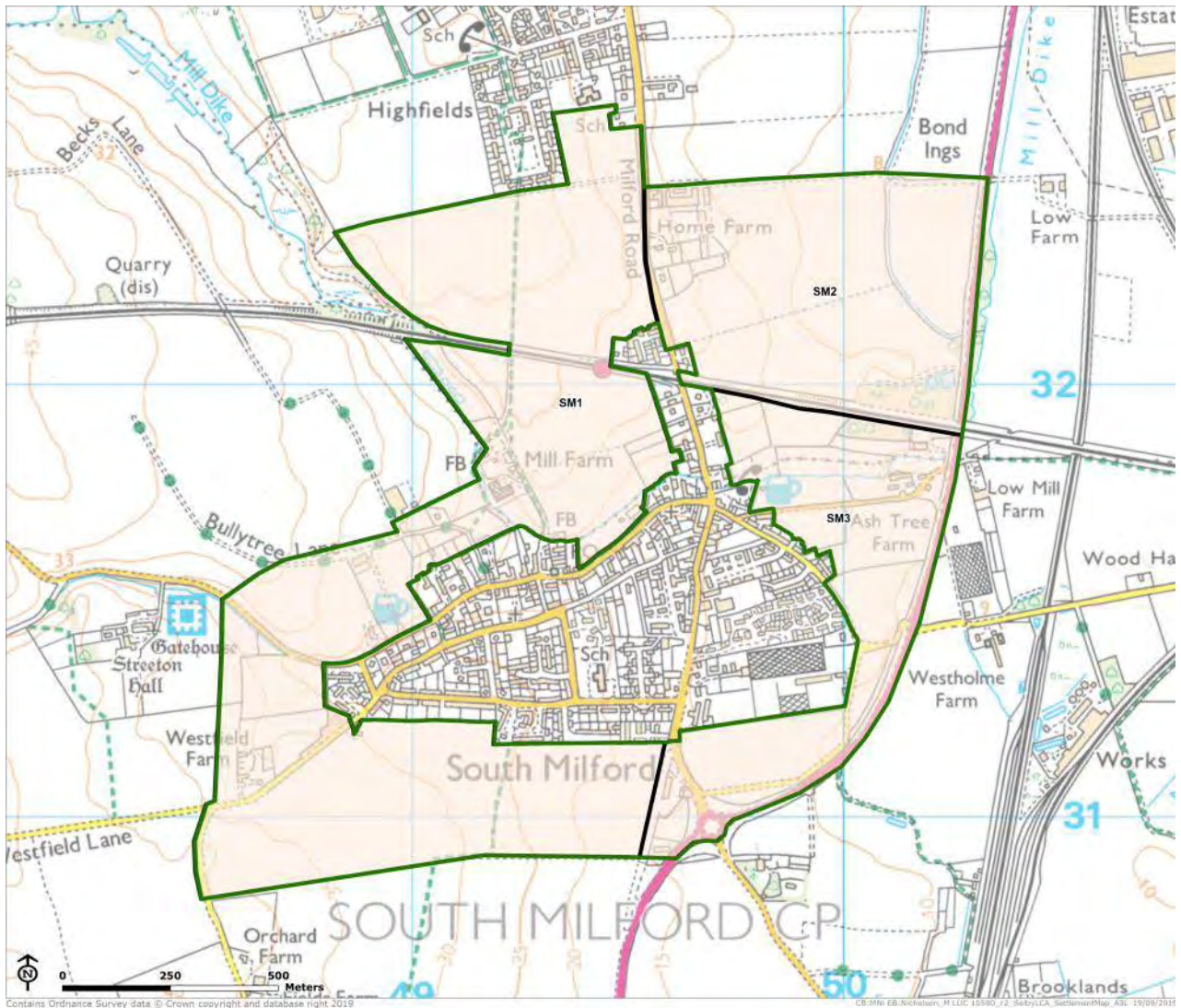
-  Selby District
-  Assessment Parcel
-  SINC
-  Listed Building Grade I
-  Listed Building Grade II\*
-  Listed Building Grade II
-  Conservation Area
-  Scheduled Monument
-  National Cycle Network (NCN)
-  Bridleway
-  Footpath
-  Open Greenspace



Map Scale @A3: 1:8,900

LUC

## South Milford



### Location and summary of landscape character

#### Summary of published landscape character

The eastern portion of the study area of South Milford is encompassed within **Farmed Lowland and Valley Landscapes** Primary Landscape Unit, as defined within the *North Yorkshire and York Landscape Characterisation Project (2011)*. This PLU is further refined into **Levels Farmland** Landscape Character Type (LCT) where the *Key Characteristics* include large scale low-lying arable land defined by rectilinear field patterns. Industrial scale farm buildings as well as major energy and transport infrastructure features are evident in views. Land to the west of Milford Road is characterised by **Limestone Landscapes** PLU, subdivided into **Magnesian Limestone Ridge** LCT.

The *Selby Landscape Character Assessment (2019)* identifies land lying within the study area of South Milford as **LCA 8: West Selby Limestone Ridge**. The landscape of this LCA forms a low ridge of Magnesian limestone with large scale rolling arable farmland. Major transport links dissect the landscape whilst large areas of calcareous woodland provide a sense of semi-enclosure. Land lying to the north of the Selby Rail Line and east of Milford Road is defined as **LCA 11: Sherburn Farmland**.



## Definition of landscape assessment parcels

Refinement of study area boundary and definition of assessment parcels						
Boundary of study area	Criteria to define final refinement of study area boundary					Notes
	River / canal corridors	Infrastructure corridors	Existing landscape feature	Alignment of minor road / PRoW	Adjoins adjacent study area / LPA	
North					✓	Adjoins the study area of Sherburn-in-Elmet and Athelstan Community Primary School on Milford Road
East		✓				The infrastructure corridor of the A162.
South			✓	✓		The alignment of PRoW, informal tracks and field boundaries
West			✓			The alignment of PRoW, informal tracks and field boundaries. The study area excludes the boundary of the scheduled monument at Steeton Hall.

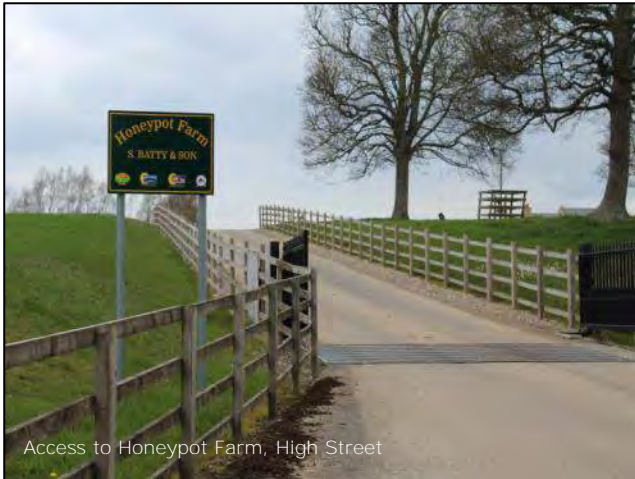
Definition of assessment parcels within South Milford:

- **SM1: South Milford Western Fringes;**
- **SM2: Land to the West of the A162 (North of Selby Rail Line); and**
- **SM3: Land to the West of the A162 (South of Selby Rail Line).**

## Landscape Assessment Parcel SM1: South Milford Western Fringes

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>The topography rises towards the western boundary of the Parcel, foreshortening views across the arable land form. Land also slopes towards the Selby Rail Line at the northern extent of the Parcel.</li> <li>Agricultural fields are generally large in scale, with limited delineation by hedgerow boundaries.</li> </ul>	L
<b>Natural character</b>	<ul style="list-style-type: none"> <li>Intensively farmed arable fields characterise the predominant land use, with limited delineation by hedgerows. Amenity grass and boundary vegetation typify the landscape treatment at South Milford Park.</li> <li>The Parcel does not contain any land identified within the Priority Habitats Inventory.</li> </ul>	L
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>The Parcel does not contain any known heritage features. However, the Parcel lies approximately 50 m east of the Steeton Hall Medieval Magnate's Residence and Manorial Centre Scheduled Monument. This site also comprises Steeton Hall and its gatehouse (both grade I listed) as well as the former barn, granary and cartshed (grade II listed).</li> <li>The Parcel is influenced by agricultural enclosures, albeit characterised by subtle variations in origin. Patterns of <i>Modern Improved Fields</i> HLCT are interspersed with areas of <i>Strip Fields</i> HLCT at the Parcel's southern and south eastern limits. <i>Unknown Planned Enclosure</i> HLCT also adjoins the existing settlement boundary within the northern portion of the Parcel. Land associated with Steeton Hall is defined as <i>Designed Landscape</i> HLCT.</li> </ul>	M
<b>Form, density, identity and setting of existing settlement/ development</b>	<ul style="list-style-type: none"> <li>The Parcel is wholly encompassed within a <i>Locally Important Landscape Area</i> (LILA) within Policy ENV15 of the <i>Selby District Local Plan</i> (2005).</li> <li>The Parcel provides an undeveloped setting to residential properties at the southern and western extents of South Milford.</li> <li>With the exception of land at South Milford Park and Athelstan Community Primary School, the Parcel is incorporated with land defined as <i>Green Belt</i> within Policies GB1, GB2 and GB4 of the <i>Selby District Local Plan</i> (2005). Green belt is a planning designation that seeks to maintain openness between settlements rather than act as an indication of landscape quality.</li> </ul>	M-H
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>The rising landform restricts long distance views from the Parcel. However, the topographical variation dictates that the Parcel is somewhat prominent in the immediate landscape. Open views are afforded looking east and west.</li> <li>Development of the northern extent of the Parcel would involve the expansion of residential development onto higher ground, which currently visually contains it.</li> <li>A network of telegraph poles interrupt the skyline and are prevalent in views looking south from Westfield Lane.</li> <li>Both Drax and Eggborough Power Stations are perceptible in long distance views from the Parcel.</li> <li>The rising landform to the north west of the Parcel precludes long distance views, with hedgerow boundaries forming the horizon. However, the Parcel is visually prominent within the wider landscape due to this topographical variation.</li> </ul>	M-H
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>A network of PRoW and tracks open to public access cross the agricultural landscape of the Parcel, radiating from the settlement edge.</li> <li>Traversing the Selby Rail Line, Public Footpath 35.57/11/1 provides a route linking South Milford with Sherburn in Elmet. In addition, Public Footpath 35.59/8/1 follows agricultural field boundaries, connecting South Milford with Lumby in the south.</li> <li>Defined as <i>Open Greenspace</i>, the Parcel encompasses South Milford Park, a linear greenspace parallel High Street.</li> </ul>	L-M
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>Despite glimpsed long distance views towards urbanising features such as energy transmission infrastructures and power stations, the landscape of the Parcel retains a rural character.</li> </ul>	M

## Representative photographs



Access to Honeypot Farm, High Street



Playing fields and children's play area at South Milford Park, High Street



View towards arable farmland and residential properties on London Road

### Notes on any variations in landscape sensitivity

There are no significant variations in landscape sensitivity within the Parcel.

### Notes on any variations in landscape sensitivity

Development within the Parcel would result in disruption and further expansion away from the existing nucleated settlement pattern, including the potential loss of settlement identity to what is currently a small village.

## Landscape Assessment Parcel SM2: West of the A162 (North of Selby Rail Line)

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>The topography of the Parcel falls from a high point of 32 m AOD to 8 m AOD at the perimeter of Bond Ings at the Parcel's eastern extent.</li> <li>An unnamed tributary of Mill Dike crosses the agricultural land use of the Parcel. Two ponds lie immediately north of woodland parallel the Selby Rail Line.</li> </ul>	L
<b>Natural character</b>	<ul style="list-style-type: none"> <li>Arable agricultural land comprises the primary land use of the Parcel. Intact hedgerows border the carriageway of Milford Road.</li> <li>The south eastern extent of the Parcel incorporates an area of ash woodland and ponds forming a ratified SINC site. The area also includes an area of <i>Deciduous Woodland</i> included in the Priority Habitats Inventory. An area of land defined as <i>Traditional Orchard</i> is also contained within the Parcel.</li> <li>A ratified SINC site at Bond Ings borders the Parcel at its northern extent.</li> </ul>	M
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>The Parcel does not contain any known heritage features or make a significant contribution to the landscape setting of any heritage features.</li> <li>With the exception of the eastern extent of the Parcel which lies within landscape defined as <i>Unknown Planned Enclosure</i> HLCT, the Parcel comprises land of twentieth century origin (<i>Modern Improved Fields</i> HLCT).</li> </ul>	L
<b>Form, density, identity and setting of existing settlement/ development</b>	<ul style="list-style-type: none"> <li>The Parcel makes a contribution to the sense of separation between South Milford and Sherburn in Elmet, along Milford Road.</li> <li>The Parcel is wholly encompassed with land defined as <i>Green Belt</i> within Policies GB1, GB2 and GB4 of the <i>Selby District Local Plan</i> (2005). Green belt is a planning designation that seeks to maintain openness between settlements rather than act as an indication of landscape quality.</li> </ul>	M
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>Views looking north east towards light industrial / commercial premises at Sherburn in Elmet Industrial Estate are available, forming a developed skyline. However, vegetation parallel Milford Road and the nature of the falling topography restricts direct views towards the eastern extent of the Parcel.</li> </ul>	M
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>With the exception of Public Footpath 35.57/11/1 which forms the western limit, the Parcel is devoid of public access.</li> </ul>	L
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>Development of the Parcel would result in the extension of the settlement edge beyond the corridor of the Selby Rail Line, enhancing perceptions of expansion and coalescence with Sherburn in Elmet to the north.</li> </ul>	L-M

## Representative photographs



View looking north on Milford Road



View looking east from Home Farm Grange on Milford Road



View looking south along the corridor of Milford Road

### Notes on any variations in landscape sensitivity

There are no significant variations in landscape sensitivity within the Parcel.

### Notes on any variations in landscape sensitivity

The corridor of the Selby Rail Line defines the northern extent of the settlement edge, whereby development within this parcel would disrupt the nucleated settlement pattern and contribute to a sense of settlement coalescence due to the proximity of Sherburn in Elmet.

## Landscape Assessment Parcel SM3: Land to the West of the A162 (South of Selby Rail Line)

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>Characterised by low-lying topography, Mill Dike crosses agricultural land to the north of the Parcel.</li> <li>Large scale arable land use defines the land use at the southern extent of the Parcel whereas small to medium irregular shaped fields define the northern limit. Although fragmented in places, the number of hedgerows and hedgerow trees in this location provide a degree of visual enclosure.</li> </ul>	L
<b>Natural character</b>	<ul style="list-style-type: none"> <li>Land use is typified by arable agriculture interspersed with playing fields at South Milford F.C and South Milford Cricket Club, Mill Lane.</li> <li>The A162 forms a wooded corridor due to the dense belt of vegetation parallel the carriageway.</li> <li>Field and roadside boundaries within the northern portion of the Parcel are varied in character, consisting of a mixture of stone walling, steel barriers, fragmented hedgerows and post and wire fencing.</li> <li>The Parcel does not contain any land identified within the Priority Habitats Inventory.</li> </ul>	L-M
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>The Parcel does not contain any known heritage features or make a significant contribution to the landscape setting of any heritage features.</li> <li><i>Strip Fields</i> HLCT dating from the medieval period characterise the landscape of the Parcel. A small section of land defined as <i>Modern Improved Fields</i> HLCT runs parallel the corridor of the A162.</li> </ul>	L-M
<b>Form, density, identity and setting of existing settlement/ development</b>	<ul style="list-style-type: none"> <li>The Parcel borders land defined as a <i>Locally Important Landscape Area</i> (LILA) within Policy ENV15 of the <i>Selby District Local Plan</i> (2005).</li> <li>The Parcel provides an undeveloped setting to residential properties at the southern and eastern extents of South Milford.</li> <li>Recently developed residential properties on Southlands Close form a stark settlement edge.</li> <li>The Parcel is wholly encompassed with land defined as <i>Green Belt</i> within Policies GB1, GB2 and GB4 of the <i>Selby District Local Plan</i> (2005). Green belt is a planning designation that seeks to maintain openness between settlements rather than act as an indication of landscape quality.</li> </ul>	L-M
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>The extent of perimeter vegetation limits direct views into and out the Parcel, contributing to a sense of visual containment.</li> <li>Vegetation bordering the farm property at the eastern extent of Mill Lane precludes views looking out across the wider landscape. The route of the A162 also forms a vegetated corridor.</li> <li>Built form at the Maltings Organic Treatment works protrudes above vegetation parallel the Selby Rail Line.</li> </ul>	L-M
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>The Parcel is devoid of PRoW. However, Public Footpath 35.59/7/1 adjoins the corridor of the A162 at the Parcel's south eastern extent.</li> <li>The Parcel incorporates playing fields at South Milford F.C and South Milford Cricket Club, Mill Lane.</li> </ul>	L-M
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>The proximity of the A162 dictates that noise intrusion is prominent across the Parcel.</li> <li>The Parcel is influenced by human activity at the existing settlement edge and the A162 corridor.</li> </ul>	L-M

## Representative photographs



### Notes on any variations in landscape sensitivity

There are no significant variations in landscape sensitivity within the Parcel.

### Notes on any variations in landscape sensitivity

Development within the corridor of the A162 is unlikely to disrupt the localised settlement pattern as the village would continue to be contained by this corridor.

## South Milford

Overall assessment of landscape sensitivity to development scenarios			
	Landscape Assessment Parcel SM1	Landscape Assessment Parcel SM2	Landscape Assessment Parcel SM3
<b>2-3 storey residential housing</b>	<b>M-H</b>	<b>M</b>	<b>L-M</b>
<p>Few of the key characteristics and qualities of SM3 are vulnerable to change as a result of the introduction of the development scenario, resulting in an overall <b>low-moderate sensitivity</b>. The development of SM2 may result in some limited changes in character and / or some potentially significant effects on landscape character and visual amenity, resulting in an overall <b>moderate sensitivity</b>. However, the localised prominence of the landscape of SM1 within wider views, and the presence of a LILA across the parcel, contributes to an <b>overall moderate-high sensitivity</b> to the introduction of the development scenario.</p>			





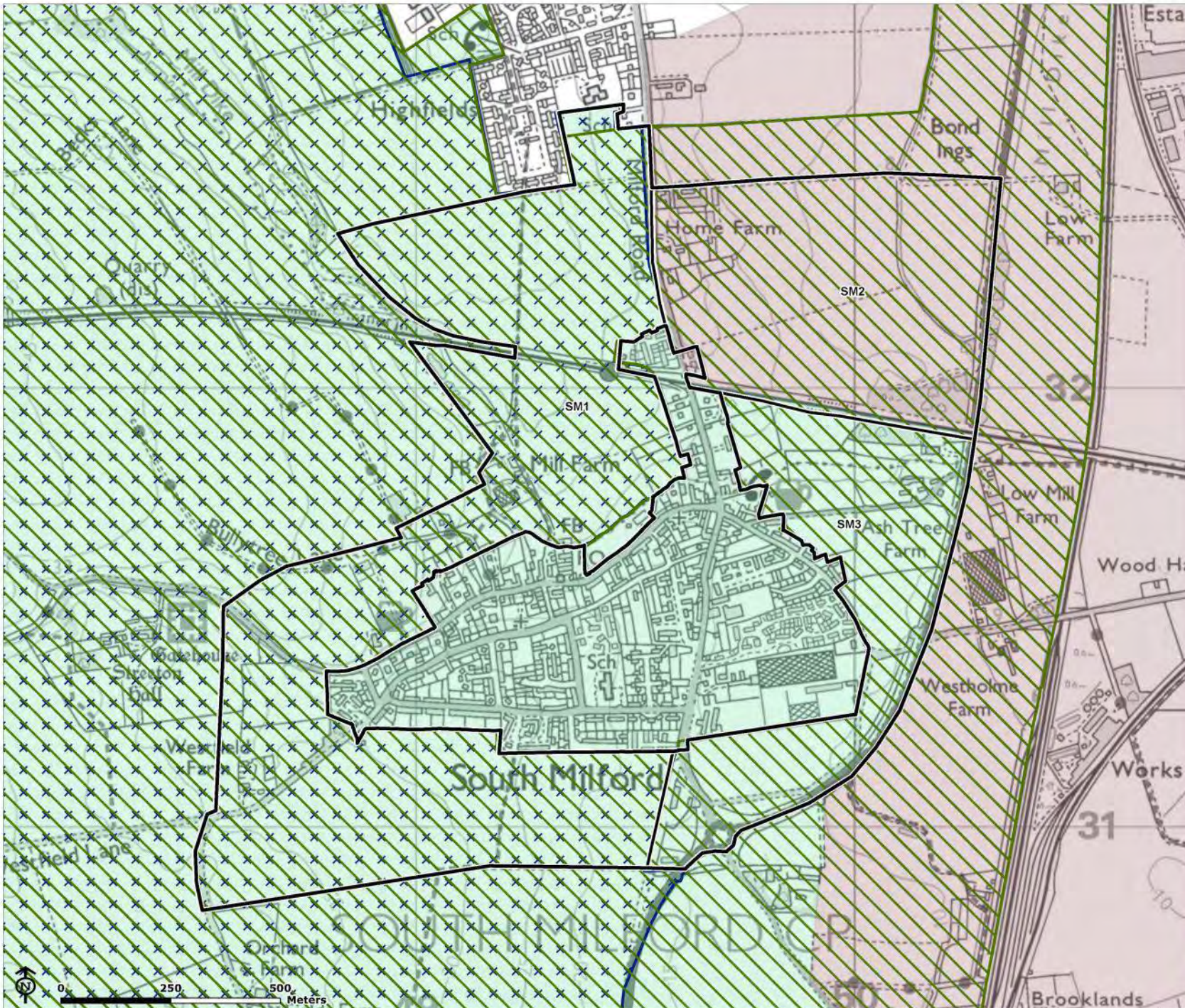
**Selby District Council  
Landscape Sensitivity  
Assessment**

**Landscape - South Milford**

-  Selby District
-  Assessment Parcel
-  Green Belt
-  Locally Important Landscape Area

**LUC Landscape Character Area**

-  West Selby Limestone Ridge
-  Sherburn Farmland



Map Scale @A3: 1:8,500



Selby District Council  
Landscape Sensitivity  
Assessment

Biodiversity, Historic Environment  
and Recreation - South Milford

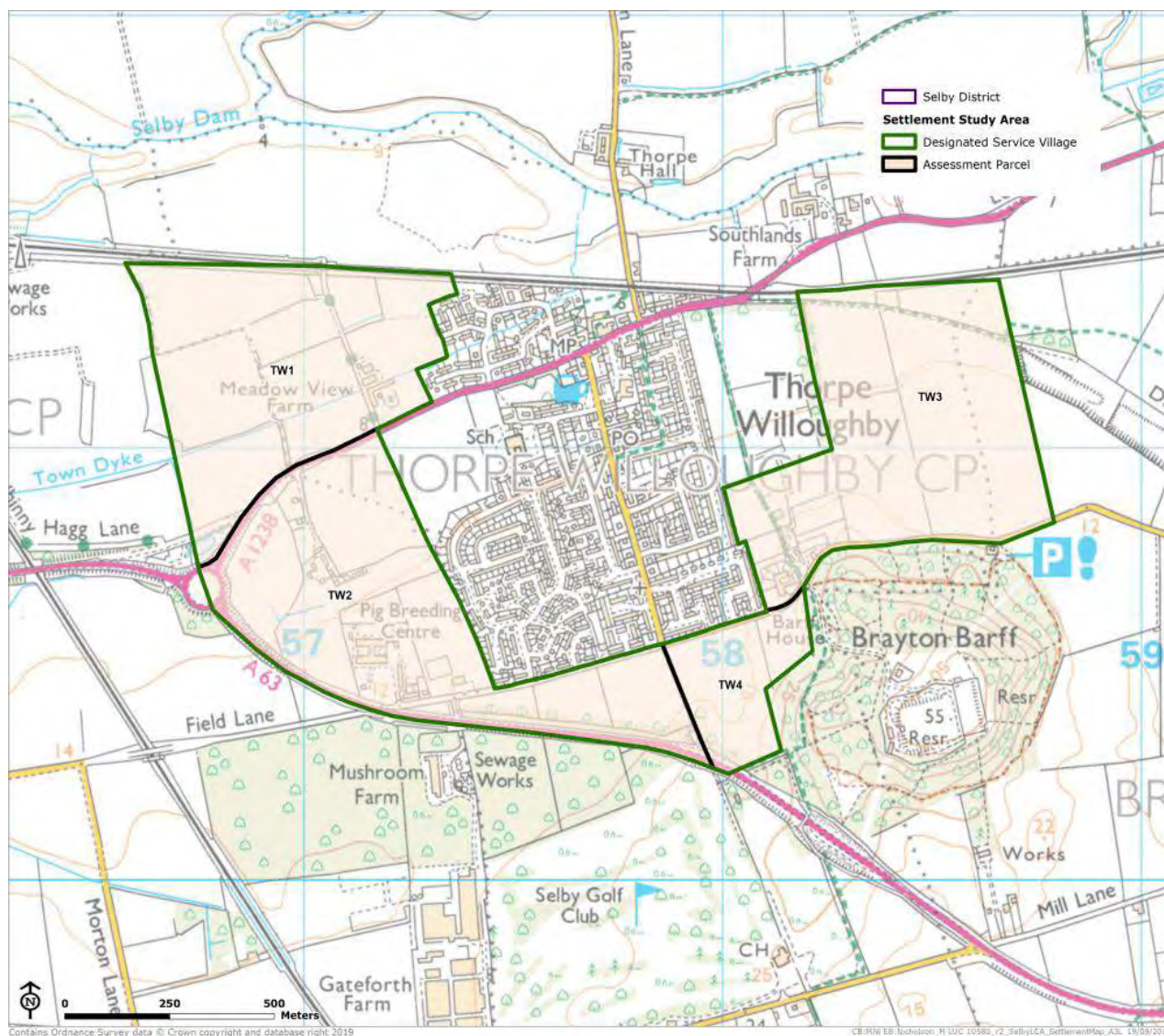
-  Selby District
-  Assessment Parcel
-  Site of Special Scientific Interest (SSSI)
-  SINC
-  Listed Building Grade I
-  Listed Building Grade II
-  Scheduled Monument
-  Bridleway
-  Footpath
-  Open Greenspace



Map Scale @A3: 1:8,500



## Thorpe Willoughby



### Location and summary of landscape character

#### Summary of published landscape character

Thorpe Willoughby lies within **Farmed Lowland and Valley Landscapes** Primary Landscape Unit, as defined within the *North Yorkshire and York Landscape Characterisation Project (2011)*. This PLU is further refined into **Levels Farmland** Landscape Character Type (LCT), wholly encompassing the study area boundary of the settlement. The *Key Characteristics* of this LCT include large scale low-lying arable land use comprised of dykes which follow the rectilinear field patterns. Industrial scale farm buildings as well as major energy and transport infrastructure features are evident in views.

The *Selby Landscape Character Assessment (2019)* identifies land encompassing the study area of Thorpe Willoughby as **LCA 14: Hambleton Sandstone Ridge**. Characterised by a strong rural quality, the LCA comprises gently undulating low-lying arable farmland, a low sandstone ridge and two densely wooded hills (Brayton Barff and Hambleton Hough).

## Definition of landscape assessment parcels

Refinement of study area boundary and definition of assessment parcels						
Boundary of study area	Criteria to define final refinement of study area boundary					Notes
	River / canal corridors	Infrastructure corridors	Existing landscape feature	Alignment of minor road / PRow	Adjoins adjacent study area / LPA	
North		✓				The infrastructure corridors of the A63 and the rail line.
East			✓			Dismantled railway and agricultural field boundaries. The landscape feature of Brayton Barff and associated woodland defines the south eastern limit.
South		✓				The infrastructure corridors of the A63 and the rail line.
West			✓			Existing field boundaries.

Definition of assessment parcels within Thorpe Willoughby:

- **TW1: Land to the North of the A1238;**
- **TW2: Land to the North of the A63;**
- **TW3: Brayton Barff Northern Fringes; and**
- **TW4: Brayton Barff Western Fringes (land within the LILA)**

## Landscape Assessment Parcel TW1: Land to the North of the A1238

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>The Parcel does not have significant topographical variation, comprising low-lying agricultural land to the north of the A1238.</li> <li>Town Dyke dissects the Parcel, running broadly south west to north east. A network of drainage ditches connect to this feature, delineating field boundaries within the Parcel.</li> </ul>	L
<b>Natural character</b>	<ul style="list-style-type: none"> <li>Arable land use divided by a combination of drainage ditches and hedgerow field boundaries typify the land use of the Parcel. The medium scale regular farmland is interspersed with agricultural buildings at Meadow View Farm.</li> <li>Hedgerow trees as well as vegetation bordering drainage ditches provide a partially wooded skyline.</li> <li>A fragmented hedgerow, supplemented with timber post and rail fencing, delineates the carriageway of the A1238 to the west of Harry Moor Lane. However, an existing hedgerow provides a dense visual screen to the east of this route, on the approach to the existing settlement edge.</li> <li>The Parcel does not contain any land identified within the Priority Habitats Inventory.</li> </ul>	L-M
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>Although not encompassed within the boundary itself, the Parcel lies approximately 450 m south west of Thorpe Hall Moated Monastic Grange Scheduled Monument, across the railway line.</li> <li>The HLC indicates the Parcel is strongly influenced by its wider agricultural setting, comprised of enclosures defined as <i>Piecemeal Enclosure</i> HLCT dating from the post medieval period to the 18th century. The Parcel is also partially defined as <i>Modern Improved Fields</i> HLCT which is characterised by enclosure of more recent origin.</li> </ul>	L-M
<b>Form, density, identity and setting of existing settlement/development</b>	<ul style="list-style-type: none"> <li>The Parcel plays a minor role in the sense of separation between Thorpe Willoughby and Hambleton.</li> <li>Located approximately 350 m west of the Parcel, the corridor of the East Coast Mainline would continue to act as a landscape barrier separating the two settlements.</li> </ul>	L-M
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>The Parcel exhibits some intervisibility with the surrounding landscape in virtue of the flat nature of the landform and fragmented nature of boundary vegetation.</li> <li>The lack of an intact hedgerow parallel the A1238 Leeds Road affords open views across the agricultural land of the Parcel.</li> <li>A network of telegraph poles form vertical features within the landscape.</li> </ul>	M
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>With the exception of Harry Moor Lane which forms a public route connecting the A1238 Leeds Road with the sewage works immediately south of the Selby Rail Line, the Parcel is devoid of public access.</li> </ul>	L
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>The corridors of the A1238 and the A63 give rise to local noise intrusion, reducing perceived tranquillity.</li> <li>Low cut hedgerows and long views create a sense of openness and expansiveness.</li> </ul>	L-M

## Representative photographs



### Notes on any variations in landscape sensitivity

Land lying to the east of the Parcel has reduced landscape sensitivity due to the presence of the existing settlement edge.

### Overall development guidelines

Development of the Parcel would result in the continued containment of the settlement within the corridor of the Selby Rail Line, limiting perceptions of expansion to the north. This would be perceived as incremental expansion rather than settlement coalescence. Development within the Parcel could also afford opportunities to enhance the existing harsh settlement edge.

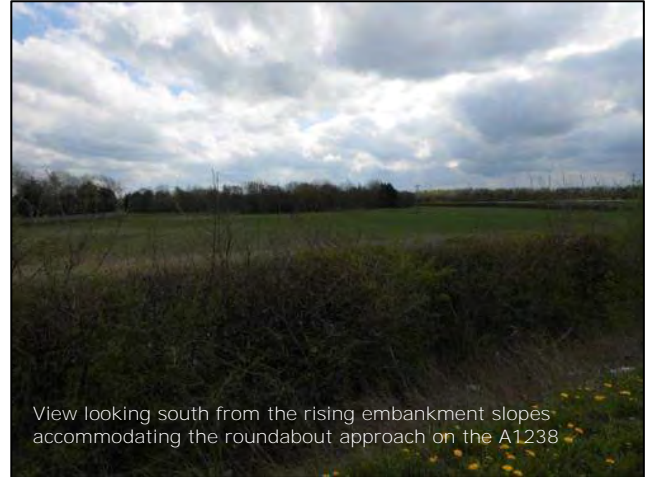
## Landscape Assessment Parcel TW2: Land to the North of the A63

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>The landform of the Parcel rises at its western extent to accommodate the carriageway of the A1238 on embankment. Sections of the A63 are also contained on embankment at the approach to the roundabout at the Parcel's western boundary.</li> <li>Low-lying landform characterises the topography of the Parcel.</li> </ul>	<b>L</b>
<b>Natural character</b>	<ul style="list-style-type: none"> <li>Medium to large scale arable farmland is interspersed with linear belts of woodland which border built form at Portland House Veterinary Centre, Thorpe Willoughby Sports Association and the pig breeding centre on Field Lane.</li> <li>A combination of hedgerow and timber post and rail fencing delineate the boundary of the A1238. Vegetation parallel the A63 at the southern limit of the Parcel also forms a dense visual screen.</li> <li>The Parcel does not contain any land identified within the Priority Habitats Inventory.</li> </ul>	<b>L-M</b>
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>The Parcel does not contain any known heritage features or make a significant contribution to the landscape setting of any heritage features.</li> <li>The Parcel is wholly encompassed within land defined as <i>Piecemeal Enclosure</i> HLCT, dating from the post medieval period to the 18th century.</li> </ul>	<b>L-M</b>
<b>Form, density, identity and setting of existing settlement/development</b>	<ul style="list-style-type: none"> <li>The western boundary, including recently constructed residential development at Privet Drive, forms a stark settlement edge devoid of mature planting.</li> <li>The Parcel does not play a role in the perception of a gap between Thorpe Willoughby and Hambleton.</li> </ul>	<b>L-M</b>
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>The Parcel exhibits a pattern of open areas interspersed with areas of enclosure. Vegetation bordering Portland House Veterinary Centre and Thorpe Willoughby Sports Association contribute to visual containment.</li> <li>Sections of timber post and rail fencing field boundaries parallel the A1238 afford views towards the recently constructed residential properties on Privet Drive / Pond Lane.</li> <li>Telegraph poles and lighting columns parallel the A63 / A1238 form vertical features.</li> </ul>	<b>L-M</b>
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>The Parcel is devoid of PRoW. However, Public Footpath 35.30/5/1 borders the Parcels' eastern extent, forming a circular route linking Thorpe Willoughby with Brayton Barff.</li> <li>Defined as Open Greenspace, the south eastern extent of the Parcel incorporates Thorpe Willoughby Sports Association.</li> </ul>	<b>L-M</b>
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>Development of the Parcel would result in the perceived incremental extension of the settlement edge to the west.</li> <li>The proximity of the corridors of the A63 and A1238 contributes an auditory influence within the Parcel</li> </ul>	<b>L-M</b>

## Representative photographs



Pastoral land bordered by post and rail fencing on the A1238



View looking south from the rising embankment slopes accommodating the roundabout approach on the A1238



Agricultural pastures with views towards recent residential development on the north western settlement edge of Thorpe Willoughby available in the background view

### Notes on any variations in landscape sensitivity

There are no significant variations in landscape sensitivity within the Parcel.

### Overall development guidelines

Development within the Parcel would continue to contain the settlement within the corridors of the A1238 and the A63 and could afford opportunities to enhance the existing harsh settlement edge at Privet Drive.



## Landscape Assessment Parcel TW3: Brayton Barff Northern Fringes

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>The Parcel borders the highly distinctive landform of Brayton Barff, a well wooded hill rising to 55 m AOD.</li> <li>The landform of the Parcel rises gently from the corridor of the A1238 towards Barff Lane, offering locally elevated views across the eastern settlement edge.</li> <li>Agricultural land to the south of the Parcel is typified by limited topographical variation</li> </ul>	L
<b>Natural character</b>	<ul style="list-style-type: none"> <li>Arable land use delineated by low hedgerows and timber post and wire fencing characterises the Parcel.</li> <li>An intact hedgerow defines the route of Field Lane / Barff Lane, softening views towards the existing settlement edge.</li> <li>The Parcel does not contain any land identified within the Priority Habitats Inventory. However, the Parcel forms the setting to Brayton Barff to the south east, comprised of tracts of ancient woodland as well as a ratified SINC site. Areas off <i>Deciduous Woodland</i> included in the Priority Habitats Inventory also border the Parcel's southern limit.</li> </ul>	M-H
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>Barff Farmhouse (Grade II listed) is encompassed within the Parcel, located on Barff Lane.</li> <li>Although not encompassed within the boundary itself, the Parcel lies approximately 300 m south of Thorpe Hall Moated Monastic Grange Scheduled Monument, across the rail line.</li> <li>Varied patterns of enclosure define the predominant land use of the Parcel within the HLC. Land identified as <i>Planned Large Scale Parliamentary Enclosure</i> HLCT characterises the largest area with <i>Piecemeal Enclosure</i> HLCT also forming the Parcel's western extent. Land incorporating Barff House is defined as <i>Planned Estate</i> HLCT.</li> </ul>	M
<b>Form, density, identity and setting of existing settlement/ development</b>	<ul style="list-style-type: none"> <li>With the exception of this land and Barff House and Holiday Cottages, the Parcel is largely undeveloped. The southern section of the Parcel provides an undeveloped setting to residential properties at the southern extent of Thorpe Willoughby.</li> <li>Land to the immediate south of the parcel is designated as a <i>Locally Important Landscape Area</i> (LILA)</li> </ul>	M
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>Vegetation at Brayton Barff forms a wooded backdrop and distinctive skyline feature in views looking south and east from the Parcel.</li> <li>The proliferation of boundary vegetation at Brayton Barff reduces the availability of views into the Parcel and contributes to a sense of visual enclosure.</li> <li>A network of telegraph poles dissect the agricultural land use.</li> <li>Land rises gently towards the southern extent of Bridleway 35.68/5/1, affording views across the existing settlement edge to the west. A belt of vegetation following the existing field boundary restricts views to the east from this location.</li> </ul>	M
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>The route of Bridleway 35.68/5/1 connects the A1238 Leeds Road with Barff Lane. Interpretation boards describing Brayton Barff Woods and Brayton Barff Reservoir at this location provide an indicator of local value.</li> <li>Public footpath 35.68/7/1 abuts the Parcel's southern boundary and forms part of a circular route linking Thorpe Willoughby with Brayton Barff.</li> <li></li> </ul>	L-M
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>Development of the Parcel would result in the perceived incremental extension of the settlement edge towards land that forms the setting of Brayton Barff.</li> </ul>	M

## Representative photographs



Visitor interpretation signage at Brayton Barff



View looking north from Bridleway 35.68/5/1



View towards agricultural buildings and Barff House at the southern extent of Bridleway 35.68/5/1

### Notes on any variations in landscape sensitivity

Development of land lying to the south of the Parcel would be more likely to erode the gap between Thorpe Willoughby and Brayton Barff, resulting in higher sensitivity than areas to the north of the Parcel.

### Overall development guidelines

Development within the Parcel would result in the reduction of the undeveloped setting to Brayton Barff and would appear largely discordant with the existing settlement pattern. Development could also affect perceived separation between Thorpe Willoughby and Brayton.

## Landscape Assessment Parcel TW4: Brayton Barff Western Fringes

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>The Parcel borders the highly distinctive landform of Brayton Barff, a well wooded hill rising to 55 m AOD.</li> <li>The landform of the Parcel rises gently from Field Lane towards the boundary with Brayton Barff.</li> </ul>	<b>L</b>
<b>Natural character</b>	<ul style="list-style-type: none"> <li>Arable land use delineated by low hedgerows and timber post and wire fencing characterises the Parcel.</li> <li>An intact hedgerow defines the route of Field Lane, softening views towards the existing settlement edge.</li> <li>The Parcel does not contain any land identified within the Priority Habitats Inventory. However, the Parcel forms the setting to Brayton Barff to the south east, comprised of tracts of ancient woodland as well as a ratified SINCS site. Areas of <i>Deciduous Woodland</i> included in the Priority Habitats Inventory also border the Parcel's southern limit.</li> </ul>	<b>M-H</b>
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>The Parcel does not contain any known heritage features or make a significant contribution to the landscape setting of any heritage features.</li> <li>Land identified as <i>Planned Large Scale Parliamentary Enclosure</i> HLCT within the HLC characterises the Parcel.</li> </ul>	<b>M</b>
<b>Form, density, identity and setting of existing settlement/development</b>	<ul style="list-style-type: none"> <li>The Parcel is wholly incorporated within land defined as <i>Locally Important Landscape Area</i> (LILA) within Policy ENV15 of the <i>Selby District Local Plan</i> (2005).</li> <li>The Parcel provides an undeveloped setting to residential properties at the southern extent of Thorpe Willoughby.</li> </ul>	<b>M-H</b>
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>Vegetation at Brayton Barff forms a wooded backdrop and distinctive skyline feature in views looking south and east from the Parcel.</li> <li>The proliferation of boundary vegetation at Brayton Barff reduces the availability of views into the Parcel and contributes to a sense of visual enclosure.</li> <li></li> </ul>	<b>M</b>
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>Public footpaths 35.68/7/1 and 35.30/5/1 form parts of circular routes linking Thorpe Willoughby with Brayton Barff.</li> <li>Defined as <i>Open Greenspace</i>, the Parcel borders land at Selby Golf Club to the south of the corridor of the A63.</li> </ul>	<b>L-M</b>
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>Development of the Parcel would result in the perceived incremental extension of the settlement edge towards land that forms the setting of Brayton Barff.</li> </ul>	<b>M</b>

## Representative photographs



View looking north west towards residential properties on Field Lane

### Notes on any variations in landscape sensitivity

Development of land lying to the south east of the Parcel would be more likely to erode the gap between Thorpe Willoughby and Brayton Barff, resulting in higher sensitivity than areas to the north or west of the Parcel.

### Overall development guidelines




Development within the Parcel would result in the reduction of the undeveloped setting to Brayton Barff and would appear largely discordant with the existing settlement pattern. Development could also affect perceived separation between Thorpe Willoughby and Brayton.

## Thorpe Willoughby



Overall assessment of landscape sensitivity to development scenarios				
	Landscape Assessment Parcel TW1	Landscape Assessment Parcel TW2	Landscape Assessment Parcel TW3	Landscape Assessment Parcel TW4
<b>2-3 storey residential housing</b>	<b>L-M</b>	<b>L-M</b>	<b>M</b>	<b>M-H</b>
<p>Few of the key characteristics and qualities of TW1 and TW2 are vulnerable to change as a result of the introduction of the development scenario, resulting in an overall <b>low-moderate sensitivity</b>. However, development of TW3 may result in some limited changes in character and / or some potentially significant effects on landscape character and visual amenity, resulting in an overall <b>moderate sensitivity</b>. The role TW4 plays in forming the setting to Brayton Barff as well as the presence of the LILA contributes to an <b>overall moderate-high sensitivity</b> to the introduction of the development scenario.</p>				

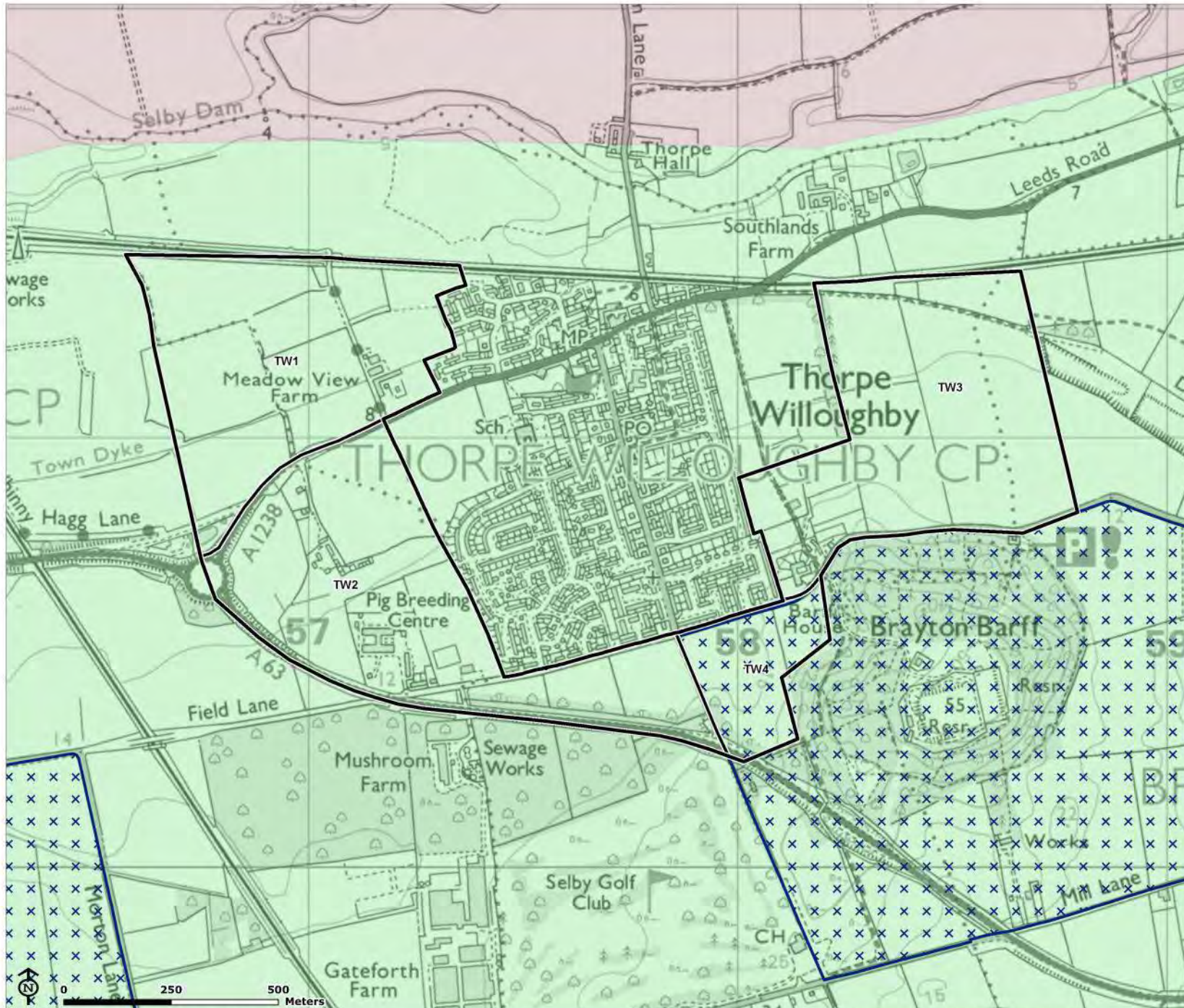
**Selby District Council  
Landscape Sensitivity  
Assessment**

**Landscape - Thorpe Willoughby**

-  Selby District
-  Assessment Parcel
-  Locally Important Landscape Area

**LUC Landscape Character Area**

-  Sherburn Farmland
-  Hambleton Sandstone Ridge



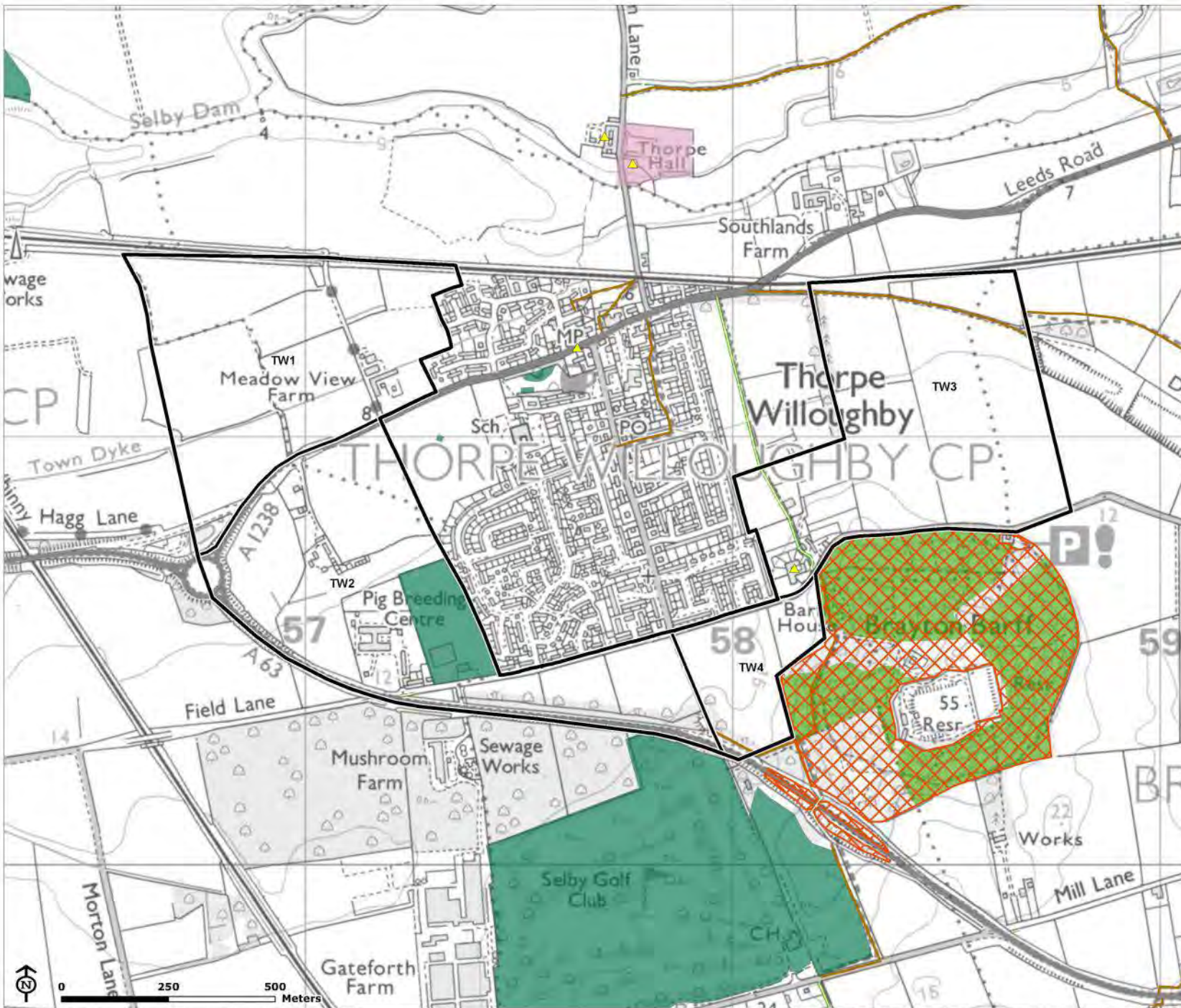
Map Scale @A3: 1:8,700



Selby District Council  
Landscape Sensitivity  
Assessment

Biodiversity, Historic Environment  
and Recreation - Thorpe Willoughby

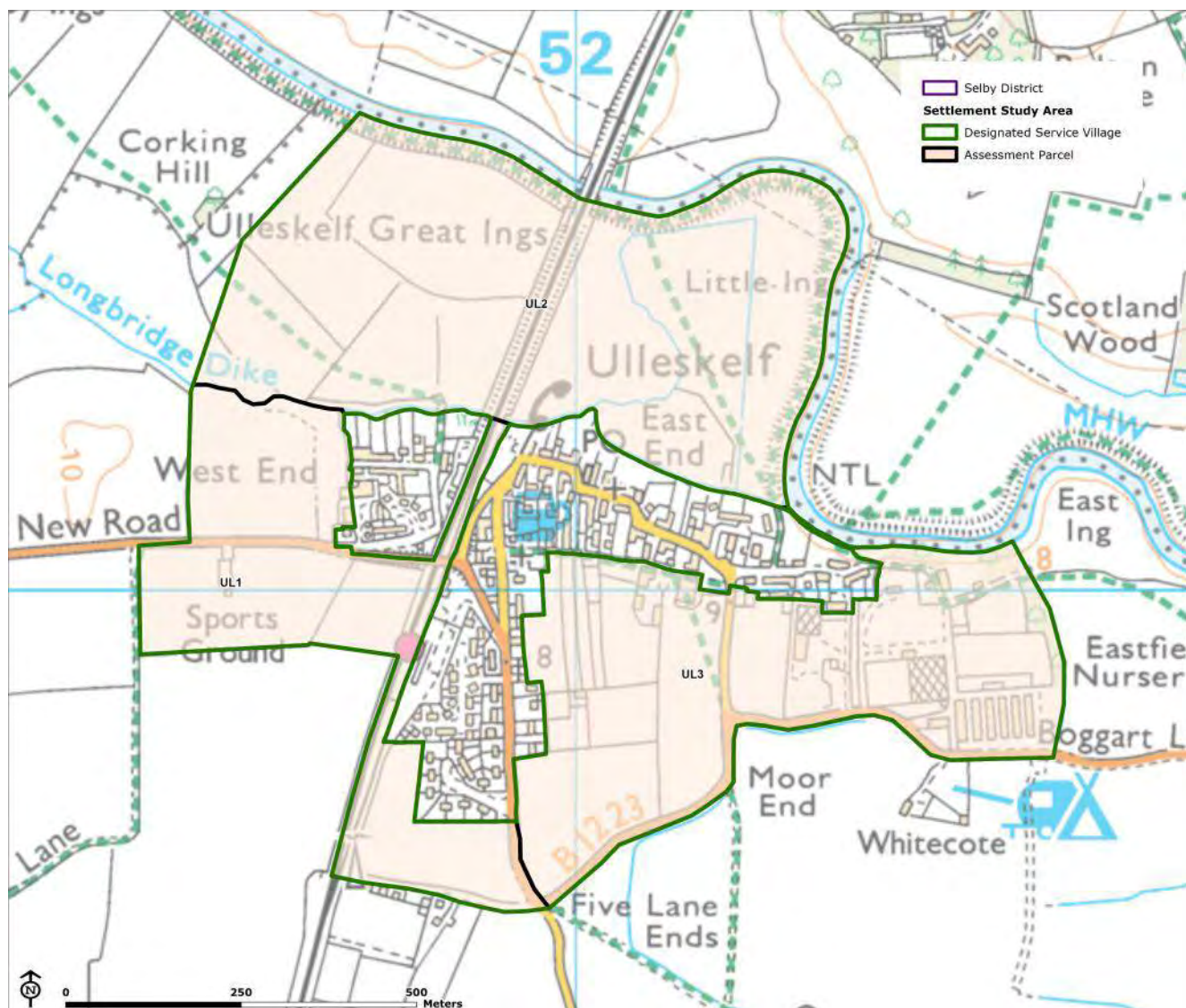
-  Selby District
-  Assessment Parcel
-  Ancient Woodland
-  SINC
-  Listed Building Grade II
-  Scheduled Monument
-  Bridleway
-  Footpath
-  Open Greenspace



Map Scale @A3: 1:8,700



## Ulleskelf



### Location and summary of landscape character

#### Summary of published landscape character

The settlement of Ulleskelf lies within **Farmed Lowland and Valley Landscapes** Primary Landscape Unit, as defined within the *North Yorkshire and York Landscape Characterisation Project (2011)*. This PLU is further refined into **Levels Farmland** Landscape Character Type (LCT) which characterises the southern extent of the study area and typified by large scale low-lying arable land use. Dykes follow the rectilinear field patterns and industrial scale farm buildings and transport infrastructure features are evident in views. The northern extent of the study area lies within landscape defined as **River Floodplain LCT**, in virtue of its proximity to the River Wharfe.

The *Selby Landscape Character Assessment (2019)* divides the study area of Ulleskelf into **LCA 4: Wharfe Valley** and **LCA 12: North Selby Farmland**. Characterised by the low-lying floodplain of the meandering River Wharfe, densely vegetated high river banks typify the landscape of the LCA. The *key characteristics* of LCA 12: North Selby Farmland include predominantly flat farmland with a strong presence of woodland and medium-large scale field patterns.



## Definition of landscape assessment parcels

Refinement of study area boundary and definition of assessment parcels						
Boundary of study area	Criteria to define final refinement of study area boundary					Notes
	River / canal corridors	Infrastructure corridors	Existing landscape feature	Alignment of minor road / PRow	Adjoins adjacent study area / LPA	
North	✓					The meandering corridor of the River Wharfe.
East	✓		✓			The meandering corridor of the River Wharfe and existing field boundaries.
South			✓	✓		The route of the B1223 and existing field boundaries.
West			✓			Agricultural field boundaries.

Definition of assessment parcels within Ulleskelf:

- **UL1: Ulleskelf Western Fringes;**
- **UL2: Ulleskelf Northern Fringes; and**
- **UL3: Ulleskelf Eastern Fringes.**

## Landscape Assessment Parcel UL1: Ulleskelf Western Fringes

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>The flat, low-lying floodplain of the River Wharfe characterises the topography of the Parcel.</li> <li>The Parcel is bound to the north by the channel of Longbridge Dike, forming a tributary of the wider River Wharfe.</li> </ul>	L
<b>Natural character</b>	<ul style="list-style-type: none"> <li>Large scale arable farmland and sports pitches comprise the predominant land use of the Parcel. The combination of fragmented hedgerows and a timber post and rail fence line demarcate the southern limit of Ulleskelf Sports Ground on the B1223 New Road.</li> <li>Lying approximately 100 m from the Parcel's western boundary, Kirkby Wharfe SSSI occupies land parallel Longbridge Dike.</li> <li>The Parcel does not contain any land identified within the Priority Habitats Inventory.</li> </ul>	L
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>The Parcel does not contain any known heritage features or make a significant contribution to the landscape setting of any heritage features.</li> <li>The HLC indicates the Parcel is influenced by agricultural enclosure. Land bound to the north by Longbridge Dike and to the south by the alignment of New Road is characterised by <i>Strip Fields</i> HLCT of medieval origin. Land defined as <i>Unknown Planned Enclosure</i> HLCT lies to the north of the Parcel with <i>Modern Improved Fields</i> HLCT typical of the landscape to the south of New Road.</li> </ul>	L-M
<b>Form, density, identity and setting of existing settlement/development</b>	<ul style="list-style-type: none"> <li>The route of the Hull-York Rail Line dissects the Parcel broadly north-south.</li> <li>The presence of Ulleskelf Sports Ground contributes to a partially suburban character.</li> </ul>	L-M
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>The Parcel contains encompasses urbanising features such as the Hull-York Rail Line and Ulleskelf Station, contributing to a developed skyline. The Parcel intervisibility with the surrounding landscape.</li> <li>Views towards the settlement edge of Ulleskelf, immediately east of the Hull-York Rail Line are available from the western portion of the Parcel. Open views are afforded due to the limited extent of vegetation parallel this route and its accommodation at grade at this location.</li> </ul>	L-M
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>With the exception of the route of Public Footpath 35.70/1/1 which forms the south western limit, the Parcel is devoid of PRoW.</li> <li>Defined as Open Greenspace, Ulleskelf Sports Ground lies to the south of the B1223 New Road and forms the south western extent of the Parcel.</li> </ul>	L-M
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>Moving trains on the Hull-York Rail Line introduce noise intrusion into the landscape of the Parcel. However, the lack of A roads within the settlement helps contribute towards the overall rurality of the landscape.</li> </ul>	L-M

## Representative photographs



Hull-York Rail Line and Ulleskelf Station



View looking west from Church Fenton Lane towards the Hull-York Rail Line



Ulleskelf Sports Ground, New Road

### Notes on any variations in landscape sensitivity

There are no significant variations in landscape sensitivity within the Parcel.

### Overall development guidelines

Development of the Parcel would be perceived as incremental urbanisation along the B1223 New Road. This would not be incongruous with the existing settlement pattern as the existing edge of the village extends west across the Hull-York Rail Line.

## Landscape Assessment Parcel UL2: Ulleskelf Northern Fringes

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>The meandering channel of the River Wharfe bounds the Parcel to the north and east. Longbridge Dike forms a tributary of this watercourse and delineates the Parcel's southern extent.</li> <li>Complex and irregular field patterns characterise the Parcel, dictated by the course of the river.</li> </ul>	L
<b>Natural character</b>	<ul style="list-style-type: none"> <li>The primary land use of the Parcel is mixed agricultural land, bordered by largely fragmented hedgerows. Areas of rough grassland are evident at the settlement edge as well as narrow strips of riparian planting parallel the river bank.</li> <li>Located approximately 100 m west of the Parcel, land bordering Longbridge Dike is designated as Kirkby Wharfe SSSI.</li> <li>Land at both Ulleskelf Great Ings and Little Ings encompass <i>Coastal and Floodplain Grazing Marsh</i>, defined within the Priority Habitats Inventory. The Parcel also encompasses a linear stretch of land described as <i>Good Quality Semi-Improved Grassland</i> bordering the River Wharfe.</li> </ul>	M
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>The Parcel does not contain any known heritage features or make a significant contribution to the landscape setting of any heritage features.</li> <li>The Parcel is wholly encompassed within land defined as <i>Unknown Planned Enclosure</i> HLCT of eighteenth to nineteenth century origin, as defined within the HLC.</li> </ul>	L-M
<b>Form, density, identity and setting of existing settlement/development</b>	<ul style="list-style-type: none"> <li>The Parcel does not play a key role in the perception of a gap between the settlements of Ulleskelf and Kirkby Wharfe or Bolton Percy to the north. However, the Parcel provides an undeveloped setting to the wider village.</li> </ul>	M
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>The Parcel has a limited visual relationship with the existing settlement edge due to intervening vegetation. The degree of vegetation parallel the River Wharfe also provides a degree of visual containment, restricting views looking north.</li> <li>The embankment accommodating the Hull-York Rail Line is visible against the skyline, restricting views east and west from the Parcel.</li> <li>A network of telegraph poles form vertical features crossing the agricultural landscape, adding human influence.</li> </ul>	L-M
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>Public Footpaths 35.70/10/1 and 35.70/10/2 follow the meandering corridor of the River Wharfe, at the Parcel's northern and eastern extents. A connection to this route from the existing settlement edge of Ulleskelf is provided by Public Footpath 35.70/9/1.</li> <li>Following the alignment of existing field boundaries, Public Footpath 35.70/6/1 provides a wider link to Kirkby Wharfe from the western edge of Ulleskelf.</li> </ul>	L-M
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>The movement of trains on embankment within the surrounding low-lying landscape reduces perceived tranquillity. The presence of the railway embankment also detracts from scenic quality.</li> <li>Development of the Parcel would result in the perceived urbanisation of the River Wharfe floodplain.</li> </ul>	M

## Representative photographs



Vegetated embankment accommodating the Hull-York Rail Line



Moving trains protrude against the skyline in middle ground views



View towards the vegetated banks and riparian habitats along the River Wharfe from Public Footpath 35.70/10/2

### Notes on any variations in landscape sensitivity

Land adjoining the existing settlement edge at the south of the Parcel is of reduced sensitivity to residential development compared with riverside plots that are remote from the settlement.

### Overall development guidelines

Development of the Parcel would be discordant with the existing settlement form and its relationship with the river.

## Landscape Assessment Parcel UL3: Ulleskelf Eastern Fringes

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>The Parcel exhibits limited topographic variation, influenced by its proximity to the meandering channel of the River Wharfe. The Parcel abuts the river at its north eastern extent.</li> <li>An unnamed tributary of the River Wharfe bounds the Parcel to the east adjacent Eastfield Nurseries.</li> </ul>	L
<b>Natural character</b>	<ul style="list-style-type: none"> <li>Land lying to the west of Bell Lane is comprised of largely pastoral land use, with field boundaries comprised of both hedgerows and post and wire fencing. Arable farmland characterises the landscape immediately east of this route.</li> <li>A largely fragmented hedgerow borders the carriageways of Church Fenton Lane and Boggart Lane.</li> <li>The degree of vegetation bordering the existing settlement edge provides a sense of visual enclosure.</li> <li>The Parcel does not contain any land identified within the Priority Habitats Inventory.</li> </ul>	L-M
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>The Parcel does not contain any known heritage features or make a significant contribution to the landscape setting of any heritage features. However, the Parcel borders a grade II listed property (Manor Farm Cottages) on Ings Road.</li> <li>Land lying south of Main Street is characterised by agricultural enclosure. <i>Strip Fields</i> HLCT and <i>Unknown Planned Enclosure</i> HLCT comprise the landscape at this location, dating from the medieval period to the nineteenth century. Land use to the east of the Parcel is defined as <i>Industrial</i> HLCT.</li> </ul>	M
<b>Form, density, identity and setting of existing settlement/development</b>	<ul style="list-style-type: none"> <li>Recent residential development characterises the western extent of the Parcel on Church Fenton Lane, typified by semi-detached housing on medium sized plots.</li> <li>Built form at Eastfield Nurseries delineates the eastern limit of the Parcel.</li> </ul>	M
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>The Parcel is comprised of both semi-enclosed and open areas, with some intervisibility with surrounding landscapes. The skyline looking south is generally undeveloped and devoid of distinct landmarks.</li> <li>Filtered views are afforded towards the settlement edge adjoining the Parcel's northern boundary. However, the limited extent of vegetation bordering recent housing developments on Church Fenton Lane contributes to the creation of a stark settlement edge.</li> </ul>	L-M
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>Public Footpath 35.70/7/2 provides a connection from the settlement edge of Ulleskelf to the B1223 Boggart Lane.</li> <li>The northern limit of the Parcel encompasses the route of Public Footpath 35.70/7/1. Providing a wider connection between the River Wharfe and Boggart Lane (via Eastfield Nurseries), Public Footpath 35.70/8/1 crosses the Parcel.</li> </ul>	L
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>Located approximately 300 m west of the Parcel, the corridor of the Hull-York Rail Line introduces occasional noise intrusion. Trains travelling at grade are visible crossing the agricultural landscape.</li> </ul>	L-M

## Representative photographs



Recent residential development on Church Fenton Lane



View looking north from Public Footpath 35.70/7/2 towards the existing settlement edge



Built form at Eastfield Nurseries, B1223 Boggart Lane

### Notes on any variations in landscape sensitivity

There are no significant variations in landscape sensitivity within the Parcel. However, plots of land parallel Church Fenton Lane and Bell Lane would be of reduced sensitivity to residential development given the existing pattern of settlement expansion.

### Overall development guidelines

Development of the Parcel would alter the existing linear settlement form, albeit built form would continue to be contained to the south by the alignment of Boggart Lane.

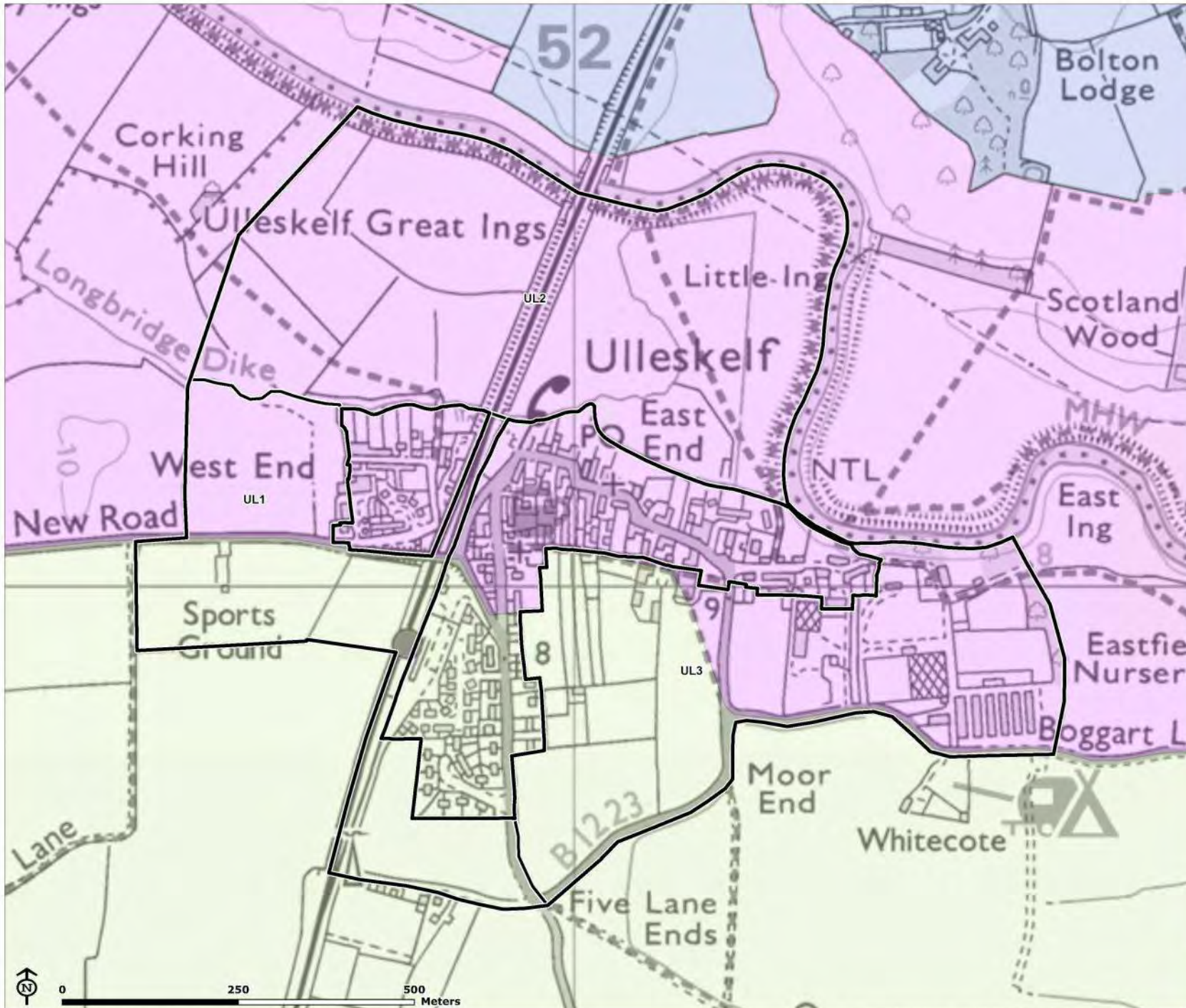
## Uileskelf

Overall assessment of landscape sensitivity to development scenarios			
	Landscape Assessment Parcel UL1	Landscape Assessment Parcel UL2	Landscape Assessment Parcel UL3
<b>2-3 storey residential housing</b>	<b>L-M</b>	<b>M</b>	<b>L-M</b>
<p>Few of the key characteristics and qualities of UL1 and UL3 are vulnerable to change as a result of the introduction of the development scenario, resulting in overall <b>low-moderate sensitivity</b>. However, the combination of natural character and the undeveloped setting the Parcel provides, dictates that UL2 would exhibit an <b>overall moderate sensitivity</b> to the introduction of the development scenario.</p>			



Landscape - Ulleskelf

-  Selby District
-  Assessment Parcel
- LUC Landscape Character Area**
  -  York Fringe west
  -  Wharfe Valley
  -  North Selby Farmland








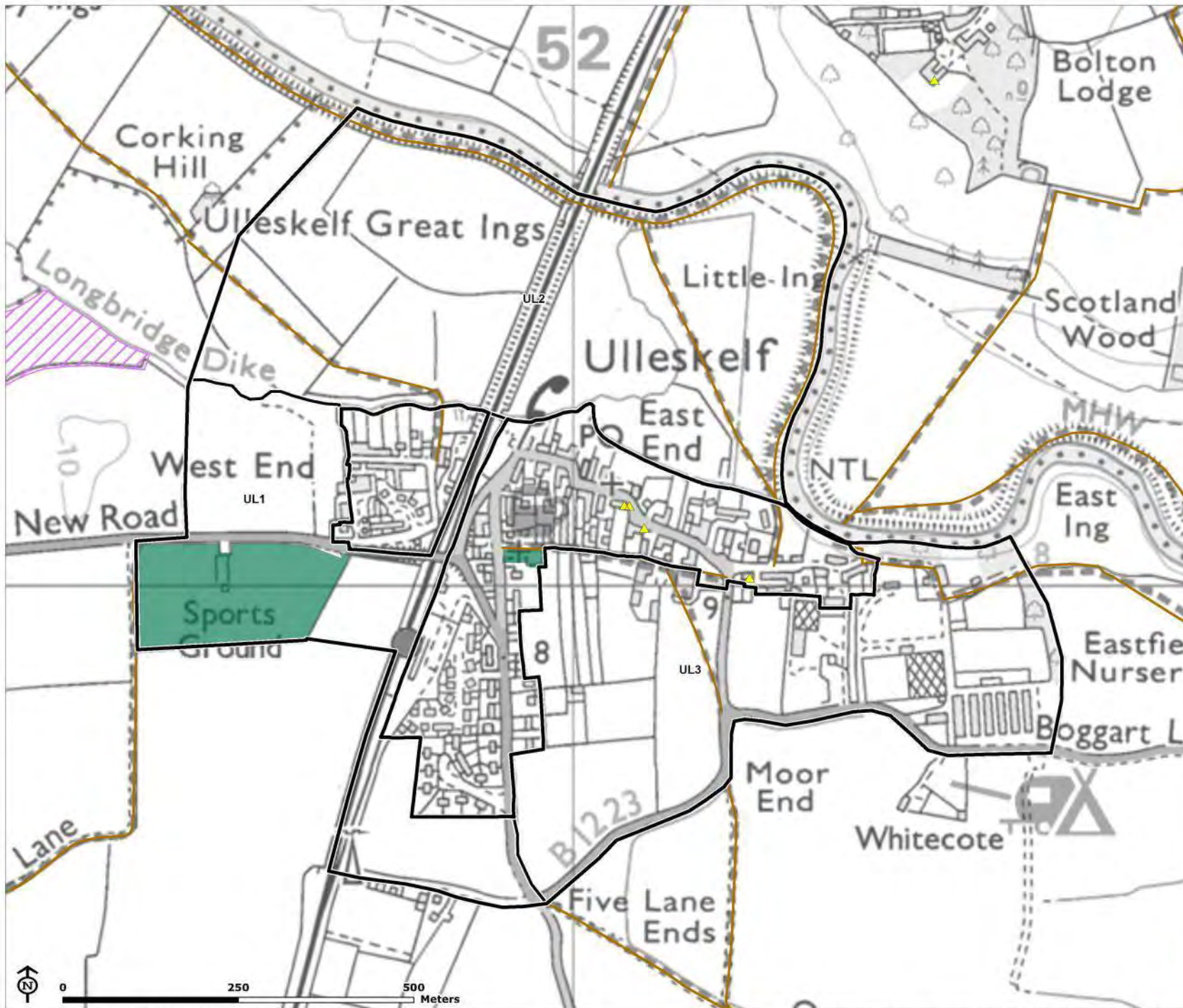
Map Scale @A3: 1:5,300



Selby District Council  
Landscape Sensitivity  
Assessment

Biodiversity, Historic Environment  
and Recreation - Ulleskelf

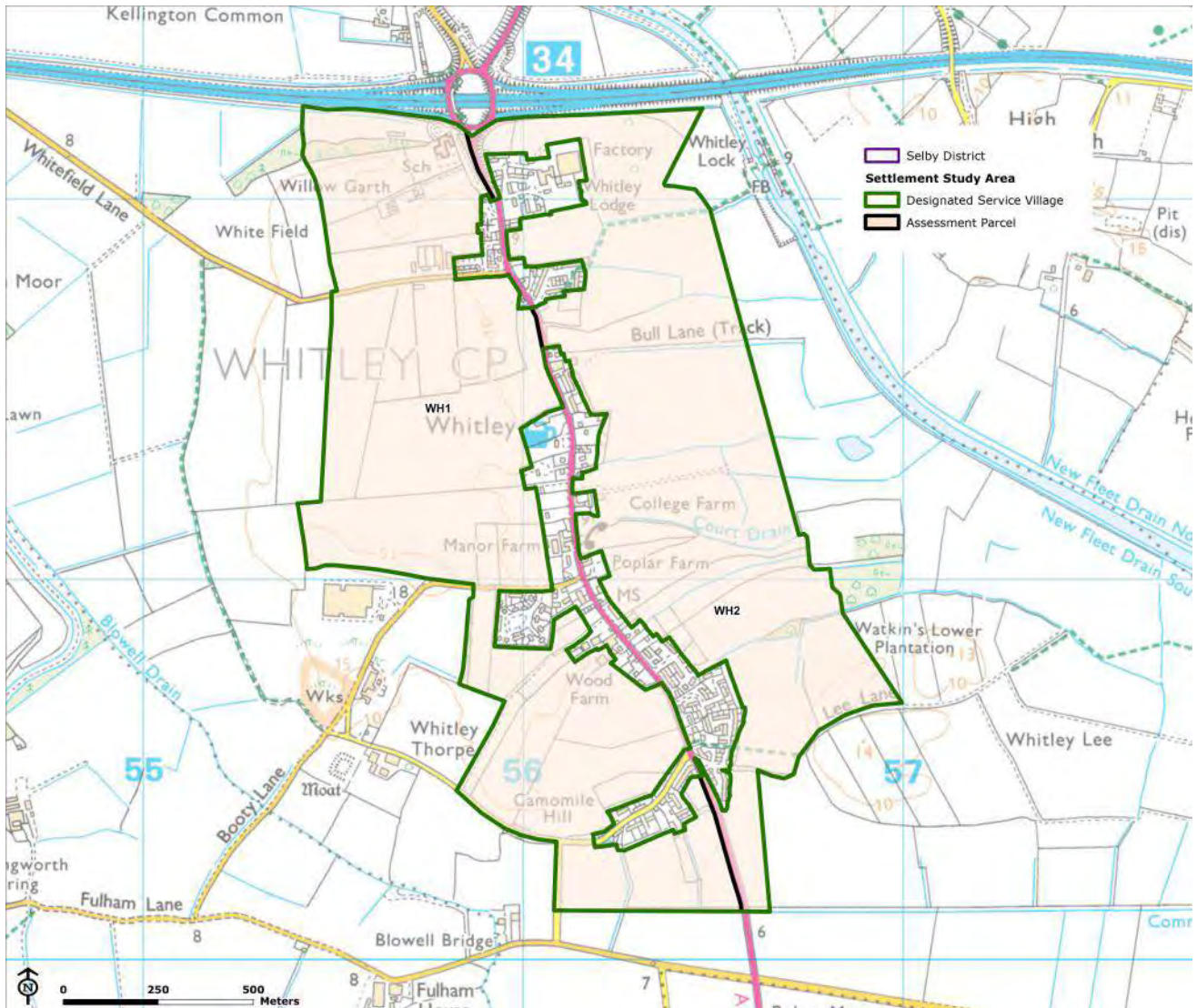
-  Selby District
-  Assessment Parcel
-  Site of Special Scientific Interest (SSSI)
-  Listed Building Grade II
-  Footpath
-  Open Greenspace



Map Scale @A3: 1:5,300



# Whitley



## Location and summary of landscape character

### Summary of published landscape character

The settlement of Whitley lies within **Farmed Lowland and Valley Landscapes** Primary Landscape Unit, as defined within the *North Yorkshire and York Landscape Characterisation Project (2011)*. This PLU is further refined into **Levels Farmland** Landscape Character Type (LCT), wholly encompassing the study area boundary of Whitley. The *Key Characteristics* of this LCT include large scale low-lying arable land use comprised of dykes which follow the rectilinear field patterns. Industrial scale farm buildings as well as major energy and transport infrastructure features are evident in views.

The *Selby Landscape Character Assessment (2019)* identifies land north of Whitefield Lane as **LCA 16: Eggborough**, incorporating the major transport corridors of the M62 and the Aire and Calder Navigation (Knottingley and Goole Canal). Characterised by low-lying arable farmland, Eggborough Power Station also forms a highly prominent feature in the landscape of this LCA. The southern portion of the study area lies within land defined as **LCA 17: Southern Farmland**.

## Definition of landscape assessment parcels

Refinement of study area boundary and definition of assessment parcels						
Boundary of study area	Criteria to define final refinement of study area boundary					Notes
	River / canal corridors	Infrastructure corridors	Existing landscape feature	Alignment of minor road / PRow	Adjoins adjacent study area / LPA	
North					✓	Adjoins the study area of Eggborough at the corridor of the M62 Junction 34.
East			✓			Existing field boundaries.
South			✓			The line of Common Drain.
West			✓	✓		Existing field boundaries and the route of Whitley Thorpe Lane and Sheepwash Lane.

Definition of assessment parcels within Whitley:

- **WH1: Land to the West of the A19; and**
- **WH2: Land to the East of the A19.**

Assessment parcel EG2 within Eggborough study area lies immediately north of the M62 at Junction 34.

## Landscape Assessment Parcel WH1: Land to the West of the A19

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>The Parcel is within the wider low-lying valley floor of the meandering River Aire. Blowell Drain and a series of drainage ditches also characterise the landscape to the west of the Parcel.</li> <li>The prevailing field pattern is medium scale, although long views create the perception of a larger scale landscape.</li> </ul>	<b>L</b>
<b>Natural character</b>	<ul style="list-style-type: none"> <li>The Parcel is defined by arable agricultural land on the settlement edge, divided by low hedgerows. The Parcel is largely undeveloped although the Parcel encompasses Whitley and Eggborough Community Primary School and farm buildings on Learning Lane at its northern extent.</li> <li>Woodland cover is sparse, although a belt of tree planting at Willow Garth forms the Parcel's northern extent parallel the M62 corridor. This tract of woodland is also identified within the Priority Habitat Inventory.</li> </ul>	<b>L-M</b>
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>The Parcel lies approximately 300m west from a scheduled monument (Whitley Thorpe Moated Templar Grange, 600 m north west of Fulham House).</li> <li>Varied patterns of enclosure define the predominant land use of the Parcel within the HLC. Land identified as <i>Modern Improved Fields</i> HLCT is interspersed with areas of <i>Piecemeal Enclosure</i> HLCT and <i>Planned Large Scale Parliamentary Enclosure</i> HLCT. <i>Farm Complex</i> HLCT defines the land use at the northern extent of the Parcel and a rectilinear section of <i>Mixed Commercial</i> HLCT borders Whitefield Lane.</li> </ul>	<b>M</b>
<b>Form, density, identity and setting of existing settlement/development</b>	<ul style="list-style-type: none"> <li>The Parcel is wholly encompassed with land defined as <i>Green Belt</i> within Policies GB1, GB2 and GB4 of the <i>Selby District Local Plan (2005)</i>. Green belt is a planning designation that seeks to maintain openness between settlements rather than act as an indication of landscape quality.</li> </ul>	<b>L-M</b>
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>The boundaries of the Parcel with local roads are often devoid of vegetation or comprised of low hedgerows which allow open views into and out of the Parcel. Skylines are predominantly undeveloped.</li> <li>Sequential views of the Parcel are afforded from the A19 Selby Road through gaps in the existing built form, and due to the lack of dense hedgerow boundaries parallel the carriageway.</li> <li>Westerly views are characterised by the localised high ground associated with the Gale Common Ash Disposal Works, forming a distinctive landform against the horizon.</li> <li>A single turbine is apparent in apparent in middle-ground views looking south, protruding above the horizon. A network of telegraph poles also interrupt the skyline.</li> </ul>	<b>M</b>
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>The Parcel is devoid of PRoW, with access limited to the routes of local roads radiating out from the westerly settlement extent of Whitley.</li> </ul>	<b>L</b>
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>The Parcel is largely undeveloped and retains some rural qualities, despite its adjoining the settlement edge of Whitley.</li> <li>Noise intrusion derived from vehicles travelling on the A19 Selby Road is available. Auditory influence is also apparent to the northern extent of the Parcel due to its proximity with the M62 corridor.</li> </ul>	<b>L-M</b>

## Representative photographs



### Notes on any variations in landscape sensitivity

There are no significant variations in landscape sensitivity within the Parcel.

### Overall development guidelines

With the exception of stretches of the A19 Selby Road to the south of Whitefield Lane and to the north of Silver Street which would form settlement infill, development in the parcel could be perceived as urban encroachment to the west. Development in the Parcel would partially retain the linear nature of the settlement form, associated with the corridor of the A19 Selby Road.

## Landscape Assessment Parcel WH2: Land to the East of the A19

Criteria	Description	Rating
<b>Physical character (including topography and scale)</b>	<ul style="list-style-type: none"> <li>The location on the River Aire floodplain dictates that topographical variation is limited, ranging between 6 and 14 metres AOD. The route of the Aire and Calder Navigation (Knottingley and Goole Canal) also lies to the east of the Parcel, crossing the corridor of the M62 approximately 350 m east of the Parcel itself.</li> <li>The combination of the low-lying landform and lack of successive hedgerow field boundaries affords open views across the agricultural landscape to the east.</li> </ul>	L
<b>Natural character</b>	<ul style="list-style-type: none"> <li>Arable farmland at the rear of residential properties at the settlement edge forms the dominant land use of the Parcel.</li> <li>Fields are generally irregular and large in scale. Where enclosure exists, the field perimeters are generally demarcated by hedgerows.</li> <li>The Parcel encompasses private gardens to the rear of properties on the A19 Selby Road which exhibit a suburban character.</li> <li>The Parcel borders an area of <i>Deciduous Woodland</i> identified within the Priority Habitat Inventory.</li> </ul>	L-M
<b>Historic landscape character</b>	<ul style="list-style-type: none"> <li>The Parcel does not contain any known heritage features or make a significant contribution to the landscape setting of any heritage features.</li> <li>The HLC indicates the Parcel is strongly influenced by its wider agricultural setting, comprised of enclosures defined as <i>Unknown Planned Enclosure</i> HLCT, <i>Strip Fields</i> HLCT, <i>Crofts Associated with Settlement</i> HLCT and <i>Piecemeal Enclosure</i> HLCT. However, the land use surrounding the residential and commercial area at the northern extent of the Parcel is identified as <i>Unidentified Parkland</i> HLCT forming a remnant of a designed landscape.</li> </ul>	L-M
<b>Form, density, identity and setting of existing settlement/development</b>	<ul style="list-style-type: none"> <li>Whitley exhibits a linear settlement form, centred on the A19 Selby Road running broadly north to south. Pockets of recent residential development are located towards the north of the Parcel although the village has largely maintained a pattern of ribbon development.</li> <li>The Parcel does not make a strong contribution to the sense of separation between settlements.</li> <li>The Parcel is wholly encompassed with land defined as <i>Green Belt</i> within Policies GB1, GB2 and GB4 of the <i>Selby District Local Plan</i> (2005). Green belt is a planning designation that seeks to maintain openness between settlements rather than act as an indication of landscape quality.</li> </ul>	L-M
<b>Views and visual character including skylines</b>	<ul style="list-style-type: none"> <li>Although the extent of boundary vegetation filters views towards the settlement edge of Whitley, existing built form remains perceptible. In contrast, the skylines in easterly views are undeveloped, demonstrating intervisibility with the surrounding landscape.</li> <li>Sequential views of the Parcel are afforded from the A19 Selby Road through gaps in the existing built form. Where the Parcel extends to the carriageway itself, the lack of dense boundary treatments affords open views within the Parcel.</li> </ul>	M
<b>Access and recreation</b>	<ul style="list-style-type: none"> <li>Public Footpath 35.73/1/1 radiates north easterly from the corridor of the A19 Selby Road, providing a connection with Whitley Lock on the Aire and Calder Navigation (Knottingley and Goole Canal). A further PRoW (Public Footpath 35.73/4/1) located to the south of the Parcel affords access towards Lee Lane.</li> <li>Located on the A19 Selby Road, benches and other seating at Whitley Daffodil Field Park (defined as Open Greenspace) provide indicators of recreational value and use.</li> </ul>	L-M
<b>Perceptual and experiential qualities</b>	<ul style="list-style-type: none"> <li>A degree of noise intrusion is apparent due to the proximity of the A19 Selby Road and the M62.</li> <li>Development in the Parcel would result in the perceived incremental extension of the settlement edge of Whitley as well as infill development where the Parcel forms the frontage to A19 Selby Road.</li> </ul>	L-M

## Representative photographs



Arable farmland east of Whitley Farm Close



View looking west across agricultural land forming the frontage to the A19 Selby Road



Whitley Daffodil Field Park on the A19 Selby Road

### Notes on any variations in landscape sensitivity

There are no significant variations in landscape sensitivity within the Parcel.

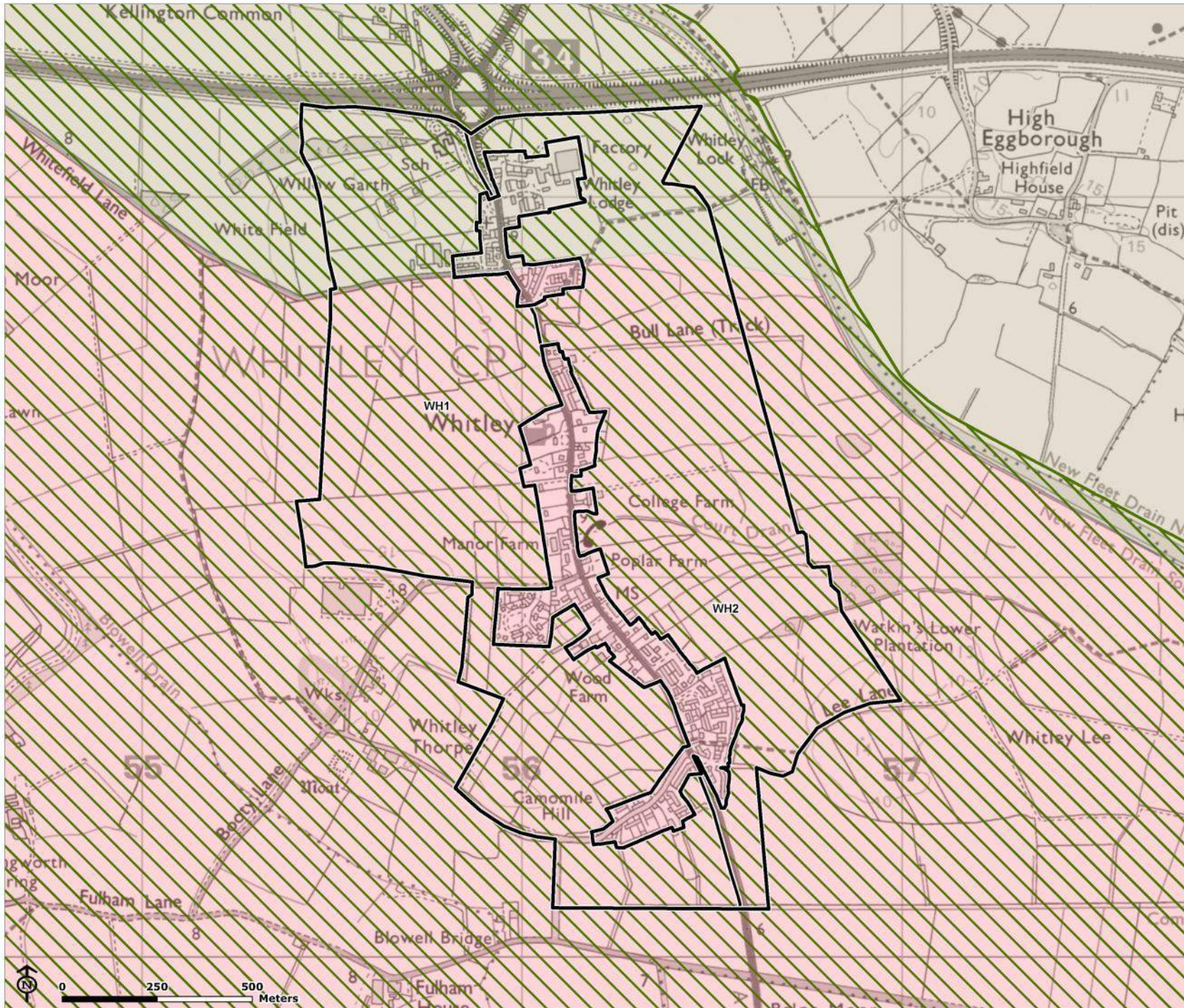
### Overall development guidelines

Development in the Parcel would retain the linear nature of the settlement form, associated with the corridor of the A19 Selby Road. However, this would be perceived as either infill development or incremental settlement expansion to the east. Extension of the linear form of the settlement southwards would result in settlement encroachment.



## Whitley

Overall assessment of landscape sensitivity to development scenarios		
	Landscape Assessment Parcel WH1	Landscape Assessment Parcel WH2
<b>2-3 storey residential housing</b>	<b>L-M</b>	<b>L-M</b>
<p>Few of the key characteristics and qualities of WH1 and WH2 are vulnerable to change as a result of the introduction of the development scenario, resulting in an overall <b>low-moderate sensitivity</b>. Development may result in limited changes in character and/or few potentially significant effects on landscape character and visual amenity.</p>		



**Selby District Council  
Landscape Sensitivity  
Assessment**

- Landscape - Whitley**
- Selby District
  - Assessment Parcel
  - Green Belt
- LUC Landscape Character Area**
- Eggborough
  - Southern Farmland

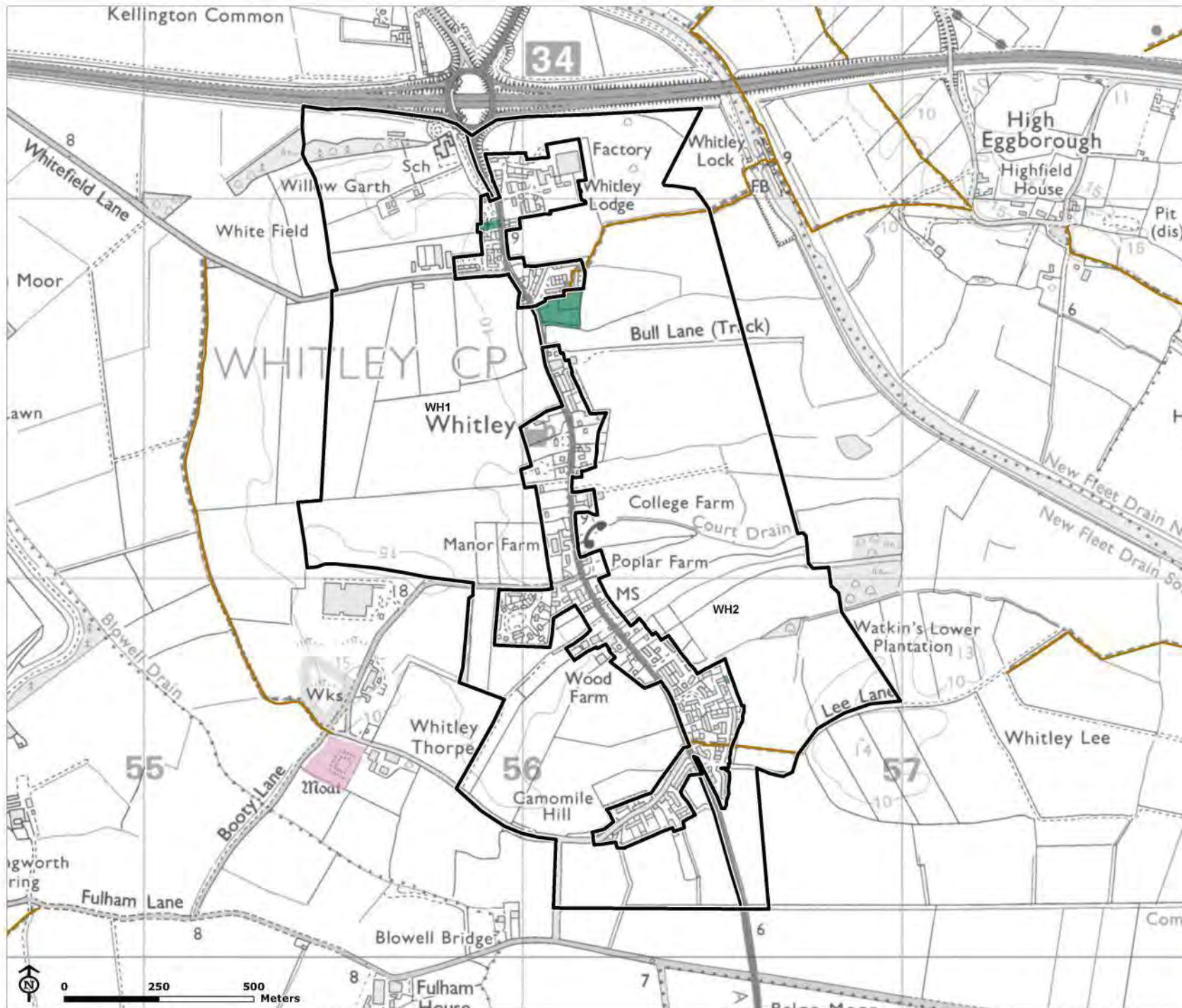
Map Scale @A3: 1:9,800



Selby District Council  
Landscape Sensitivity  
Assessment

Biodiversity, Historic Environment  
and Recreation - Whitley

- Selby District
- Assessment Parcel
- SINC
- Scheduled Monument
- Footpath
- Open Greenspace



Map Scale @A3: 1:9,800

