



SELBY

DISTRICT COUNCIL

Local Plan

Preferred Options
Consultation 2021



Preferred Options Local Plan

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Foreword 1

1 Foreword

1 Foreword

The Council is preparing a new Local Plan which will help to shape the long-term future of Selby District.

The Local Plan will set out the strategic planning framework for our District and is a vital part of achieving our overall corporate objectives. It will identify where new development will take place and set out the policies against which planning applications will be determined. This will give clarity as to how much land should be provided to accommodate new housing and jobs up to 2040, and where this should be located. In early 2020 the Council consulted on the Issues and Options for the new Local Plan and the responses received have helped to develop the Preferred Options to meet the future growth of the District.

The District must continue to provide enough housing and employment land to meet the needs of our growing population but decisions on where development should take place are not easy. In response to our call for sites a total of 412 sites were submitted for consideration. These sites have been robustly assessed against a number of criteria including their environmental impact, local character and whether they have appropriate access, although we recognise that there is much work to demonstrate that sites are both viable and deliverable.

Three proposals for the creation of a New Settlement have also been put forward for consideration. The Council recognises that the provision of a new Garden Village offers a long-term sustainable solution to accommodate growth supported by appropriate new infrastructure investment. We would like to hear which of the options you think is the most suitable.

Having a plan in place helps ensure that future development continues to take place in a planned way and is supported by improvements to highways, schools, healthcare facilities and other local infrastructure. This means we can continue to attract investment that creates jobs, opportunities and good quality homes.

We'd like to hear your views on whether you consider our Preferred Approach to be the most appropriate solution for meeting growth or whether you think there are better alternatives. The responses we get to this consultation will help to shape the final version of the Local Plan, which will be submitted to a Planning Inspector for independent examination later in 2022.



Cllr Richard Musgrave

Deputy Leader and Lead Executive Member for Place Shaping

2 Introduction and Background

About this Consultation

- 2.1** This Preferred Options Local Plan follows the previous consultation on Issues and Options which was undertaken in early 2020. Selby District Council is consulting on this Preferred Options for the Local Plan for six weeks between 29th January and 12th March 2021.
- 2.2** This consultation document sets out the Council's preferred approach to development growth in the District up to 2040. The document sets out the current preferred spatial approach in terms of where development will be focused and the draft policies which will be used to determine planning applications. It is important to note that this is not the final stage of the plan as we are continuing to complete a number of key pieces of evidence, which may influence the final version of the plan. However, it provides an indication of our preferred approach at this stage.
- 2.3** All of the consultation documents are available to view online at the [Council's Consultation Portal](#)

The Preferred Options Local Plan

- 2.4** This Preferred Options Local Plan document provides details of:
- Part 1 - Preferred Vision and Objectives
 - Part 2 - Preferred Approach to Development Management Policies - Preferred Spatial Growth Strategy and the approach for determining planning applications
 - Part 3 - Proposed sites for a new settlement
 - Part 4 - The Council's Preferred Allocation Sites - sets out the preferred sites for new development
 - Part 5 - The Council's Rejected Sites
 - The Appendices contain a list of residential planning permissions, the preferred monitoring indicators and a glossary.
 - A draft policies map, which shows the location of new site allocations and identifies any current areas of constraint.

Associated Documents

- 2.5** As well as the Local Plan document itself, we are consulting on its associated documents:
- Site Assessment Methodology
 - Site Assessment Spreadsheet
 - Individual Site Profiles
 - Map Book
- 2.6** More details about these documents and how to comment on them is provided in Part 4 10 'Council's Preferred Allocations' of this document which sets out how all the sites and Preferred Allocations have been assessed.

2 Introduction and Background

Evidence Base Reports

- 2.7** In addition, we are consulting on a range of evidence base documents which inform the preparation of the Local Plan. Please see the section below on 'Submitting Your Comments to Us' for a full list of those additional consultation documents.

Sustainability Appraisal and Habitats Regulations Assessment

- 2.8** The Local Plan must be prepared in accordance with a Sustainability Appraisal (SA) and Habitats Regulations Assessment (HRA) that meet the relevant legal requirements. This should demonstrate how the Plan has addressed relevant economic, social and environmental objectives. Significant adverse impacts should be avoided and, where possible, alternative options which reduce or eliminate such impacts should be pursued. The Draft SA and Draft HRA are also subject to consultation and are available to view online at the [Council's Consultation Portal](#). Please use the opportunity below to give us your comments if you have any views on these reports.

Question 1

Please provide any comments here on the [Sustainability Appraisal](#). Please ensure you clearly reference the section, paragraph, table or appendix.

Question 2

Please provide any comments here on the [Habitats Regulations Assessment](#). Please ensure you clearly reference the section, paragraph, table or appendix.

Introduction and Background 2

Format of the document

- 2.9** In each of the Parts and Sections of the Plan there are a number of coloured boxes. The purpose of each of these is set out below:

Summary of Responses to Issues and Options Consultation

These boxes provide a summary of the responses received during the Issues and Options Consultation.

Preferred Approach

These boxes set out the preferred approach for Development Management decisions. They are followed by supporting text which gives further details on how the preferred approach is to be applied in decisions on planning applications. There is also an explanation for why this approach has been taken, as well as an explanation for any alternative options considered.

Preferred Site Allocations

These boxes set out the Preferred Site Allocations to meet identified employment and housing and other requirements. They are followed by supporting text which gives further details on how the preferred site is to be developed as well as an explanation for why the site was chosen as a preferred allocation.

Question Box

These boxes ask the reader questions about the preferred approach taken to the various topics in the Plan such as the Visions and Objectives, spatial growth strategy, Development Management approaches, new settlement proposals and preferred allocations for new development.

Key Documents

For each development policies chapter, these boxes list the Council's evidence base documents and other background documents that helped inform the preferred approaches. These boxes contain hyperlinks to the documents.

2 Introduction and Background

Submitting Comments to us

Comments on the Local Plan

- 2.10** We would prefer you to submit your comments relating to a particular section or topic using the online [Planning Consultation Portal](#) (see below) by answering the questions in the yellow boxes. This helps us analyse and respond to your comments.
- 2.11** Please review the whole document and consider our specific questions. You do not have to answer all the questions; just respond to any about which you have views.
- 2.12** However, if there is anything else Local Plan related that you would like to add then please use the questions below to give us your views.

Question 3

Please let us know here if you have any [General Comments](#). Please ensure you clearly reference the topic or document.

Question 4

Please let us know here if there is a Local Plan issue which we have [omitted](#).

Comments on Evidence Base

- 2.13** The preferred approaches on various topics are set out in the Local Plan and we have asked specific questions about those draft proposals in the main parts of the document. The approaches are informed by various evidence base work. The following is a list of all the Council's evidence base reports and papers on which we are consulting alongside the Local Plan:
- Housing and Economic Development Needs Assessment (HEDNA)
 - Strategic Housing Land Availability Assessment (SHLAA)
 - Gypsy and Traveller Accommodation Assessment (GTAA)
 - Highways Modelling Stage 1
 - Strategic Flood Risk Assessment (SFRA)
 - Retail, Town Centre and Leisure Study
 - Landscape Character Assessment
 - Landscape Sensitivity Study
 - Local Landscape Designation Review
 - Spatial Strategy Paper
 - Settlement Hierarchy Paper
 - Strategic Countryside Gaps Paper
- 2.14** These are all available to view on the [Planning Consultation Portal](#) and the [Local Plan Evidence Base webpage](#) . We welcome comments on these as well as the Local Plan document itself.

Introduction and Background 2

Question 5

Please submit any comments on the [evidence base](#) documents here. Please specify which document you are commenting on and reference any section or paragraph.

How to Get Involved

2.15 You can submit your comments on the Preferred Options Local Plan in the following ways:

- Comment using the online [Planning Consultation Portal](#)
- Download the comments form from the [Council's website](#) and email your comments to localplan@selby.gov.uk or post them to Planning Policy, Civic Centre, Doncaster Road, Selby, YO8 9FT.

Public Consultation Events

2.16 We are hosting two virtual public meetings. Council Officers will provide a short presentation on the Local Plan and will be available to answer any questions you may have. These meetings are scheduled to take place on:

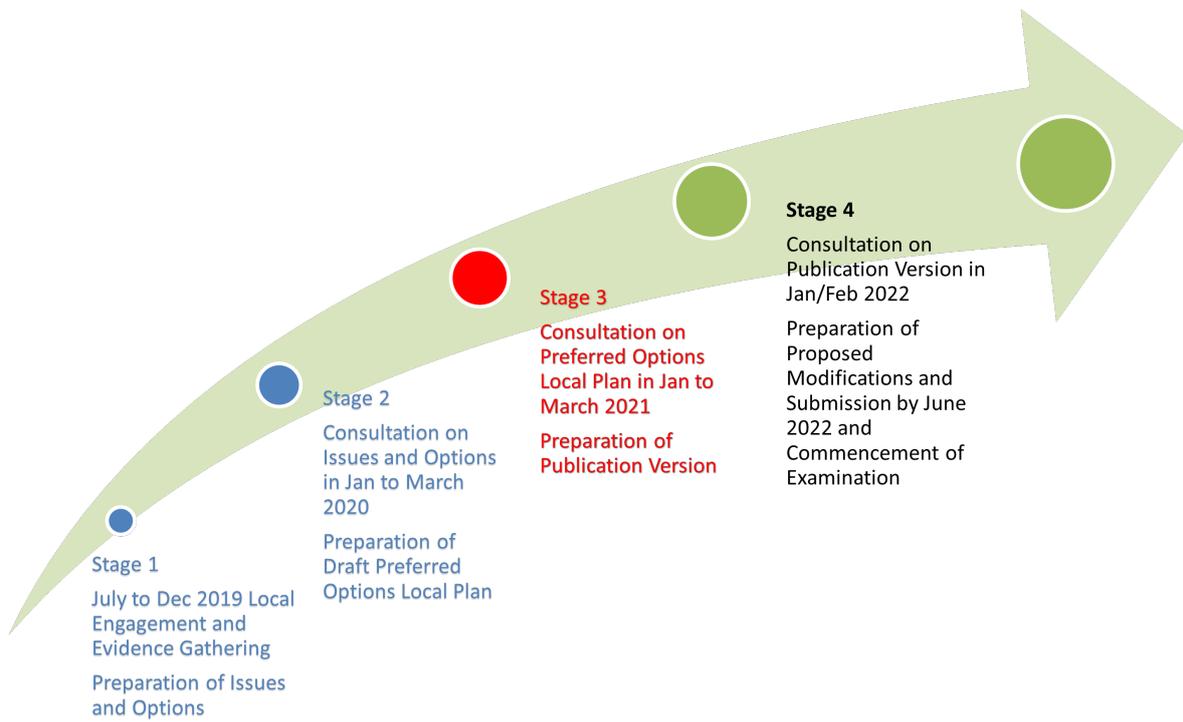
- Thursday 11 February 2021 (starts at 6:30pm); and
- Tuesday 16 February 2021 (starts at 6:30pm).

2.17 Details of how to access the public meetings can be found on the [Council's website](#).

Next Steps

2.18 Selby District Council is consulting on this Preferred Options for the Local Plan for six weeks between 29th January and 12th March 2021. The feedback from this consultation and the completion of supporting evidence will inform the final version of the Local Plan referred to as the Publication Version which we intend to consult on in early 2022 prior to submitting to the Secretary of State for examination. It is expected that the Local Plan will be adopted in 2023.

2 Introduction and Background



Picture 1

Introduction and Background 2

Introduction

- 2.19** Selby District Council has started work on the preparation of a new Local Plan which will help shape the growth of the District over the next 20 years. The preparation of a new Local Plan gives us the opportunity to consider what sort of place Selby should be in 2040. The Local Plan will provide a comprehensive plan which sets out the strategic vision for the District, identifies where new development will happen and sets out the policies against which planning applications will be determined. The plan will not only identify where new homes and jobs growth will happen but will also help to ensure we capture opportunities for new investments to improve local infrastructure, develop successful town centres and create healthy communities in a sustainable manner in order to address climate change and protect our important natural environment. Although we are a small District Council we have big ambitions for good inclusive growth. We want to support new development to help the District to grow whilst ensuring it remains a special place to live.
- 2.20** Once adopted the new Local Plan will replace the adopted Selby District Core Strategy Local Plan (2013) and the Selby District Local Plan (2005).
- 2.21** The Local Plan does not cover minerals and waste planning as this is the responsibility of North Yorkshire County Council. The North Yorkshire County Council, City of York and North York Moors National Park Authority Minerals and Waste Joint Plan will form part of the development plan for Selby District when it is adopted.

Progress So Far

- 2.22** Work on the preparation of a new Local Plan for Selby District began in Autumn 2019 with a number of initial workshops with stakeholders which helped to inform the Issues and Options Document. Consultation on the Issues and Options for the Local Plan took place between 24 January and 6 March 2020 and contained a number of options for how the District could grow up to 2040. The responses to the previous consultation have helped to shape our preferred approach. We received a total of 120 responses to the Issues and Options consultation, the comments received and how they have been considered have been published on the [consultation portal](#).

How the Preferred Options Local Plan has been Prepared

- 2.23** The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. Planning law requires that planning decisions are taken in line with the development plan unless material considerations indicate otherwise. The Town and Country Planning (Local Planning) (England) Regulations 2012 prescribe processes that the council must follow when preparing the Local Plan.
- 2.24** The National Planning Policy Framework says that strategic policies should set out an overall strategy for the pattern, scale and quality of development and make sufficient provision for:
- housing (including affordable housing), employment, retail, leisure and other commercial development;

2 Introduction and Background

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

2.25 The development of the Local Plan involves a number of consultation stages. This Preferred Options document has been informed by a range of local evidence including:

- Housing and Economic Development Needs Assessment
- Strategic Housing Land Availability Assessment
- Strategic Flood Risk Assessment
- Retail, Town Centre and Leisure Study

2.26 The preparation of the Local Plan must ensure that relevant legal requirements are met including the need for a Sustainability Appraisal and for a Habitats Regulations Assessment. The Sustainability Appraisal should demonstrate how the plan has addressed relevant economic, social and environmental objectives. Significant adverse impacts should be avoided and, where possible, alternative options which reduce or eliminate such impacts should be pursued. Copies of the Sustainability Appraisal report can be found [here](#).

Local Plan Context

2.27 The Preferred Options Local Plan Document has been drafted in accordance with legislation which relates to local plan making and in the context of national planning policy. It has also been influenced by a number of plans and strategies prepared by a number of public bodies and neighbouring authorities as outlined below.

Northern Powerhouse

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

Transport for the North

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

Introduction and Background 2

Sub Regional Strategic Priorities

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

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

Local Enterprise Partnerships

2.31 Selby District Council historically sat within both the Leeds City Region and the York, North Yorkshire and East Riding Local Enterprise Partnership areas and there is a long history of cooperation and joint working across both areas. However, from the 1st of April 2020 in order to comply with Government guidelines around Local Enterprise geographies Selby now sits solely within the York and North Yorkshire Local Enterprise partnership.

2.32 The York, North Yorkshire and East Riding Local Enterprise Partnership Strategic Economic Plan (SEP) was approved in March 2014 and an update published in 2016. A key ambition of the document is to double housebuilding across the Local Enterprise Partnership area. Selby is identified as one of the growth towns on the A1 / A19 corridor and Drax Power Station is identified as a growth driver, which is subject to a £700m investment to transform itself into a largely biomass-fuelled facility.

2.33 An update to the Leeds City Region Strategic Economic Plan was published in 2016. The plan presents an assessment of the local economy, labour market and wider place characteristics of the City Region. The plan identifies that Selby District's strength in energy generation means that employment in primary industries is three times the national average. The district also has a concentration in manufacturing employment, which is over three times the national average and transport and storage is also a key sector, reflective of the district's locational advantages. The district has a lower unemployment rate than most of the other authorities in the City Region (except Harrogate Borough) and the only authority where residents have on average earnings above the UK average.

2.34 The emerging Local Industrial Strategy will determine the approach over the next 20 years to boosting productivity and growth and achieving "good inclusive growth" for both local communities and the environment. The three emerging priorities from the Local Industrial Strategy are as follows:

1. Investment in places, communities, identity and culture to drive productivity;
2. Unlock constrained growth to realise productivity potential; and
3. Lead the transformation to a carbon negative circular economy.

Local Economic Partnership Housing Strategy

2.35 The York, North Yorkshire and East Riding Housing Strategy 2015-21 was approved by the Housing Board in May 2015. The strategy sets the priorities for housing growth and delivery from 2015 to 2021 and covers the Local Enterprise Partnership area of

2 Introduction and Background

York, North Yorkshire and East Riding. The priorities of the strategy include doubling housebuilding (compared to 2012-14 building rates) and tripling the delivery of affordable housing.

North Yorkshire Local Transport Plan 4

2.36 All local transport authorities are required to produce plans and strategies for maintaining and improving all aspects of the local transport system. As the highway authority, North Yorkshire County Council is responsible for all adopted roads and footways within North Yorkshire and for the management, maintenance and improvement of the highway network. The Local Transport Plan 4 sets out the County Council's priorities, plans and strategies for managing, maintaining and improving all aspects of the local transport system for the next 30 years and is based on 5 themes:

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

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

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

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

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

Local Priorities

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

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

Introduction and Background 2

Selby Council Plan 2020 to 2030

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

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

2.41 Delivery of the Council Plan will be underpinned by detailed three year Delivery Plans, which will be the basis for performance monitoring and reporting. The first plans sets out the Council's headline delivery priorities for the first three years and includes delivering a new Local Plan for the Selby District.

Selby District Economic Development Framework

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

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

2.43 The 2017 Selby District Economic Development Framework was strongly focussed on the delivery of five predominantly brownfield sites for employment growth, three of which now have planning permission: Kellingley Colliery, Sherburn2 and Church Fenton Creative and Digital Hub.

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

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

2 Introduction and Background

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

- Deliver Strategic sites – Olympia Park, Selby; Gascoigne Wood; Kellingley; Church Fenton; Sherburn 2,
- Regenerate and enhance town centres and Selby Station – including Transforming Cities Fund proposals, Selby Town High Street Heritage Action Zone and Local Cycling Walking Infrastructure Plans,
- Support the growth of Small and Medium-sized Enterprises (SMEs) and large employees in the District.

Neighbourhood Planning

2.46 Neighbourhood Planning is a key part of the Government's Localism agenda. It aims to give local communities greater power to shape development by taking a more active role in the development of planning policies at a local level. Neighbourhood Plans can be developed before, after or in parallel with a local plan but the law requires that they must be in general conformity with the strategic policies in the adopted local plan. When Neighbourhood Plans are brought into force they become part of the statutory development plan for the area that they cover.

2.47 Within the District there are currently six designated Neighbourhood Plan areas (Church Fenton, Selby Town, Ulleskelf, Escrick, Tadcaster and Brayton) and one adopted Neighbourhood Plan at Appleton Roebuck / Acaster Selby.

2.48 The Local Plan must make appropriate reference to Neighbourhood Plan policies and proposals.

Duty to Co-operate

2.49 The Duty to Cooperate was introduced in 2011 by the Localism Act and places a legal duty on local planning authorities to engage constructively, actively and on an ongoing basis with other duty to cooperate bodies to maximise the effectiveness of Local Plan preparation relating to strategic matters. The duty to cooperate is not a duty to agree but local planning authorities should make every effort to secure the necessary cooperation on strategic cross boundary matters before they submit their Local Plans for examination. The duty to cooperate applies to strategic issues which have significant impacts affecting two or more local authority areas.

2.50 The Council's participation in cross-boundary planning with its duty to cooperate partners, which include neighbouring authorities, North Yorkshire County Council and the two Local Enterprise Partnerships, will be an ongoing process throughout the preparation of the plan.

Part 1 - Vision and Objectives

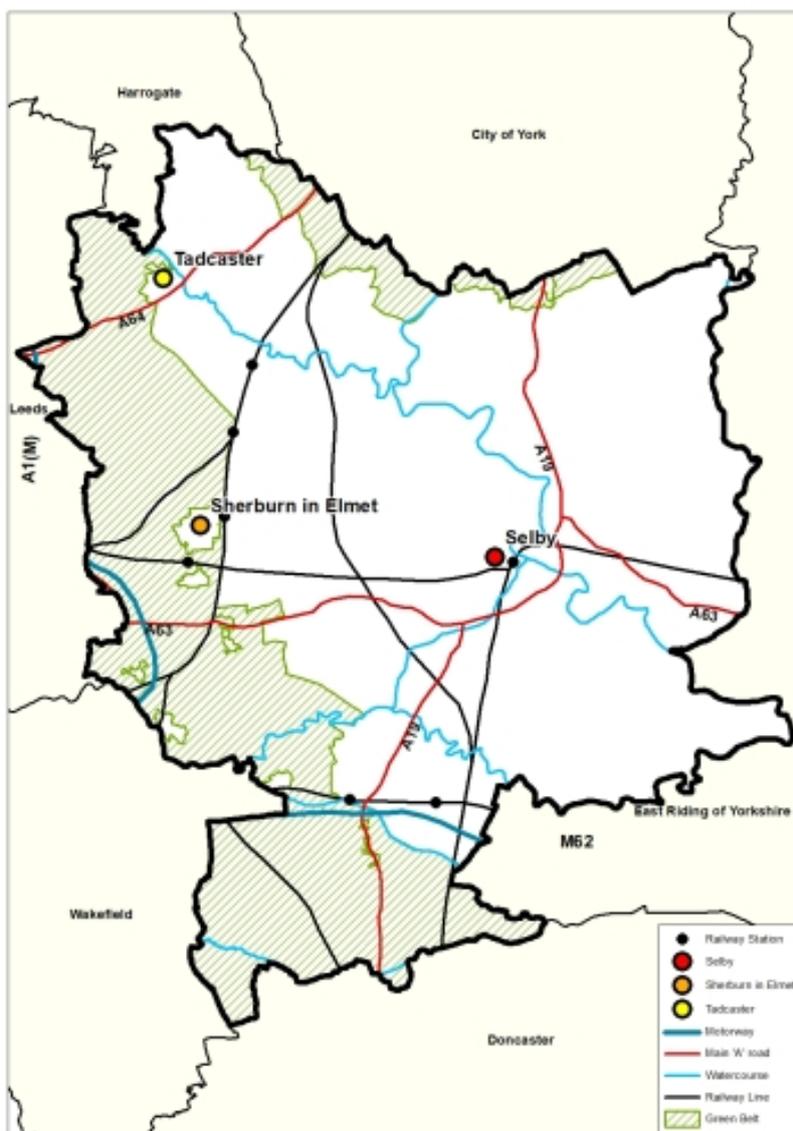
3 Vision and Objectives

3 Vision and Objectives

Spatial Portrait

Context

3.1 Selby District is a largely rural District covering an area of 59,931ha (ONS) but has vibrant market towns and is well connected to major urban areas such as Leeds and York. The District is the most southerly in North Yorkshire and is broadly contained by the A1(M) to the west and the River Derwent to the east. Neighbouring Authorities comprise York, Leeds, Doncaster, Harrogate, Wakefield and the East Riding of Yorkshire.



Picture 2

3.2 Selby District has a mid 2019 population of 93,849 (ONS) and is one of fastest growing Districts in the region, due to significant amounts of in-migration. Since 2001 the District's population has grown by 16.39%, far exceeding the average population growth rate for North Yorkshire as a whole (7.79%) (ONS).

Vision and Objectives 3

- 3.3** The District has an ageing population and has a higher proportion of people in every age cohort from 40 and over, when compared with the national average. Conversely, the District has a comparatively low percentage across all age bands between 0 and 35 years (ONS). According to the 2011 Census 98.4% of the District's population consider their ethnic group to be white.
- 3.4** The District has three main settlements, Selby town, Tadcaster and Sherburn in Elmet in addition to over 60 villages, which vary in size and facilities. Approximately one third of the population live in the three market towns, whilst the remaining two thirds live in the villages and scattered hamlets across the District.
- 3.5** Selby town is the largest town in the District with a population of 17,299 (ONS 2019) and is surrounded by a number of satellite villages. It is the main shopping centre and focus for housing, employment and other local facilities, including leisure, education, health, and local government. The town benefits from a bypass which was constructed in 2004.
- 3.6** There has been a settlement at Selby since Roman times and the town centre has a wealth of historic heritage shaped by the magnificent Selby Abbey, the historic Market Place and a core of listed buildings. The River Ouse makes a significant contribution to the shape and context of the town. The town is also defined by its legacy as a small inland port which was developed to serve the wool industries of West Yorkshire, as well as being known for ship building.
- 3.7** Tadcaster is a market town, with a population of 5,979 (ONS 2019), which also serves the wider rural communities. It is the second largest centre in terms of shopping provision with a range of independent shops and national retailers and benefits from a good range of community facilities. There are, however, clear opportunities to improve the vitality and viability of the town centre.
- 3.8** The breweries continue to play an important role in the local economy with the Coors, Heineken and Samuel Smith's Old Brewery represented. The town has rich historic assets with its Conservation Area encompassing the historic core. The town is set in undulating countryside, with the surrounding Green Belt, the designated Locally Important Landscape Area, and the important green wedge along the riverside, as well as the River Wharfe itself making a significant contribution to the character of the town.
- 3.9** Sherburn in Elmet, located 15km to the west of Selby town is the District's third largest centre, with a population of 7,854 (ONS 2019). The town has a number of community facilities including a library. Sherburn in Elmet has seen a significant amount of housing and employment development over the last decade including the successful development of the Sherburn Enterprise Park. There are opportunities to ensure that the level of housing and employment growth is matched over the plan period with investment in supporting infrastructure and services.
- 3.10** The District is generally a prosperous area with low levels of deprivation, ranked 246 out of England's 317 Local Authorities by the Index of Multiple Deprivation (2019) and residents enjoy a high life expectancy in line with the national average. However, inequalities do exist across the District and there is one small area within Selby town

3 Vision and Objectives

with comparatively high levels of deprivation, which ranks within the 10% of most deprived areas in England, respectively. In this area life expectancy is slightly lower for both men and women.

- 3.11** The Local Plan's strategy will seek to ensure that new development is directed to sustainable locations and settlements with a good range of services and accessibility. However, it is critical that the District's smaller villages, of which there are many, have an element of appropriately designed housing growth to help sustain important local services, such as village schools and shops.

Housing

- 3.12** House prices tend to be lower in the District than in neighbouring Council areas, which means it is attractive for first time buyers and young families and the District has witnessed a significant amount of in-migration. However, house prices in the north of the District are higher than elsewhere in the District and align with York and northern suburban parts of Leeds. More modest house prices are seen in the south of the District (HEDNA 2020).
- 3.13** The District is dominated by larger properties - approximately 75% of the housing market comprises detached and semi-detached properties. Similarly, 3 and 4+bedroom properties comprise approximately 70% of the overall housing market (Census 2011).
- 3.14** The proportion of home ownership is significantly greater in the District than the country as a whole (Census 2011). However, in common with all North Yorkshire authorities there is a high level of identified need for affordable housing in Selby District.
- 3.15** An ageing population means that the design of new housing should encourage independent living and new housing should be located close to existing or planned new facilities and in areas accessible by public transport. The provision of the right type of housing is also important in retaining and attracting younger generations, including young families, who can support local services such as village schools. The right housing mix should anticipate and allow for demographic change and allow existing residents to remain in their communities. The District faces a high level of affordable housing need and the provision of affordable housing is critical in meeting the needs of all residents and in the creation of mixed and balanced communities.

Economy

- 3.16** Selby District's local economy has traditionally been dominated by agriculture, ship building, coal mining, food manufacturing, brewing and the energy industries. Selby's strength in energy generation, which has been an integral part of the District's economy since the opening of the Selby Coalfield in 1976, means that employment in primary industries in the District is three times the national average, despite the closure of Selby Coalfield some time ago. The District also has a concentration of manufacturing employment, which is over three times the national average, with transport and storage also being a key sector, reflective of the District's locational advantages (Leeds City Region Strategic Economic Plan, 2016). However, the

Vision and Objectives 3

economy is changing with a new focus on the creative industries; emerging manufacturing sectors and sub-sectors; agri and horti-tech research and development; and the energy sector's transition to low carbon.

- 3.17** The District's unemployment rate is low and residents enjoy on average earnings which are above the UK average and are some of the highest in North Yorkshire. Furthermore, the workforce is highly skilled, with a third of residents qualified to degree level or above (Leeds City Region Strategic Economic Plan, 2016). However, there are high levels of commuting to work outside the District, with the majority of journeys terminating in Leeds or York and to a lesser extent Wakefield. There are also significant commuting journeys into the District from neighbouring authorities.
- 3.18** Selby District is part of the York and North Yorkshire Local Enterprise Partnership (LEP) and Selby town is identified as one of the growth towns on the A1 / A19 corridor and Drax Power Station is identified as a growth driver, which is subject to a £700m investment to transform itself into a largely biomass fuelled facility. The M62 corridor, including the towns of Selby and Sherburn in Elmet, is also identified as a strategic development zone.
- 3.19** The District has several large brownfield sites including former airfields, power stations and former mine sites, which are in close proximity to strategic transport routes, including the A1(M) and M62, and rail infrastructure which provide opportunities for further investment. Key employment sites include the former Kellingley Colliery which is a 151 acre site and has planning permission to provide up to 1.45m sq ft of manufacturing and distribution space along with the creation of up to 3,000 jobs. The former RAF airbase at Church Fenton is home to Yorkshire Studios and has planning consent for a creative/media/digital hub. Eggborough Power Station was recently de-commissioned and has outline permission for its redevelopment for General Industrial (B2) and Storage and Distribution (B8) uses, whilst the former Gascoigne Interchange provides a 33 ha brownfield site with regionally significant rail freight infrastructure. Olympia Park in Selby town provides a significant brownfield redevelopment opportunity for a range of commercial and industrial uses over 33 ha of land, close to the town centre.
- 3.20** Reinvigorating the economy of the District is a major priority if a more self-contained, sustainable way of life for residents is to be created. It is critical that new employment opportunities match the skills and aspirations of the District's population in order to provide long term, high quality employment for all residents. It is also important that the digital infrastructure is able to support flexible ways of working.

Town Centres

- 3.21** Selby town centre comprises a mix of local independent retailers and services, alongside a weekly market, a number of national multiples, restaurants, Selby Leisure Centre, a bowling alley and the Summit Indoor Adventure Centre. The town centre performs reasonably well in terms of vitality and viability indicators, partially due to the location of a number of supermarkets close to the town centre. However, the town would benefit from enhancing the historic fabric of the centre and improved linkages between the train station and the Abbey. To this end, the Council have recently been awarded £17.5m from the Transforming Cities Fund which is allocated for major access improvements to the train station and improved linkages between

3 Vision and Objectives

the station, the town centre and major development sites. Selby's bid was a joint approach from the District and County Councils, and forms part of a larger package of projects within the Leeds City Region submitted by the West Yorkshire Combined Authority (WYCA). A further £500k has been awarded through Historic England's High Street Heritage Action Zone scheme to make improvements to Selby town's historic core which will help the delivery of sensitive conservation work, including the renovation and re-purposing of vacant retail units and empty upper floors to champion and revive the historic high street.

- 3.22** The strength of Tadcaster town centre is largely down to the range of independent shops and businesses which ensures that local spend is of greater value to the local economy. Notwithstanding this and the existence of a national supermarket in the town, the retail offer is limited and there are few services. The town centre shows poor signs of vitality and viability with nearly a third of town centre properties currently vacant and several buildings are in a very poor state of repair which detracts from the otherwise high quality, historic centre. However, the town does have a number of community facilities including a sports centre and swimming pool. Some new development alongside heritage-led regeneration of the centre would benefit the town.
- 3.23** The retail offer in Sherburn in Elmet, although limited, provides for the immediate needs of the community and includes a range of local independent shops and supermarkets. Vacancies in the town centre are particularly low and the town is healthy and vibrant, albeit the level of services has failed to keep pace with the level of population and housing growth witnessed in recent years. The opportunity to widen the retail offer to serve the community through the expansion of the central shopping core look physically constrained so options to build on the centre's existing success should be explored.
- 3.24** Population growth and high levels of in-migration to the District provide a key opportunity to enhance town centre spaces to ensure that the District's communities have the level of services required to support their day-to-day retail and leisure needs and to encourage the retention of expenditure within the District. In the face of increased competition from neighbouring cities such as Leeds and York along with internet retailing, the town centres need to evolve to become more than a retail destination.
- 3.25** Consideration will need to be given to the promotion of town centre living, an enhanced evening economy and the diversification of town centre spaces to allow for events and activities. This is now increasingly important as the already changing role of town centres and economic restructuring is further challenged by the impacts of the Covid-19 pandemic and the climate change crisis. Fundamental consideration must be given to meet changing economic, social and environmental needs with renewed emphasis on aspects such as active transport, walking and cycling, new ways of working for businesses, the health and well-being of communities and to ensure the District's town centres work as high quality places which attract users and investors.

Vision and Objectives 3

Leisure, Culture & Tourism

3.26 In terms of cultural provision, Selby town is home to the Town Hall, the only professional arts venue in the District. Despite a wealth of history and heritage assets, including Selby Abbey and Towton Battlefield, tourism and the visitor economy has previously been an under-exploited sector. The Council's Visitor Economy Strategy has been in place since 2018 and pre-Covid aimed to grow the sector by 20% in the period to 2022. The strategy incorporates a number of measures including improving brand identity and marketing; concentrating work around town centre regeneration and appearance; and the development of an enhanced food and drink offer in the District.



3.27 The District's industrial heritage, including shipbuilding and beer brewing, is particularly rich and is a main theme of the recently commissioned Selby District Cultural Development Framework. The Framework will look at measures to share the heritage narratives of important buildings, which will assist in raising local aspirations and pride.

3.28 Opportunities exist to build on the District's strong cultural heritage, particularly in a way which encourages footfall in the town centre. In addition, there are opportunities around outdoor leisure activities which utilise the rural nature of the District in a sustainable manner whilst safeguarding the natural environment.

Heritage & Place-Making

3.29 The District includes a considerable number of heritage assets such as Scheduled Monuments, Registered Parks and Gardens, Listed Buildings, 23 Conservation Areas and the Registered Battlefield at Towton.

3.30 Medieval sites, particularly moated and manorial sites are a feature of the District including Scheduled Monuments such as Newton Kyme Henge and the site of King Athelstan's Palace in Sherburn in Elmet. The Roman heritage of Tadcaster is also particularly significant.

3.31 The District has a significant ecclesiastical history including Selby Abbey, Cawood Castle and the Bishops Canal (now known as Bishop Dike). The 19th Century farming heritage of the District provides an important record of the intensification of production and is illustrated most strongly in the impressive dairy buildings on many larger holdings. Twentieth Century military remains are also a key feature of the District's historic environment, most notably the current and former airfields and their associated buildings.

3 Vision and Objectives

3.32 Despite the wealth of heritage assets, several designated assets are considered at risk by Historic England and it is therefore a priority to secure a sustainable future for these and prevent further deterioration or harm. Furthermore, there are also non-designated heritage assets, including those not yet known of. Surveying and recording is an important part of retaining the District's



character. The Council is undertaking a programme of Conservation Area Appraisals across the District and Selby town is benefiting from a 4 year investment in its historic core through the High Street Heritage Action Zone scheme.

3.33 The wealth of historic and heritage assets in the District provide a key opportunity to raise aspirations and pride. Sensitive conservation work should be encouraged to enhance the District's historic town centres and vacant upper floors should be repurposed to residential to ensure the centres' continued vitality and viability. Careful consideration will need to be given to how the District's major development sites can be linked to enhance the historic cores.

3.34 The District provides a high quality built environment for those living in, working and visiting the District. It is also subject to increasing pressure for new housing, commercial activity and new infrastructure. Opportunities should be taken to create successful well-designed places, that provide high quality environments and contribute to a good quality of life for local communities.

Natural Environment

3.35 Selby District's landscape comprises relatively flat, low-lying farmland although the northern and western boundaries have greater topographic variation as a result of the Escrick Moraine and Magnesian Limestone ridge, respectively.

3.36 The District has a number of areas which are important ecological habitats which include the River Derwent, Lower Derwent Valley and Skipwith Common which have both European conservation status and are nationally important Sites of Special Scientific Interest (SSSI). In addition there are a number of designated local Sites of Importance for Nature Conservation (SINCs) including species rich grassland, ancient woodlands and wetlands.

3.37 The District is crossed by several major watercourses including the rivers Ouse, Wharfe, Aire and Derwent and their associated wash lands, which in the case of the River Derwent supports internationally important wetland. Large parts of the District are low lying and susceptible to flooding.

3.38 Ensuring that the development needs and opportunities of the District are met in a way which safeguards those elements which contribute to the Distinct character of the District will be an important challenge. Furthermore, the Council has a general

Vision and Objectives 3

duty to deliver a net gain in biodiversity. Climate change and flooding are key challenges that the District faces and it will be critical that new development is sustainable and designed for resilience; located in areas of lowest flood risk; and that it contributes to mitigating and adapting to the future impacts of climate change.

Open Space and Recreation

- 3.39** As a predominantly rural District, Selby District is well served in terms of open countryside and farmland. Even in Selby town, as the largest settlement, the open countryside is visible and accessible within a short walk. However, more formal and accessible areas of recreational space are important and provide an essential service to the local population, including ensuring accessible routes exist to these spaces.
- 3.40** Larger settlements such as Selby, Tadcaster, Sherburn in Elmet and South Milford have formal parks with sports facilities and a range of play equipment for children. Smaller settlements also have important areas of formal and informal recreational open space, including children's play areas, village greens and playing pitches.
- 3.41** Ensuring residents have access to high quality open space is an important part of providing sustainable, inclusive and healthy places to live. The Local Plan will seek to ensure that development does not result in the loss of important areas of green space, whether they be formal recreational spaces or those areas that provide important amenity greenspace within the District's settlements. New development also provides the opportunity to deliver new high quality open space and recreational opportunities to ensure that new residential communities are supported by sufficient opportunities for outdoor leisure, enabling them to pursue healthy lifestyles.

Transport and Infrastructure

- 3.42** The District is well connected by road with direct access to the A19, A63 and A64, and the M62 and A1(M) national motorway routes which cross the District. It also benefits from a number of strategic railway links including the electrified East Coast line and the Manchester to Hull trans-Pennine line and Selby has a direct service to London. The District benefits from seven other passenger rail stations. Upgrades and improvements are being made to the Trans-Pennine Route, with the first stage of work being undertaken between Church Fenton and York. £17.5m has also been earmarked for major access improvements to Selby Train Station, including improved linkages between the station, town centre and development sites. The eastern leg of HS2 Phase B is expected to enter the District east of Micklefield, where it will then meet the Church Fenton to York line north of Church Fenton. These transport connections mean there is a strong relationship between the District and the cities of Leeds, Wakefield and York, particularly in terms of travel to work patterns.
- 3.43** The Local Cycling and Walking Infrastructure Plan (LCWIP) aims to maximise cycling and walking options and reduce dependency on cars. The key outputs include a network proposal for walking and cycling alongside a prioritised programme of infrastructure improvements over a 10 year period.

3 Vision and Objectives

- 3.44** The District is served by a number of primary schools and six secondary schools. In addition, there are three main providers of further education which comprise Selby College and 6th forms at Tadcaster Grammar School and Sherburn High School, although there is significant commuting of students into and outside of the District for higher and further education.



- 3.45** Vale of York CCG (Clinical Commissioning Group) are responsible for health care within the District and they have indicated that there is an existing shortfall in surgery capacity in both the Selby urban area and Tadcaster. In particular, the western part of the District faces increasing pressure from patients registered from West Yorkshire. The New Selby War Memorial Hospital opened in 2011 and deals with day patients. More focused care is provided in York and Leeds hospitals.
- 3.46** In terms of utilities, the District is extremely well served for energy infrastructure given its current and historic role in electricity generation. The District is connected to the national power grid for both electricity and high-pressure gas. Water supply in the District relies on two aquifers; these are the Sherwood Sandstone Aquifer to the west of Selby and the Magnesian Limestone Aquifer situated along the western side of the District. The protection of the quantity and quality of these water sources and related boreholes is of paramount importance. A service reservoir also lies under Brayton Barff which is fed by rivers and groundwater. Water supply to premises and the public sewerage system within the District is provided by Yorkshire Water.
- 3.47** Creating the conditions to help improve the self-sufficiency of the District is seen as a major challenge. Improvements to and expansion of opportunities for sustainable travel including the proposals for the Selby Station Quarter which seek to provide attractive and legible linkages between the station, the town centre and new residential and commercial development sites. However, this will also involve ensuring that sufficient community and social infrastructure is in place to support successful places.
- 3.48** Furthermore, the Local Cycling and Walking Infrastructure Plan will seek to achieve networks of walking and cycling routes that connect places within Selby, Tadcaster and Sherburn in Elmet. Access to super-fast broadband will be critical for economic growth and supporting local businesses and residents, particularly to accommodate increased home-working and educational opportunities, and more sustainable ways of working and living.
- 3.49** The area's existing energy infrastructure provides a key opportunity to explore ways in which the District can be at the forefront of developing and utilising carbon capture technologies, given its transport links and experience of energy generation and

Vision and Objectives 3

manufacturing industries. Drax power station are currently piloting a carbon capture scheme and are working with several large industrials in the Humber industrial cluster with a view to becoming the world's first zero carbon industrial cluster.

3 Vision and Objectives

Local Plan Vision and Objectives

The Vision for the District

By 2040 Selby District will continue to be an attractive place to live which provides residents with an attractive rural environment within easy reach of the urban centres of York and Leeds. Residents will have access to a range of well-paid employment opportunities which reflect the skills of local people, reduce the level of out-commuting and create a more self-contained sustainable way of life. The District will be recognised nationally as a key economic driver which optimises its excellent rail and motorway connections and its location at the heart of Yorkshire. The local economy and the District's communities will be supported through high quality digital infrastructure.

There will be a range of housing available which meets the needs of the population. New development will be well designed locally-distinctive and integrated with opportunities for recreation linking the District's high quality rural environment and network of waterways. The three town centres of Selby, Tadcaster and Sherburn in Elmet will be vital hubs for local communities built on their historic heritage, providing contemporary high-quality cultural experiences and a strengthened role in retail and local service provision as a result of longer term changing patterns of work brought about by the Covid-19 pandemic. The District's villages will continue to be vibrant places to live and will support cohesive local communities.

There will have been a significant shift in employment sectors as a result of the District's role as a key driver in the reduction of carbon emissions through carbon capture technologies and the skills in the local workforce from mining and energy production will be built upon to support the success and expansion of clean industries and jobs in low carbon and renewable energy. Unsustainable transport use will have reduced due to the presence of cutting-edge digital technology and a focus on the benefits brought through a circular economy. Opportunities presented by the District's largely flat landscape will have been taken to promote the increased use of sustainable forms of transport, such as walking and cycling. Significant progress will have been made towards meeting objectives for net zero carbon emissions and net gains for biodiversity.

Question 6

Do you support the Vision for the District? If not, please explain your reasons and explain how you would like to see it changed.

Vision and Objectives 3

The Vision for Selby Town

By 2040 Selby town will be a sustainable, attractive, prosperous market town that will attract increasing numbers of visitors to enjoy its unique heritage and character, including its splendid Abbey which has been at the heart of the community since 1069. It will have a historic town centre that is vibrant and well-used during both the day and evening. The town will provide a wide range of housing, shops, services, leisure, educational and job opportunities for residents of the town and the wider District. Deprivation and health inequalities in the town will be reduced. The town will be the focus of a range of activities and events that take advantage of its unique qualities, such as the magnificent Abbey and the town's proud shipbuilding heritage and a revived historic high street. The town will be well connected by foot and cycle and in particular Selby Station will be well-linked to the town centre and surrounding development sites, with Selby Abbey clearly visible to visitors emerging from the train station.

Question 7

Do you support the Vision for Selby Town? If not, please explain your reasons and explain how you would like to see it changed.

The Vision for Tadcaster

By 2040, Tadcaster will be a sustainable, prosperous and vibrant market town that builds on its high-quality built environment, beer brewing heritage, attractive riverside setting, and sense of community. Tadcaster will have a reinvigorated commercial and residential heart achieved by delivering a careful and considered suite of proposals that reflect the historic patterns of development in the centre, including bringing back into use and refurbishment of vacant or derelict properties and sites. The use of local natural materials will be a key feature. This conservation-led, regeneration approach in the town will: provide a range of shops and services, with lower void rates; create a safe and attractive environment for pedestrians and cyclists; deliver a consolidated parking strategy to meet the settlement's requirements; offer an expanded recreation provision through a new Community Sports Hub; and a mix of housing to meet the local needs of the town and surrounding villages.

3 Vision and Objectives

Question 8

Do you support the Vision for Tadcaster? If not, please explain your reasons and explain how you would like to see it changed.

The Vision for Sherburn in Elmet

By 2040 Sherburn in Elmet will be a sustainable, prosperous, vibrant and coherent settlement with an individual identity and a strong sense of community, having successfully absorbed recent housing growth. It will provide a mix of housing, job opportunities and a wide range of necessary services and infrastructure to fully support the population of the town and its surrounding villages. The town centre will have both a strong evening and weekend economy, along with a good cultural and leisure offer.

Question 9

Do you support the Vision for Sherburn in Elmet? If not, please explain your reasons and explain how you would like to see it changed.

Local Plan Objectives

Sustainable Patterns of Development

Issue: Create sustainable patterns of development

Objective: To focus the majority of new development in the District's sustainable locations and settlements, including Selby, Tadcaster, Sherburn in Elmet and the District's other villages, whilst ensuring the continued viability of the District's rural communities. In doing so, full account should be taken of local needs and environmental, social and economic constraints, including flood risk and highways constraints and ensuring that the District's high quality natural environment is maintained.

Housing

Issue: Meet identified housing needs for the plan period

Objective: To deliver high quality, energy efficient and well-designed locally-distinctive places, comprising market and affordable housing, in the appropriate types, sizes and tenures to meet the District's future range of needs, including homes adaptable to the impacts of climate change and the changing requirements of its residents including an ageing population.

Economy

Issue: Strengthen and grow the local economy through a combination of support for local businesses and increased inward investment thereby providing long term, high-quality employment for all residents

Objective: To support the creation of well-paid high quality jobs which align with the skills and aspirations of the local population; nurture existing businesses; encourage entrepreneurs and innovation; support strengthened digital infrastructure; positively respond to opportunities for growth and promote new emerging sectors which will build a strong and sustainable local economy, with a focus on clean growth and low carbon sectors.

3 Vision and Objectives

Town Centres

Issue: Ensure the long-term viability and vitality of the Selby, Tadcaster and Sherburn in Elmet Town Centres

Objective: To diversify the distinctive roles of Selby, Tadcaster and Sherburn in Elmet town centres, through increased town centre living, a broad mix of businesses, an enhanced evening and visitor economy, and the promotion and enhancement of town centre spaces for events and cultural activities, whilst ensuring that they are accessible to all sections of the community by a range of transport modes.

Leisure, Culture and Tourism

Issue: Improve the District's leisure, cultural and tourism offer to support the local economy and quality of life

Objective: To improve the range and quality of cultural, tourist and leisure facilities across the District for local residents and visitors alike, capitalising on the attractive historic nature of the District's towns and villages, along with the rural nature of the wider District, whilst ensuring that provision is appropriate to its location and supported by relevant infrastructure.

Heritage & Place-Making

Issue: Create successful well-used places and high-quality environments, including conserving and enhancing the historic environment to better reveal the special interest of the District's heritage.

Objective: To encourage high-quality design that responds positively to local character and creates attractive healthy places; conserve and enhance heritage assets; secure positive outcomes for the District's Heritage at Risk; and maximise the opportunities and benefits arising from the District's heritage to provide an attractive and unique built environment for both local communities and visitors to enjoy.

Vision and Objectives 3

Natural Environment

Issue: Ensure that development pressures do not threaten the green assets of the District which contribute to the attractive, tranquil and rural nature of the countryside and the setting of its settlements with benefits to health and well-being, climate change mitigation and flood resilience.

Objective: To protect and enhance: important sites for nature conservation, and priority species; distinctive landscape character; green and blue infrastructure; air quality; strategic tree planting to support the ambitions for the White Rose Forest Project, local tree and hedgerow planting; nature recovery networks; and protect against pollution and deliver net gains in biodiversity.

Climate Change & Flooding

Issue: Respond positively to address climate change and flooding

Objective: To encourage resilient and adaptive measures to address climate change to meet national and local targets of achieving net zero carbon emissions; and to help York and North Yorkshire become the first carbon negative sub-region. To develop, in line with national flood policy guidance, a resilient and adaptive approach to managing flood risk from all sources, by diverting development to the areas of lowest flood risk; and in partnership develop a strategy for the Humber and tidal rivers.

Open Spaces & Recreation

Issue: Ensure that existing and new communities have access to high-quality open spaces and indoor sporting facilities to encourage active lifestyles and support good health and well-being

Objective: To facilitate the delivery of appropriate and accessible sport and recreational facilities, children's play areas and areas of high quality amenity open space and enhanced and extended green infrastructure, to support the health and well-being of the community.

3 Vision and Objectives

Transport & Infrastructure

Issue: Increase opportunities for sustainable travel, improving linkages to the wider region and ensure the necessary infrastructure to support new development.

Objective: To prioritise travel by foot, cycle and public transport, improve links to the wider region and to facilitate the delivery of infrastructure to support new development, including giving support to appropriate social and community infrastructure; the expansion of super-fast broadband provision across the district; and effective electrical vehicle charging infrastructure.

Question 10

Do you agree with the proposed Local Plan Objectives? If not, please give the reasons for your answer and explain how you would like to see them changed. Please indicate the Objective(s) you are talking about by referring to their title.

Part 2 - Preferred Development Policies

4 Spatial Growth Strategy

4 Spatial Growth Strategy

This section of the Local Plan sets out the preferred approach to the overall strategy for meeting the future growth of the District up to 2040. The Spatial Growth Strategy sets the overall strategic overview for how and where new development will be delivered.

In response to the Issues and Options Consultation Document you told us that

- You considered that a mix of the spatial options for new housing and employment development should be taken forward
- Housing growth should match economic growth aspirations
- Growth needs to be supported by improvements to local infrastructure
- You generally support for the redevelopment of brownfield sites
- The Housing and Economic Needs Assessment should provide the minimum figures for housing and jobs growth
- The plan should be ambitious about growth and aim to attract inward investment
- We need to provide good quality homes to meet a range of local needs, especially for older people
- We need to protect our valued landscapes and maximise opportunities for improvements to biodiversity and climate change mitigation
- You support an approach which recognises the way villages interrelate with one another but also recognise that it is important that villages have services to support new development
- Some of you considered it necessary to review the Green Belt whilst others felt it was important to retain existing boundaries
- Some of you considered it was appropriate to remove development limits to support a criteria based approach, whereas others felt this would encourage a review instead
- You supported the role of Strategic Countryside Gaps in preserving the character of individual settlements

Spatial Growth Strategy 4

Preferred Approach SG1 - Achieving Sustainable Development

- A. The preferred approach is that when considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work positively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.
- B. Planning applications that accord with the policies in the Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.
- C. In the absence of a five-year housing supply or where policies are out of date (as defined by the National Planning Policy Framework) at the time of making the decision then the Council will grant permission, which is consistent with the role of the settlement hierarchy set out in preferred approach SG2 unless material considerations indicate otherwise, taking into account whether:
1. Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
 2. Specific policies in that Framework indicate that development should be restricted.

Explanation

- 4.1** The National Planning Policy Framework is clear that the purpose of the planning system is to contribute to the achievement of sustainable development. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways;
- An economic role - to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
 - A social objective - to support strong, vibrant and health communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
 - An environmental objective - to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising

4 Spatial Growth Strategy

waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

- 4.2** So that sustainable development is pursued in a positive way at the heart of the Framework is a presumption in favour of sustainable development. This preferred approach sets out how the Council will apply the presumption in favour of sustainable development and how it will work positively with applicants to support sustainable development and deliver the proposed Vision and Objectives of the Local Plan.

Alternative Options Considered

- 4.3** As the Presumption in Favour of Sustainable Development is a key element of the National Planning Policy Framework it is not considered that there are any realistic alternative options to this preferred approach.

Question 11

Do you agree with the preferred approach to Sustainable Development? If not, please give the reason for your answer and explain how you would like to see it changed.

Spatial Growth Strategy 4

Preferred Approach SG2 - Spatial Approach

A. In order to meet the Council's Vision to be a great place to live, enjoy, grow and deliver great value and support proposals for a circular economy, the preferred approach is for provision to be made over the Local Plan period 2020 to 2040 for a minimum of 110ha of employment land and at least 8,040 new homes as required by the 2020 Housing and Economic Development Needs Assessment. The need for new homes and jobs will be met through;

1. The allocation of land for new housing and employment growth to support the growth of Selby Town reflecting its role as the District's Principal Town, with a range of services, whilst recognising the opportunities for the regeneration of the town centre due to its connectivity with the Leeds City Region and the availability of previously developed land.
2. The allocation of land for new housing in Tadcaster to support a heritage-led approach to the regeneration of the historic brewing centre.
3. The limited further expansion of Sherburn in Elmet reflecting its role as a Local Service Centre with a range of employment opportunities, shops and facilities.
4. The allocation of land representing a large expansion of the settlement of Eggborough due to its sustainable location, railway access to Leeds and proximity to the emerging employment locations at the former Kellingley Colliery and the former Eggborough power station.
5. The provision of a new settlement on land east of Stillingfleet Mine (Heronby) or Church Fenton Airfield or Burn Airfield to accommodate the longer-term growth of the District through the allocation of a minimum of 3,000 new homes.
6. The allocation of land for new housing in the Tier 1 and Tier 2 Villages of an appropriate scale reflecting each settlement's role in the hierarchy.
7. Supporting small scale windfall development within and adjacent to the main built up area of Smaller Villages where it is considered appropriate to their scale, form and character to support their continued vitality.
8. Providing support for the redevelopment of previously developed land for new rail focused employment opportunities at Gascoigne Wood rail interchange and the opportunity to redevelop Olympia Park for employment use making the most of its sustainable location on the edge of Selby Town.
9. Development in the Countryside to support agriculture, the local rural economy, tourism and recreation where it does not detract from the intrinsic character of the surrounding area.

B. Development will be supported in line with the settlement hierarchy below.

Hierarchy	Settlement
Principal Town	Selby Urban Area
Local Service Centre	Sherburn in Elmet and Tadcaster
New Settlement Option	East of Stillingfleet Mine (Heronby) or Church Fenton Airbase or Burn Airfield

4 Spatial Growth Strategy

Tier 1 Villages	Barlby & Osgodby; Brayton; Byram and Brotherton; Eggborough & Whitley; Hemingbrough; Riccall; South Milford; and Thorpe Willoughby
Tier 2 Villages	Appleton Roebuck; Camblesforth; Carlton; Cawood; Church Fenton; Cliffe; Escrick; Fairburn; Hambleton; Hensall; Kellington; Monk Fryston & Hillam; North Duffield; Ulleskelf and Wistow
Smaller Villages	Barkston Ash; Barlow; Beal; Bilbrough; Bolton Percy; Burn; Burton Salmon; Chapel Haddlesey; Church Fenton Airbase; Drax; Hirst Courtney; Kelfield; Kirk Smeaton; Little Smeaton; Saxton; Skipwith; Stillingfleet; Stutton; Thorganby; Towton; West Haddlesey; Womersley; Biggin; Birkin; Colton; Cridling Stubbs; Gateforth; Healaugh; Heck; Kellingley; Little Fenton; Lumby; Newland; Newton Kyme; Ryther cum Ossendyke; and South Duffield

Explanation

- 4.4** Strategic policies are required to be informed by a local housing needs assessment, conducted using the standard method in national planning guidance unless exceptional circumstances justify an alternative approach, which reflects current and future demographic trends and market signals.
- 4.5** Under the current standard methodology (December 2020), the minimum annual housing requirement figure for the District is 342 dwellings per annum. The Council have commissioned a Housing and Economic Needs Assessment (2020) to assess future development needs for housing growth and employment land across Selby District. The study considered that the District has the potential to deliver around 10,500 full time equivalent jobs over the coming plan period based on the capacity at permitted or sites put forward for allocation, which translates into 110ha of employment land.
- 4.6** Given the scale and location of growth the Housing and Economic Development Needs Assessment concluded that the most likely scenario for employment growth would see a need for between 344 dwellings per annum and 382 dwellings per annum. In order to ensure sufficient dwellings are delivered to meet our requirements and provide further flexibility over the plan period the Local Plan will identify sites to accommodate a minimum of 8,040 new dwellings between 2020 and 2040, which equates to 402 dwellings per annum.

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- 4.7** The preferred spatial approach sets out the overall strategy for how the Local Plan will deliver the proposed Vision and Objectives set out in the introduction section. This approach seeks to focus the majority of growth in locations which have a range of facilities, services and access to public transport. The strategic approach recognises the opportunities to regenerate Selby Town Centre through the development of a number of brownfield sites and realise the aims of the Transforming Cities Fund and High Street Heritage Action Zone projects.



Picture 3

- 4.8** The option for a new settlement will provide the opportunity for the creation of a new garden village with a range of new housing employment opportunities and local facilities.
- 4.9** A heritage-led regeneration approach is supported as the preferred approach for Tadcaster town centre, recognising its location, which is partially in the York Green Belt. A limited amount of growth is supported in Sherburn in Elmet, which reflects both the level of growth which has taken place here in recent years and the West Yorkshire Green Belt.
- 4.10** Sites for new residential development are proposed in both Tier 1 and Tier 2 villages which are not in the Green Belt or constrained by flood risk. The scale of development proposed is considered to be commensurate with the scale of the existing settlement, form and character of the built form and availability of local facilities in accordance with the preferred settlement hierarchy.
- 4.11** The strategy also recognises the shift towards more home-working through the support of more development in the smaller villages to ensure their long term vitality but also recognise the intrinsic character of the countryside.

Question 12

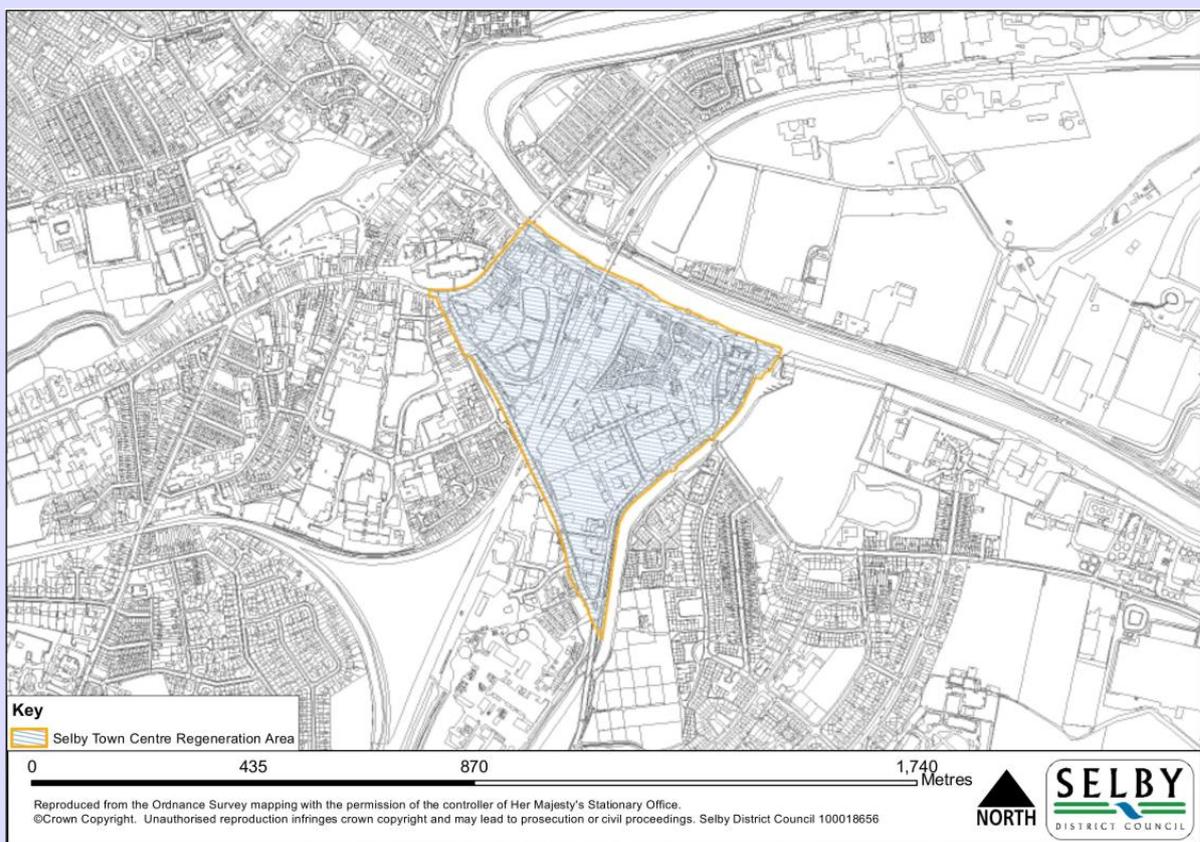
Do you agree with the preferred Spatial Approach? If not, please give the reason for your answer and explain how you would like to see it changed.

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Preferred Approach SG3 - Selby Town Regeneration Area

The preferred approach is that proposals for sites located in the Selby Town Regeneration Area (shown on the map below) will be supported where they help to deliver the Council's objectives to:

1. Improve pedestrian access to Selby Town Centre from the Railway Station;
2. Improve the public realm around the station and the Ousegate riverside corridor;
3. Promote opportunities to increase active travel into Selby town and access to the wider Leeds City Region; and
4. Promote opportunities to bring residential uses back into the town centre to help create new commercial and employment opportunities.



Explanation

- 4.12** Selby District Council has been awarded £17.5m through the Transforming Cities Fund to improve the station plaza, provide better linkages to the town centre, a pedestrian link to the Olympia Park site and for pedestrian and cycle improvements to Ousegate. The initial project is due to be completed in 2023, however the Council has longer term aspirations for the longer term regeneration of this area, which could involve opportunities for new residential use. This preferred approach seeks to provide support for proposals which support these regeneration priorities.

Question 13

Do you agree with the preferred approach to Selby Town Regeneration Area? If not, please give the reason for your answer and explain how you would like to see it changed.

Preferred Approach SG4 - Development Limits

The preferred approach to development limits is that;

- A. They will be defined around Selby Town, Tadcaster, Sherburn in Elmet and the Tier 1 and Tier 2 Villages. Within Development Limits the preferred approach is that proposals will be supported for small scale infill development, the re-development of previously developed land and the conversion/change of use of existing buildings.
- B. They will not be defined around the Smaller Villages in order to support development of a very small scale development commensurate with the character of the individual settlement in accordance with preferred approach HG2.
- C. Outside areas identified in the settlement hierarchy, proposals will only be supported where they are in accordance with other policies in this plan, an adopted Neighbourhood Plan, or National Policy.

Explanation

- 4.13** Development limits are planning tool used to define where different types of development can occur. There was a mixed response to the question in the Issues and Options Consultation as to whether we should consider the removal of Development Limits. Many respondents felt they were useful in restricting development into the open countryside, however others felt that they failed to recognise opportunity for small scale development on the edges of villages which help to maintain the vitality of local communities.
- 4.14** The preferred approach is to have development limits around the larger settlements of Selby Town, Tadcaster, Sherburn in Elmet and the Tier 1 and Tier 2 Villages, because they are useful for residents, developers and decision makers in terms of knowing where certain types of development can take place. The types of development that are supported inside and outside of the development limits of these settlements is set out in detail in preferred approach HG2.
- 4.15** It is recognised that over the lifetime of the Local Plan some small scale development may be required to support the continued sustainability and vitality of Smaller Villages and therefore a criteria based approach has been established to support the small scale organic growth of these settlements as set out in detail in preferred approach HG2.

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- 4.16** Development limits have not been defined on the policies map at this stage in the preparation of the local plan, but will be defined in the publication version of the Local Plan, in accordance with a methodology which will be subject to a separate consultation.

Alternative Options Considered

- 4.17** The alternative option is to remove development limits and to adopt a criteria-based approach to new development. A question on the approach to development limits was included in the Issues and Options Consultation. A total of 71 responses were received to this question with broadly similar numbers in support of the retention of development limits to those supporting their removal and the application of a criteria-based approach. All responses considered a review of development limits necessary.

Question 14

Do you agree with the preferred approach to Development Limits? If not, please give the reason for your answer and explain how you would like to see it changed.

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Preferred Approach SG5 - Development in the Countryside

- A. In order to ensure that Selby District remains a special place to live the preferred approach is to seek to protect and enhance the intrinsic character and beauty of the countryside recognising the important role it plays in the local economy, for the health and well-being of local residents and as a biodiversity resource. The countryside is defined in preferred approach SG2 as land outside the existing built form and excludes hamlets or small groups of buildings which are not included in the Settlement Hierarchy.
- B. Development in the countryside will be limited to activities which have an essential need to be located in the open countryside and are supported by other Local Plan policies or national policy and;
1. Would not harm the character, appearance and environmental qualities of the area in which it is located; and
 2. Protects the best and most versatile land by;
 - i. Avoiding the irreversible loss of the best and most versatile agricultural land (Grade 1 to 3a) where possible; and
 - ii. Avoiding Grade 1 agricultural land unless there are exceptional circumstances where the benefits of the proposal significantly outweigh the loss of land.

Where the Council accepts that the applicant has demonstrated that there is a need for best and most versatile land to be developed and there is a choice between sites or areas of land in different grades; land of the lowest grade available must be used except where other policy or material considerations outweigh land quality issues. Proposals for development should demonstrate that soil resources have been protected and used sustainably in line with best practice.

Explanation

- 4.18** Selby is primarily a rural area, with high quality local landscapes and this is one of the main reasons why so many people want to live in the District. The countryside provides a valuable biodiversity resource and therefore it is important that it is protected and enhanced through the Local Plan.
- 4.19** The countryside continues to provide an important role in the local economy, particularly agriculture, equine activities and tourism. There needs to be an acceptable balance between facilitating essential development beyond settlement limits and the main built up areas of settlements, to ensure that the character and appearance of the countryside is maintained and enhanced.

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- 4.20** Agriculture is an important part of the District's economy and it will be important to ensure that the right balance is struck between the provision of necessary new agricultural development and the protection of the special qualities that make up the District's rural landscape.
- 4.21** The NPPF provides support to the development and diversification of agriculture and the rural economy, along with support to leisure developments which respect the character of the countryside. Equestrian development includes equestrian centres, stables, studs and livery yards which provide valuable rural employment. In considering proposals for equestrian development care will need to be taken to protect residential amenity as well as to safeguard the character and appearance of the countryside.
- 4.22** Agricultural Land Classification assesses the quality of farmland to enable informed choices to be made about its future use within the planning system. There are five grades of agricultural land, with Grade 3 subdivided into 3a and 3b. The best and most versatile land is defined as Grades 1, 2 and 3a. Planning policies and decisions should take account of the economic and other benefits of the best and most versatile agricultural land. Where significant development of agricultural land is demonstrated to be necessary, areas of poorer quality land should be preferred to those of a higher quality. Grades 1, 2 and 3 agricultural land (including land graded 3b) covers approximately 66% of the Local Plan area.
- 4.23** A local planning authority must consult Natural England before granting planning permission for large-scale non-agricultural development on best and most versatile land that is not in accordance with the development plan. Alongside government policies and legislation, developers should refer to Natural England's published national guidance which aim to protect the best and most versatile (BMV) agricultural land and soils in England from significant, inappropriate or unsustainable development proposals.

Alternative Options Considered

- 4.24** The approach to development in the countryside is considered to comply with the National Planning Policy Framework and therefore there is not considered to be a suitable alternative approach.

Question 15

Do you agree with the preferred approach to Development in the Countryside? If not, please give the reason for your answer and explain how you would like to see it changed.

Preferred Approach SG6 - Strategic Countryside Gaps

The preferred approach is that proposals for development which impact the Strategic Countryside Gaps as defined on the Policies Map will only be supported where it has been demonstrated that there will be no adverse effect on the character of the countryside or where the gap between settlements will not be compromised.

Explanation

- 4.25** It is important to maintain the character of individual settlements outside the Green Belt by safeguarding ‘strategic countryside gaps’ between settlements, particularly where they are at risk of coalescence or are subject to strong development pressures as is the case with Selby Town and the surrounding villages. Some smaller settlements are separated by narrow and largely undeveloped gaps of countryside, where continued expansion would result in coalescence and threaten the identity of the individual settlements or parts of settlements. Whilst other settlements contain open space within the settlement boundary which contributes to the character of the settlement and helps to maintain the individual character of different parts of the settlement.
- 4.26** A review of the Strategic Countryside Gaps has been undertaken in 2020 and the report has been published alongside this consultation document. The preferred approach is that the Strategic Countryside Gaps are removed from designation at Hensall North/South and Stillingfleet. The Strategic Countryside Gaps where boundaries are proposed to be amended are Barlby and Osgodby, Church Fenton East/West, Cliffe/Hemingbrough, Gateforth, and Thorganby. The boundary at Thorpe Willoughby has been defined and a new Strategic Countryside Gap is proposed and defined for Eggborough / Kellington.
- 4.27** The boundaries of Strategic Countryside Gaps are identified on the draft Policies Map. The Strategic Countryside Gaps are: Selby and Brayton, Barlby and Osgodby, Thorpe Willoughby, Church Fenton East/West, Cliffe/Hemingbrough, Gateforth, Skipwith, Thorganby, Eggborough/Kellington

Alternative Options Considered

- 4.28** Three alternative options were considered: To remove Strategic Countryside Gaps and rely on a policy approach to avoid coalescence; to continue to designate the eleven Strategic Countryside Gaps as identified in the Selby District Local Plan (2005) and the Selby District Core Strategy Local Plan (2013), or to agree with the assessments and conclusions of the draft report: “A Study of Green Belt, Strategic Countryside Gaps, Safeguarded Land and Development Limits” (Arup 2015).

Question 16

Do you agree with the preferred approach to Strategic Countryside Gaps? If not, please give the reason for your answer and explain how you would like to see it changed.

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Question 17

Do you agree with the proposed amendments to the following Strategic Countryside Gaps?

1. The removal of Hensall North / South?
2. The removal of Stillingfleet?
3. The amended boundary at Barlby & Osgodby?
4. The amended boundary at Church Fenton East / West?
5. The amended boundary at Cliffe / Hemingbrough?
6. The amended boundary at Gateforth?
7. The amended boundary at Thorganby?
8. The boundary at Thorpe Willoughby?
9. The new proposed Strategic Countryside Gap at Eggborough / Kellington?

Preferred Approach SG7 - Green Belt

The extent of the West Yorkshire and City of York Green Belts are illustrated on the draft Policies Map. The preferred approach is that proposals for development of land within the designated Green Belt identified on the draft Policies Map will be determined in accordance with the National Planning Policy Framework or its successor.

Explanation

- 4.29** The Green Belt in Selby District equates to a total of 19,240 hectares and incorporates parts of both the West Yorkshire and York Green Belts. The West Yorkshire Green Belt covers the western area of the District and the York Green Belt lies to the north of the district.
- 4.30** The National Planning Policy Framework states that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open as the essential characteristics of Green Belts are their openness and their permanence. The policy goes on to say that once established, Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, through the preparation or updating of plans. In order to deliver the current spatial approach it has not been considered necessary to amend the extent of the Green Belt in order to deliver sustainable growth within the District. However, a further review will be undertaken to assess whether any minor amendments are required to address particular circumstances.
- 4.31** The National Planning Policy Framework establishes that the construction of new buildings in the Green Belt is inappropriate development which should not be approved, except in very special circumstances. Exceptions to this are set out in the framework and include buildings for agriculture and forestry, limited infilling in villages or the partial or complete redevelopment of previously developed land. In considering applications substantial weight will be given to the harm to the Green Belt.

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Alternative Options Considered

4.32 There is no realistic option as the approach is guided by National Planning Guidance.

Question 18

Do you agree with the preferred approach to the Green Belt? If not, please give the reason for your answer and explain how you would like to see it changed.

Preferred Approach SG8 - Neighbourhood Planning

The preferred approach is that the Council will support Neighbourhood Plans which are considered to be in general conformity to the Local Plan Strategic Policies. Emerging Neighbourhood Plans will be expected to promote additional sites to those identified through the site allocations in the Local Plan or alternative suitable sites where it has been demonstrated that allocations will no longer be delivered.

At the time the Local Plan was produced the following Neighbourhood Plans had been formally made;

- Appleton Roebuck and Acaster Selby (2018)

The following are formal designated Neighbourhood Plan areas;

- Ulleskelf
- Brayton
- Tadcaster
- Selby Town
- Escrick
- Church Fenton

Explanation

4.33 Neighbourhood Planning is a key part of the Government's Localism agenda. It aims to give local communities greater power to shape development by taking a more active role in the development of planning policies at a local level. Neighbourhood Plans can be developed before, after or in parallel with a Local Plan but the law requires that they must be in general conformity with the strategic policies in the adopted Local Plan. When Neighbourhood Plans are brought into force they become part of the statutory development plan for the area that they cover.

4.34 Within the District there are currently six designated Neighbourhood Plan areas (Church Fenton, Selby Town, Ulleskelf, Escrick, Brayton and Tadcaster) and one adopted Neighbourhood Plan at Appleton Roebuck / Acaster Selby.

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- 4.35** In order for Neighbourhood Plans to progress to the referendum stage they must meet the basic conditions, which includes being in conformity with the strategic policies of the Local Plan. The National Planning Policy Framework says that Neighbourhood Planning Groups should consider the opportunities for allocating small and medium sized sites suitable for housing in their area. Neighbourhood Plans should not promote less development than set out in the strategic policies for the areas or undermine those strategic policies. Where Neighbourhood Plans seek to allocate alternative sites for development they must be robustly assessed to ensure they are deliverable and viable.

Alternative Options Considered

- 4.36** National Policy requires that Neighbourhood Plans are in general conformity with the Local Plan and therefore it is considered important to set out this context in the Plan.

Question 19

Do you agree with the preferred approach to Neighbourhood Planning? If not, please give the reason for your answer and explain how you would like to see it changed.

Preferred Approach SG9 - Design of New Development

- A. In order to make Selby District a great place to live and enjoy, the preferred approach is that all new development should be of high quality design which responds positively to the special character and local distinctiveness of the area. In order to achieve this all new development should seek to reflect the National Design Guide and Principles for Building a Healthy Life or their successors.
- B. Development proposals should seek to:
1. Reinforce the character of the local area having regard to the existing form, scale, density, layout and building materials;
 2. Respond to its location in terms of the natural, historic and built environment reflecting important views and landscapes;
 3. Promote active travel and healthy lifestyles through the promotion of walking and cycling links and access to areas for recreation;
 4. Provide sufficient private amenity space which is appropriate to the type of development proposed;
 5. Provide improvements and connections to existing open spaces, green infrastructure networks and public rights of way outside of the development boundary;
 6. Provide specific and dedicated spaces for wildlife to encourage a more robust and connected network of habitats;
 7. Provide safe and secure places to live and work by designing out antisocial behaviour through the creation of developments with natural surveillance having regard to Secured by Design principles;
 8. Seek to protect residential amenity by ensuring proposals do not have adverse impact on overlooking, loss of privacy, light or disturbance from noise, vibration, odour or fumes.
 9. Make efficient use of land by not adversely affecting the potential development of a wider area of land which could otherwise be available for development. This can be achieved by ensuring that allocated sites which are built out in part, leave an access into the remainder of the site;
 10. Make sure that adequate access and internal roads are provided to ensure safe internal vehicular movements; and
 11. Ensure that all technical supporting information meets the relevant professional standards.
- C. Where applicable, schemes should take account of local design guides and codes including in Neighbourhood Plans to inform good design.

Explanation

- 4.37** Ensuring that new development proposals are of a high quality design will be key to helping to deliver the Council's priorities for Selby District to be a great place to live, enjoy and grow. People are attracted to live in the District because of the high quality of its villages, towns and natural environment. Well designed dwellings and work places, which are safe and have good access to green and blue infrastructure for

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recreation and exercise are key to helping support the health and well-being of our local communities. The importance of the design and layout of development and places has been highlighted by the Covid 19 pandemic, with lockdowns emphasising the importance of access to local open spaces and opportunities for exercise to people's everyday wellbeing.

- 4.38** The 'Living with Beauty' report recently published by the Building Better, Building Beautiful Commission set out proposals for a new development and planning framework which will ask "for beauty, refuse ugliness and promote stewardship". A national design guide has also recently been published by the government and also recognises the important role that well-designed places have on the quality of the experience people have when they spend time and move around places.
- 4.39** The design of an area, should consider the historic townscape, the existing settlement pattern and the intrinsic character and beauty of the open countryside (where applicable). Development proposals should contribute positively to an area's identity and heritage in terms of scale, density and layout with aim of creating new layers of history. It should make the most efficient use of land without compromising local distinctiveness, character and form. Schemes should incorporate new and existing landscaping as an integral part of their design, sites should also consider how to provide a net gain in biodiversity either on site or off site as per preferred approach NE5. Neighbourhoods should have public and private spaces that are clearly distinguished, safe and secure, attractive and which complement the built form and minimise the risk of crime or fear of crime, particularly through active frontages and natural surveillance.
- 4.40** The successful development of sites allocated in this plan is crucial to achieving the preferred vision and objectives for Selby District. The Council wants to avoid situations where parts of allocated sites belonging to one landowner are unable to be built out, because another landowner has developed their part of that allocated site without leaving a point of access into the remainder of the site. Therefore, all allocated sites which are built out in part, must leave an access into the remainder of the site.

Alternative Options Considered

- 4.41** National Policy sets out requirements to achieve well-designed places and therefore it is crucial that the plan sets out key design considerations.

Question 20

Do you agree with the preferred approach to the Design of New Development? If not, please give the reason for your answer and explain how you would like to see it changed.

Preferred Approach SG10 - Mitigating and Adapting to Climate Change

All new development proposals will be expected to support appropriate measures to mitigate and adapt to climate change in order to protect health and well-being and ensure the future resilience of communities and infrastructure to climate change impacts and meet national and local targets on net zero carbon emissions including the aim for the York and North Yorkshire area to become the first negative carbon sub region. The preferred approach is that this will be achieved through supporting proposals which:

A. Communities and Infrastructure Resilience

1. Avoid increased vulnerability to, and take into account the long-term implications of climate change such as for flood risk, water supply, biodiversity and landscape, and the risk of over-heating from rising temperatures;
2. Incorporate suitable adaptation measure such as green infrastructure.

B. Reducing Greenhouse Gas Emissions

1. Minimise energy and water consumption through location, orientation and design of buildings;
2. Ensure a fabric first approach and low carbon designs;
3. Promote the adaptation of existing buildings; and
4. Seek to provide on-site energy provision through renewable and low carbon sources.

C. Contributing to Low Carbon Travel

1. Support new development in sustainable locations and maximise opportunities for active travel;
2. Ensure all new residential developments provide electric car charging points; and
3. Ensure all new commercial developments shall make provision for areas where electric vehicles can be charged.

D. Renewable Energy Development

1. Support proposals to develop new technological advances in carbon capture, agri-technology; and
2. Support proposals for renewable energy and low carbon installations, where there is appropriate infrastructure and which are not located in areas identified as highly sensitive landscapes in the Landscape Sensitivity Study 2020. In the case of community-led initiatives for renewable energy / low carbon installations these will be supported, including land identified and brought forward by Neighbourhood Plans.

E. Improvements to the Natural Environment

1. Protect and enhancing ecological habitats recognising their importance for carbon sequestration;
2. Support the creation of natural capital networks; and
3. Support significant new tree planting, new hedgerows and the creation of wetlands.

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Explanation

- 4.42** The 2015 Paris Agreement of the UN Framework Convention on Climate Change sets out a globally binding commitment to reduce emissions to manage the world's temperature rise. The Intergovernmental Panel on Climate Change (IPCC) recognises the impacts already caused to both human and natural systems through a rise in temperatures and identifies the need to drastically cut emissions and adapt to a changing climate.
- 4.43** In the UK the Climate Change Act 2008 sets the legal framework providing the basis or the approach to reducing greenhouse gases and meeting increasing demands from renewable sources. The Climate Change Act identifies the Government's target to significantly reducing greenhouse emissions by 80% below 1990 levels by 2050.
- 4.44** In addressing an ambitious climate change agenda York and North Yorkshire Local Enterprise Partnership (LEP) have committed to making the region the UK's first zero carbon city sub region. The LEP are supporting initiatives such as the reduction of waste, water and energy, improvements to the energy efficiency of homes and the investment in current and future technologies for low carbon energy schemes and further improvements in electric vehicle charging and low emission public transport.
- 4.45** Where opportunities such as the recovery of waste heat from industrial processes or other local renewable and low energy sources exist, or are proposed, it is important to ensure this is fully considered and where possible, encourage energy development to be sited close to existing or potential users and identify opportunities for users of recovered heat from industrial processes.
- 4.46** The use of sustainable design and construction techniques to encourage a reduction of materials from non-renewable sources and support will be given to the implementation of schemes such as green roofs, the re-use and recycling of building materials and the use of locally sourced materials to reduce the need for non-renewable materials and the reduction in transportation.
- 4.47** In recognising that approximately 37% of the District's carbon emissions are from road vehicles (SCATTER) it is important to ensure development is focused towards the most sustainable areas as set out through the Settlement Hierarchy in the preferred approach at SG2. Support will be given to sustainable travel opportunities as set out in the preferred approach for Sustainable Transport to support future development in the most accessible locations, which promote the greater use of walking, cycling and public transport.
- 4.48** The use of low emission vehicles will help to cut greenhouse gas emissions and air pollution in the District and a supporting vehicle charging infrastructure will be required. By developing a national network of vehicle charging points the Government is supporting the use of electric, plug-in hybrid and hydrogen powered vehicles, the numbers of which are expected to increase significantly over the period of this plan.
- 4.49** Carbon Capture and Storage (CCS) is considered a vital technology in tackling climate change by reducing the level of carbon dioxide emitted into the atmosphere. Selby District has a long history in the energy sector and Drax power station is the

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largest supplier of energy in the UK providing approximately 6% of the UK's energy supply. Support will be given to projects which bring forward the ambitions of the LEP in creating a zero carbon sub-region. A current pilot scheme for Bioenergy with Carbon Capture and Storage (BECCS) between Drax power station and Mitsubishi Heavy Industries aims to test the carbon capture technology and will lead the way for ambitions for the Humber to becoming the first zero carbon industrial cluster.

Alternative Options Considered

4.50 The alternative option is to rely on other legislation and building control requirements.

Question 21

Do you agree with the following preferred approaches to Tackling Climate Change?

1. Communities and Infrastructure Resilience
2. Reducing Greenhouse Gas Emissions
3. Contributing to Low Carbon Travel
4. Renewable Energy Development
5. Improvements to the Natural Environment

If not, please give the reason for your answer and explain how you would like to see it changed.

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Preferred Approach SG11 - Flood Risk

- A. To enable communities to manage, be resilient and adapt to flood risk, the preferred approach is that development will only be supported where it can be demonstrated that:
1. The proposal does not increase the risk of flooding off-site; and
 2. Where the site falls within the functional floodplain, only essential or critical infrastructure that cannot be relocated and water compatible uses that do not impede the functional flood plain and flood flows, or adversely affect the ability or access to flood defences, or which increase the risk of flooding elsewhere will be allowed;
 3. The site falls within flood zone 1 as set out in the most up-to-date Environment Agency flood risk maps and/ or Selby District's Strategic Flood Risk Assessment (SFRA) maps; or
 4. The site has been passed through a sequential test as set out in the National Planning Policy Framework (minus any exempt development); or
 5. Where there are no sequentially preferable sites, the site has been assessed through the application of the Exception Test as set out in the NPPF (Minus any exempt development).
- B. If the development is acceptable in principle in terms of flood risk the following will need to be applied where appropriate and practicable to design and layout of the scheme to make it acceptable in detail:
1. Where the development is located in Flood Zone 2 (or higher) and does not constitute minor development or a change of use the development layout within the site will be subject to the sequential approach, with the highest vulnerability development located in areas at lowest flood risk within the site;
 2. Flood resilience construction methods identified through an up to date site-specific Flood Risk Assessment (FRA) should be implemented in those areas that fall outside the areas of lowest risk (Flood Zone 1) to reduce the impact and likelihood of a flood event;
 3. Where the development has existing trees, woodland and/or hedgerows these should be retained where possible, and if not retained the developer must agree a tree planting scheme in line with the preferred approach for EN14 and EN3b that will help reduce flood risk;
 4. The development is designed so that the flooding of property in and adjacent to the development would not occur for a 1 in 100-year event (or 1 in 200-year for tidal events), plus an allowance for climate change and in the event of a local drainage system failure;
 5. The features that manage surface water are commensurate with the design of the development in terms of size, form and materials and make a positive contribution to reducing flood risk;
 6. Sustainable drainage systems (SuDS) are incorporated in accordance with the National Planning Policy Framework and latest Sustainable Drainage Systems Design Guidance and agreed with the Lead Local Flood Authority that the measures are suitable and there is a management and maintenance plan for the lifetime of the development;

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7. Floor levels are 300mm above the modelled 1 in 100-year flood level (or 1 in 200-year for tidal events) plus an allowance for climate change flood level and/or 300mm above adjacent highway levels;
 8. Hard surfaces on developments should be permeable where practicable in line with highways guidance from North Yorkshire County Council unless proven not to be possible by site investigation; Watercourses are not culverted and any opportunity to remove culverts is taken; and
 9. Where development is adjacent or can impact a water body, the development should actively seek to enhance the water body in terms of its hydromorphology, biodiversity and water quality.
- C. In some developments, e.g. commercial/industrial, raising floor levels may not be possible due to operational requirements and therefore this must be considered and alternative measures implemented.
- D. Where required by the NPPF and set out in Technical Guidance, proposals for development should be accompanied by a site-specific Flood Risk Assessment (FRA). The Flood Risk Assessment should demonstrate that the development will be safe over the lifetime of the development, including access, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall taking account of any climate change allowances.
- E. Safety risks will be determined with reference to the Defra guidance on flood risk safety FD2320 or successor guidance, on the basis that development should be 'safe for all' for a 1:100 annual probability flood event, for the lifetime of the development.

Explanation

- 4.51** Selby District is intersected by many waterways including the River Ouse, River Wharfe, River Aire and River Derwent, as well as the Aire and Calder Navigation and Selby Canal. These waterways can be sources of flooding in response to excessive rainfall and/or tidal effects (where there is a combination the effects are exacerbated) in the District with extensive flooding occurring in the adjacent District's in 2020, and in Selby District earlier in 2000. There are also many seasonal flooding events, which reflects the low lying landscape and natural flood plains that encompass the District. These do not usually impact on such a significant scale as the previous events mentioned, but nevertheless can still cause a more localised impact on communities in the District. Whilst the 2020 flood event did not cause extensive flooding of properties in the District impacts on the health and well-being of communities following a flood event can be long-lasting.
- 4.52** Flooding is a natural process that is influenced by natural elements such as rainfall, geology, topography. However, man-made influences such as flood defences, roads, buildings, farming methods and other infrastructure can influence the risk of flooding in an area. We have already seen an increase in frequency and scale of flooding and drought (droughts can dry up reservoirs and aquifers, and droughts can increase flash flooding) with the 2009-2018 on average 1% wetter than 1981-2010 and 5% wetter than 1961-1990 for the UK overall and the top ten warmest years for the UK,

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in the series from 1884, have occurred since 2002. Given the latest Intergovernmental Panel on Climate Change (IPCC) reports rainfall and drought intensity could increase significantly with summers becoming up to 57% drier and winters becoming up to 33% wetter by 2070. If we do not divert developments away from those areas of highest risk currently and projected trends over the lifespan of the homes then the potential effects could be severe.

- 4.53** Selby District Council are working in partnership with The Environment Agency and 11 other local authorities to develop a new Humber Flood Risk Management Strategy (Humber 2100+), which will redefine the strategic approach to managing tidal risk for the next 100 years. The overall objective of the new strategy is to develop an approach to managing tidal risk that supports sustainable development and a prosperous Humber. Where new evidence emerges the Humber Strategy may be adapted or superseded given the importance of flood risk management and potential advancements in technology. Due to that the strategy is set to be adaptive with the first 25 years going into more detail and the remaining years of the strategy being more fluid. This will allow the strategy to be dynamic and adapt with further evidence.
- 4.54** The preferred approach is supported by the Selby District Strategic Flood Risk Assessment (SFRA 2020), Level 1 and where required to allocate development in at-risk areas these allocations are supported by a Level 2 Strategic Flood Risk Assessment. The Strategic Flood Risk Assessment has been produced in line with national guidance notably the National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG). The Strategic Flood Risk Assessment provides more detailed flood risk information including identifying which parts of Flood Zone 3 are within the functional floodplain (Flood Zone 3b) and information on the effects of climate change using the most up to date climate change allowances and data on depth and hazard of flooding. The Strategic Flood Risk Assessment has also been informed by the inclusion of new historic flood information. The evidence provided within the Strategic Flood Risk Assessment has been used to steer allocations away from areas of Flood zone 3 and 2 and aids the assessment of the Sequential Test for both allocations and windfall sites.
- 4.55** In line with the National Planning Policy Framework (2019) Selby District Council will apply the sequential approach to allocating development sites in this Local Plan and in assessing development proposals. Where this is not possible, the Council will apply an exceptions test in line with the National Planning Policy Framework or any superseding National Policy guidance
- 4.56** In line with the emerging national flood guidance we will liaise with the Lead Local Flood Authority (LLFA) to encourage a multi-functional approach to managing flood risk through a number of measures such as through Sustainable Drainage Systems (SuDS), encouraging personal resilience and by working across public bodies to develop adaptive pathways to encourage successful flood management over the lifespan of homes in Selby. Through our flood risk preferred approach we want to ensure that the new development is planned to avoid increased vulnerability to the range of impacts arising from climate change, in line with using the most up-to-date climate change allowances and through the implementation of Sustainable Drainage Systems where appropriate. Flood management is important in the design and location of housing, future economic development and key to enable future climate resilience.

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- 4.57** Selby District Council will support new development proposals that work with natural processes and natural flood management (NFM), to proactively manage sources and pathways of water through a catchment. Adopting techniques that intercept, slow and temporarily store water, via the restoration and enhancement of natural features within the Selby District river catchments will help provide a greater natural resilience to present and future climate change. Where the proposal removes trees, woodland and/or hedgerows the tree planting scheme agreed must help reduce flood risk and not exacerbate climate change issues as the uptake of water and Carbon Dioxide is less in younger trees so this may mean the agreement of additional trees of which are more than those replaced.
- 4.58** Selby District Council will seek to avoid development within the wider floodplain wherever possible in line with this preferred approach (not just avoidance of sites within Flood zone 3). This will enable settlements to be more resilient to the increased flooding risk in the future as a result of climate change as it will reduce the impact on storage areas and wetlands which are important for carbon storage and sequestration.
- 4.59** Sustainable Drainage Systems (SuDS) will be incorporated in accordance with North Yorkshire County Council Sustainable Drainage Systems Design Guidance or successor documents, where the council is satisfied that the proposed minimum standards of operation are appropriate and arrangements for management and maintenance for the lifetime of the development are put in place.
- 4.60** The promotion of sustainable water management practices is vital. Sustainable Drainage Systems to manage water flow can be important in minimising flood risk in the right circumstances, but they also help to create high quality environments that encourage biodiversity through enhancements to wildlife, and benefit water resources. The effective use of permeable surfaces, soakaways and water storage areas should be incorporated in all new development where possible and appropriate. Developers will be encouraged to enter into early discussions with the Lead Local Flood Authority (LLFA) to identify whether Sustainable Drainage Systems are appropriate and which type of Sustainable Drainage Systems are most suitable to local site conditions to deliver multiple benefits. This should include reference to the latest guidance/code of practice on Sustainable Drainage Systems. The Construction Industry Research and Information Association (CIRIA) have published guidance on their website. North Yorkshire County Council Sustainable Drainage Systems guidance must be taken into account when submitting development proposals.
- 4.61** Where possible we will encourage growth that is away from areas at risk from flooding however, for those areas that are already developed, we will encourage reducing the rate of runoff from sites and encourage the incorporation of Sustainable Drainage Systems where appropriate (by way of condition attached to planning permission).
- 4.62** If the drainage system would directly or indirectly involve discharge to a watercourse that the Environment Agency are responsible for or a system controlled by an internal drainage board, the details of the discharge have taken account of relevant standing advice or guidance and have been informed by early engagement with the relevant body. If a road would be affected by the drainage system the details have been agreed with the relevant highway authority. We will encourage liaison between the

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Lead Local Flood Authority the Environment Agency and Internal Drainage Boards (IDBs) in terms of restricted greenfield discharges to create transparency for developers and to ensure a smooth process for discharging conditions.

- 4.63** In partnership with the Environment Agency, the lead local flood authority and any other relevant public body, the council will seek opportunities from new development to reduce the causes and impacts of flooding. Development should ensure that land which is needed for flood risk management purposes (as identified in the Department for Environment, Food and Rural Affairs (Defra's) (23) Programme of flood and coastal risk management schemes and other Environment Agency or lead flood authority documents) is safeguarded.
- 4.64** Selby District Council will support land management projects (such as the Upper Aire Project, and the Leeds Flood Alleviation Scheme 2 Natural Flood Management project) to 'slow the flow', and to improve land management practices, to reduce the impact of farming on the water environment. This will enable Selby District Council to ensure the District has the ability to mitigate impacts from any proposed climate change scenarios. Selby District Council will liaise with the Lead Local Flood Authority on how best to get involved with local Catchment Partnerships, and on how to implement Defra's Catchment Based Approach.

Alternative Options Considered

- 4.65** The alternative option considered was to allocate sites that are located solely in Flood Zone 1 and to then rely on the National Planning Policy Framework, National Planning Guidance, other policies in the plan, and a sequential test to assess any windfall sites.

Question 22

Do you agree with the preferred approach to Flood Risk? If not, please give the reason for your answer and explain how you would like to see it changed.

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Preferred Approach SG12 - Proposals which affect the Historic Environment

- A. Proposals for development that affect heritage assets should conserve, and where appropriate, enhance those elements that contribute to their significance. Such proposals will be determined in accordance with national planning policy.
- B. Proposals affecting a Conservation Area or its setting should be in accordance with the guidance set out in adopted Conservation Area Appraisals.
- C. Harm to elements which contribute to the significance of a designated heritage asset or archaeological sites of national importance will be only supported where this is clearly justified and outweighed by the public benefits of the proposal. Substantial harm or total loss to the significance of such assets will be permitted only in exceptional circumstance.
- D. Proposals which would remove, harm or undermine the significance of a non-designated heritage asset will be permitted only where benefits are considered sufficient to outweigh harm.

Explanation

- 4.66** The heritage of the Selby District is an important part of what makes the District a great place, where people want to live, visit, and work. The richness of the District's Historic Environment is reflected in the 635 Listed Buildings, 23 Conservation Areas and 48 scheduled monuments and is instilled within the distinctiveness of the towns and parishes throughout. The Selby Districts heritage is both regionally and nationally significant from the Shipbuilding of Selby and the Brewing industry of Tadcaster, to the ecclesiastical history of Selby Abbey and the monumental events which took place upon the Towton Battlefield.
- 4.67** The historic environment is a finite resource and any proposed development that could impact upon the historic environment, requires careful and proportionate consideration. The more important the asset, the greater the weight will be. In this policy, Development proposals should be mindful of not only the heritage asset itself, but also its setting and how it fits into the wider historic environment. Wherever possible, new development should reflect and integrate with the existing character of the local area and seek to avoid the loss of any features of architectural or historical significance.

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- 4.68** The Council will proactively work with property owners and other stakeholders to ensure positive, well-informed and collaborative conservation that recognises and reinforces the historic environment's contribution to local identity and distinctiveness and its potential as a driver for economic growth, attracting investment and tourism and providing a focus for successful regeneration.



- 4.69** The landscapes, towns and villages of the Selby District are a rich archaeological resource spanning millennia. It is therefore expected that, evidence of past human activity will be encountered during the development process. It is essential that the development process endeavours to consult the relevant public bodies on any existing evidence of archaeology and seeks to establish the potential for encountering archaeological remains within the site. From time to time, the discovery of archaeology or the significance of remains will be unforeseen and unexpected and in this instance the remains must also be treated in accordance with this policy and best archaeological practise. A non-designated asset of archaeological interest of demonstrably equivalent significance to a scheduled monument shall be treated as a designated heritage asset.
- 4.70** Non-designated heritage assets (NDHA's) are buildings, monuments, sites, places, areas or landscapes identified as having a degree of heritage significance meriting consideration in planning decisions but which do not meet the criteria for designated heritage assets. Although not designated, these heritage assets make a substantial contribution to the local character and appearance of the District. The effect of an application on the significance of a non-designated heritage asset will be taken into account in determining the application. NDHA's will be identified through such processes as conservation area appraisals and reviews and local and neighbourhood plan-making processes, but otherwise may be identified as part of the planning process. The decision to identify a non-designated asset will be made inline with the criteria set by Historic England.

Alternative Options

- 4.71** Local plans must be consistent with national policy and guidance. The inclusion of this policy provides a clear local policy to apply in considering applications which impact the historic environment and no reasonable alternative approach exists.

Question 23

Do you agree with the preferred approach to Proposals which Affect the Historic Environment? If not, please give the reason for your answer and explain how you would like to see it changed.

Preferred Approach SG13 - Heritage at Risk

In order to ensure a sustainable future for the district's designated and non-designated heritage assets at greatest risk of loss or decay, proposals will be supported where;

- A. the sympathetic re-use of vacant and “at risk” buildings, prevents the further deterioration of their condition, aids in their protection, and reduces the number of heritage assets on the “Heritage at Risk” register.
- B. proposals for works to heritage assets or their setting will be supported where design will better reveal the significance through repairs, reinstatement of lost architectural features and the reversal of previous inappropriate alterations.

Explanation

- 4.72** Several designated assets are included on the Historic England Heritage at Risk register. This includes 4 buildings and structures, 2 places of worship, 16 archaeological sites (3 of which are scheduled monuments) and 2 conservation areas. It is the Local Planning Authorities priority to secure a sustainable future for these assets.
- 4.73** The more important the asset, the greater the weight will be. The effect of an application on the significance of a non-designated heritage asset will be taken into account in determining the application. In this policy, Development proposals should be mindful of not only the heritage asset itself, but also its setting and how it fits into the wider historic environment. Wherever possible, new development should reflect and integrate with the existing character of the local area and seek to avoid the loss of any features of architectural or historical significance.
- 4.74** These requirements will also be a condition where grant assistance is being offered or the enabling development considered. Promoting the understanding of the special character of our historic centres through the support of the Selby Town Heritage Action Zone, and enhancing their special character where opportunities arise to do so, including through improvements to the public realm in our historic centres.

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Alternative Options

- 4.75** The alternative option would be to rely on other historic environment policies in the Plan or the National Planning Policy guidance however the inclusion of this policy provides a clear local criteria based approach for addressing heritage at risk and through the plan provides a positive policy to both enable and promote positive outcomes for heritage considered at risk.

Question 24

Do you agree with the preferred approach to Heritage at Risk? If not, please give the reason for your answer and explain how you would like to see it changed.

Key Documents

- [Housing and Economic Development Needs Assessment \(2020\)](#)
- [Strategic Countryside Gap Study \(2020\)](#)
- [National Design Guide](#)
- [Building for a Healthy Life - A design code for neighbourhoods, streets, homes and public spaces](#)
- [Landscape Sensitivity Study \(2019\)](#)
- [Strategic Flood Risk Assessment](#)
- [York and North Yorkshire Local Industrial Strategy](#)
- [Appleton Roebuck and Acaster Selby Neighbourhood Plan](#)
- [Conservation Area Appraisals](#)

Supporting a Diverse Local Economy and Thriving Town Centres 5

5 Supporting a Diverse Local Economy and Thriving Town Centres

Introduction

In response to the Issues and Options Consultation you told us....

- That digital and communications infrastructure needs to be in place to support the economy
- That economic growth should also occur in the District's more rural areas, through rural and agricultural diversification
- That climate change objectives provide an opportunity to encourage the growth of low and zero carbon businesses and that it is important that businesses are resilient to climate change
- To consider the potential economic growth opportunities that may arise through HS2
- That the District's town centres should be accessible by all forms of transport
- That the role of housing, sport, recreation and leisure can be important in supporting town centres and increasing footfall needs careful consideration

5.1 The preferred approaches in this chapter aim to promote a prosperous, diverse and sustainable economy, by providing a range of high quality local employment opportunities and thriving town centres.

5.2 Traditionally dominated by the agricultural, manufacturing and brewing sectors, the District has increasingly become a dormitory location for the neighbouring cities of Leeds and York, with high levels of residents commuting to outside the District for work. An improved range of local employment opportunities reflecting the skills of local people, along with enhanced services and facilities, will help to reduce the levels of out-commuting for work, shopping and leisure purposes and help to promote the district as a key economic driver in the region based on its key location in the north of England, with motorway and rail linkages to the rest of the country.

5.3 Whilst the focus of new economic development is on the District's larger settlements and its strategic employment sites, the District contains extensive rural areas and support will be given to the sustainable diversification and development of the rural economy.

Economy

5.4 In recent years Selby District has seen strong employment growth and will continue to attract investment as a result of its connection to major urban areas like Leeds, York and Hull and the wider Northern Powerhouse. In recent years a number of key areas for new employment growth have been granted planning permission, which includes 35 hectares at Sherburn Enterprise Park, 57 hectares at Konect (the former Kellingley Colliery site), 50 hectares at Core 62 (the former Eggborough Power Station) and 27 hectares of land at Church Fenton Creative Studios. These sites alone will provide 169 hectares of employment land.

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- 5.5** The Council has undertaken a Housing and Economic Development Needs Assessment (HEDNA) to inform the District's employment land requirement during the period to 2040. The HEDNA finds that the following level of employment land should be delivered, as a minimum, during the period to 2040:

Use Class	Recommended floorspace (sq m)	Recommended land (ha)
B1a/b	13,800	4.6
B1c, B2, B8	422,500	105.6
Total	436,300	110.2

Table 5.1

- 5.6** The evidence from the HEDNA suggests that there is a sufficient supply of employment land in the District for the Local Plan period. However, the Council recognises that there are key remaining opportunities for the redevelopment of Olympia Park and Gascoigne Wood Interchange which represent strategic brownfield sites with unique rail infrastructure.

Preferred Approach EM1 - Meeting Employment Needs

The preferred approach is that the Council will support sustainable economic growth by supporting economic development proposals at the following sites:

Site Reference	Settlement	Location	Hectares
SHER-AA	Sherburn in Elmet	Gascoigne Wood	57.35
SELB-CA	Selby	Olympia Park	33.6ha

Explanation

- 5.7** The Selby District Council Plan (2020-30) seeks to support investment in the District to ensure that Selby District has a strong and sustainable economy that delivers benefits for the residents of the District. Specifically, the Council Plan seeks to deliver the key strategic sites and place-making schemes set out in the Selby District Economic Development Framework (2022). Of the strategic sites identified in this document, only Olympia Park and Gascoigne Wood Interchange are not subject to a current planning consent.
- 5.8** Olympia Park is allocated for redevelopment for employment uses given the current use of the site, the existing railhead and its proximity to Selby Urban area. If appropriate vehicular access were to be obtained from the bypass it could provide opportunities for the improvement of the Barlby Road corridor and this key gateway to Selby Town.

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- 5.9** Similarly, the existing rail infrastructure at Gascoigne Wood Interchange near Sherburn in Elmet is no longer in employment use but provides a unique opportunity for redevelopment of this existing employment site which utilises the existing railhead and rail infrastructure to provide access to local and national markets via the rail network.

Alternative Options Considered

- 5.10** Given the redevelopment of these strategic sites is a priority of the Council's Economic Development Framework, it is not considered that any alternative options exist.

Question 25

Do you agree with the preferred approach to meeting employment needs? If not, please give the reason for your answer and explain how you would like to see it changed.

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Preferred Approach EM2 - Protection of Employment Land

A. The preferred approach is that the following defined Key Employment Areas, as shown on the Policies Map, will be retained in order to safeguard existing or potential jobs:

Site	Status
Core 62 (Former Eggborough Power Station)	Permitted (subject to S106)
Church Fenton Creative Studios	Permitted
Konnect (Former Kellingley Colliery)	Permitted
Sherburn 2	Permitted
Selby Business Park	Existing employment site
Station Road, Tadcaster	Existing employment site
York Road, Tadcaster	Existing employment site
Sherburn Enterprise Park	Existing employment site
Selby Road, Eggborough	Existing employment site
Escrick Business Park	Existing employment site
Riccall Business Park	Existing employment site
Whitemoor Business Park, Cliffe	Existing employment site

B. The development of these areas for non-employment uses will only be supported where:

1. The proposal is for an ancillary use; and
2. Development would not result in a significant loss of existing jobs or employment potential.

C. On all other existing employment sites / premises (i.e. those not in defined Key Employment Areas) a change of use to non-employment uses will be resisted unless it can be demonstrated that:

1. There will still be an adequate supply of employment land in the locality; and
2. The land or premises cannot satisfactorily support continued employment use as demonstrated by the submission of evidence which demonstrates that the site or premises has been actively marketed for a period of 12 consecutive months.

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Explanation

5.11 The provision of well-located employment land is key to the District's future economic success and sites protected under part A of the preferred approach are identified as the District's most important allocated and existing employment sites. It is therefore important that these sites are protected and safeguarded from competing, and often higher value, uses. This preferred approach relates to business, general industrial, and storage and distribution uses which are currently defined as Use Class B1, B2 and B8.



5.12 Whilst the change of use to non-B class uses will generally be resisted on such sites, there may be circumstances where proposals represent ancillary uses which are required to support the existing employment uses on the site. Such ancillary uses might include, for example, a small café, local shop or childcare nursery which supports the needs of employees and does not result in a significant loss of existing jobs or employment potential.

5.13 In terms of other employment sites and premises, it is recognised that there may be some cases where it is appropriate to allow their redevelopment. In considering proposals for alternative uses it is expected that supporting information will be submitted which sets out the impact of redevelopment on the quantity and quality of employment land supply and evidence of relevant marketing information which demonstrates that the site or premises has been actively marketed for a period of 12 months at a value which reflects its existing use.

Alternative Options Considered

5.14 Alternative options considered included not providing a policy on existing employment areas which would offer little protection to the District's employment sites and would likely lead to the loss of employment land and jobs over the plan period. Alternatively a more stringent policy which does not allow alternative development to take place on existing employment sites is considered to lack the flexibility to allow for those circumstances where ancillary development is required to support business uses or where it can be proven no longer viable for continued employment uses.

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Question 26

Do you agree with the following preferred approaches to the Protection of Employment Land?

1. The protection of defined Key Employment Areas listed above
2. The protection of other existing employment sites and premises

If not, please give the reason for your answer and explain how you would like to see it changed.

Preferred Approach EM3 - New Economic Development

The preferred approach is that employment development, including change of use, on land not allocated for employment development, will be supported within existing settlements where all the following criteria can be met:

- A. Development is of a scale appropriate to the hierarchy of the settlement in which it is proposed;
- B. Development is of a type and design sympathetic to the location within which it is proposed;
- C. Development would not have an unacceptable impact on highways or other forms of infrastructure and provides electric vehicle charging points; and
- D. Development would not cause harm to local amenity, landscape, ecology, historic environment or other environmental and cultural heritage considerations.

Explanation

5.15 The NPPF places significant weight on the need to support sustainable economic growth and productivity. Planning policies should be flexible enough to accommodate needs not anticipated in the plan.

5.16 It is intended that economic development will come forward on sites allocated for this use, as these sites have been identified as those most appropriate to meet the future economic needs during the plan period. However, other proposals are likely to come forward during the plan period on land which is unallocated, known as windfall sites. This preferred approach sets out the criteria to be applied when assessing whether employment uses are appropriate on these sites. The preferred approach seeks to ensure that any economic development is appropriate to its location and doesn't cause any unacceptable impacts on the local area. The preferred approach is intended to clarify the circumstances in which economic development will be permitted within existing settlements and does not apply to rural areas, which is covered by preferred approach EM4.

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Alternative Options Considered

- 5.17** There are no other realistic alternative options available. The NPPF is clear that planning policies and decisions should help to create the conditions in which businesses can invest, expand and adapt.

Question 27

Do you agree with the preferred approach to New Economic Development? If not, please give the reason for your answer and explain how you would like to see it changed.

Preferred Approach EM4 - The Rural Economy

- A. The preferred approach is that a viable rural economy will be supported by allowing development in the open countryside, including farm diversification, if it:
1. Results in the growth of new micro-businesses or expands existing businesses through the conversion of existing buildings or well-designed new buildings; or
 2. Redevelops an existing or former employment site or premises; or
 3. Supports the sustainable diversification of agricultural and other land-based businesses; or
 4. Is related to tourism or recreation, subject to the requirements of preferred approach EM5; or
 5. Improves the range and quality of local services in existing settlements.
- B. Development in rural areas will be expected to:
1. Be of a scale commensurate with an existing use, or that reasonably required for a new use, and with the rural character of the location; and
 2. Successfully mitigate any harmful impacts on the countryside, biodiversity, landscape or local character of the area; and
 3. Protect the areas of best quality of agricultural land.

Explanation

- 5.18** The NPPF provides support for a prosperous rural economy, including the sustainable growth of all types of business, the diversification of agriculture and sustainable rural tourism and leisure. In Selby District, this is particularly important given the above-average proportion of micro-businesses (those with 0-9 employees) which exist within the District. However, development of the rural economy must not be at the expense of the quality, character and tranquil nature of the District's rural areas, as it is recognised that it is for these reasons that people chose to live in the District.

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- 5.19** Whilst it is important that economic growth is concentrated in the District's main towns, sustainable opportunities are required in rural locations to maintain the viability of rural communities and to reduce the need to travel. Rural areas are those areas in the open countryside beyond the District's settlements.
- 5.20** The support for small businesses, self employment and opportunities for home working are particularly important in rural areas. It will be important that the District has the digital and communications infrastructure in place to respond effectively to changing work patterns, whilst also helping to lower carbon emissions.
- 5.21** Some of the District's largest former employment sites are located in the countryside, including former mines, airfields and power stations, some of which are subject to planning conditions which require their restoration to agricultural uses.
- 5.22** Eggborough Power Station has recently been decommissioned and has consent for its redevelopment for B2 and B8 employment uses (subject to a S106 agreement). Drax is pioneering carbon capture storage technologies with ambitions for the first zero carbon industrial cluster.
- 5.23** The Council supports the reuse of the former Gascoigne Wood mine site, provided that any proposed use is directly linked to the use of the existing rail infrastructure that exists on the site. However, the remaining former mine sites at Stillingfleet and Wistow are remote and are not considered suitable for re-use for large scale or intensive economic activities.
- 5.24** The District also has a number of former airfields which tend to be located in rural areas without the benefit of good road infrastructure. Proposals to redevelop these sites for employment uses will be judged on their individual merits, taking into account factors such as the impact on local highways and traffic generation and as well as job creation and employment benefits.

Alternative Options Considered

- 5.25** No other alternative policy approaches were considered. The NPPF is clear that planning policies should support a prosperous rural economy.

Question 28

Do you agree with the preferred approach to the Rural Economy? If not, please give the reason for your answer and explain how you would like to see it changed.

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Preferred Approach EM5 - Tourist, Recreation and Cultural Facilities

The preferred approach is that proposals for tourist, recreation and cultural facilities will be permitted provided:

- A. The nature and scale of the proposal would be appropriate to the locality;
- B. The proposal would not have a significant adverse effect on the character and appearance of the area;
- C. The proposal would not create conditions prejudicial to highway safety or which would have a significant adverse effect on local amenity; and
- D. For proposals that come forward within the open countryside, and subject to compliance with preferred approach EM4, justification will need to be provided that the use requires a rural location and that it cannot be accommodated within an existing settlement.

Explanation

- 5.26** Tourism, recreation and cultural provision is important for both urban and rural areas and has a crucial role in growing the economy of Selby District. The visitor economy is a priority growth area for the District's Economic Development Framework and the Selby District Visitor Economy Strategy (2018-2022 and beyond) aims to develop the District's visitor offer so that both residents and visitors alike can discover and celebrate its rich cultural heritage. Pre-Covid the overriding aim of the Strategy was to grow the sector by 20% by the end of 2022 and to seek to maximise the opportunities of being located close to existing popular tourist locations, such as York.
- 5.27** The District has a strong cultural heritage, with Selby Abbey, as one of the few remaining abbey churches of the Medieval period, undoubtedly representing the jewel in the crown. There are a number of other important heritage assets across the District such as the registered battlefield at Towton, Cawood Castle and sites such as Abbots Staith provide specific opportunities to restore and re-use iconic properties in a way that encourages footfall in Selby town centre. The District also has a rich shipbuilding and beer brewing heritage, in addition to opportunities around outdoor leisure activities.
- 5.28** However, there can be implications associated with tourism, including parking and traffic congestion and the impact it may have on the character and appearance of the local area, particularly within the open countryside, whilst recognising that some recreation uses (such as golf courses and horse-related development) will require a rural location. The Council's approach is therefore to encourage the introduction and expansion of tourist uses in a sustainable manner that safeguards the District's natural and historic environment as far as possible.

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Alternative Options Considered

- 5.29** Given the visitor economy is a priority of the Council's Economic Development Framework, it is not considered that any alternative options exist.

Question 29

Do you agree with the preferred approach to Tourist, Recreation & Cultural Facilities? If not, please give the reason for your answer and explain how you would like to see it changed.

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Preferred Approach EM6 - Holiday Accommodation

A. The preferred approach is that proposals for serviced and non-serviced holiday accommodation, including hotels, guest houses, holiday cottages, static caravans and lodges, will be permitted where:

1. The development is located within an existing settlement; or
2. If located in the open countryside the proposal represents:
 - i. An extension or replacement to existing holiday accommodation; or
 - ii. The re-use of an existing building which is structurally capable of conversion; or
 - iii. Purpose-built new holiday accommodation which can demonstrate the highest possible standards of siting, design and landscaping.

And subject to meeting all of the following criteria: The size and scale of the proposal would be appropriate to the locality;

3. The development does not create an over-concentration of properties in use as tourist accommodation to the detriment of local amenity;
 4. Development would not have an unacceptable impact on highways or other forms of infrastructure;
 5. Development would not have a harmful impact on the countryside, biodiversity, landscape or local character of the area; and
 6. Where the development is for a hotel, the proposal should demonstrate compliance with the sequential approach in accordance with national policy and preferred approach EM7.
- B. The preferred approach is that proposals for touring caravan and camping facilities will be supported where:
1. The proposal would not have a significant impact on the character and open appearance of the countryside or harm recognised nature conservation interests;
 2. The proposal would be well screened and would not have a significant adverse impact on local amenity;
 3. The site would have good access to the primary road network and would not have an unacceptable impact on highways;
 4. Any ancillary buildings or structures are demonstrably essential to providing basic services on the site; and
 5. The number of pitches proposed are in proportion to the size of the locally resident population so as not to disrupt community life.
- C. To ensure that holiday accommodation does not result in the creation of permanent living accommodation, conditions may be imposed which restrict the use and / or period of occupation.

5 Supporting a Diverse Local Economy and Thriving Town Centres

Explanation

- 5.30** Across Selby District, there is a range of tourist accommodation available including hotels, guest houses, self-catering cottages, holiday lodges and campsites. This creates a range of places for tourists to stay and has a positive impact on the local economy.
- 5.31** The preferred location for new serviced and non-serviced holiday accommodation is within existing settlements. This is to enable visitors to access a range of services by a choice of travel modes, including on foot.
- 5.32** The use of land for touring caravan and camp sites has a lower impact than other tourist accommodation as they are not permanently occupied and in winter months there may be little evidence of activity. However, in summer months they can be intrusive in the landscape and may add to pressures on local services. Consideration will therefore need to be given to visual impact and effect on landscape character, as well as the impacts on infrastructure and local communities.
- 5.33** Restricting the occupancy of holiday accommodation ensures that permanent residential uses can be restricted where this is appropriate. Without such an approach, broad objectives of protecting the countryside could be compromised and additional pressures could be placed on local services, such as educational and health facilities.
- 5.34** The renting out of private homes for short periods of time does not normally require planning permission. However, the permanent or frequent use of a property for short term lets (such as Airbnb lets), especially on a scale that may impact on the amenity of neighbouring properties, is likely to be considered a change of use, requiring consent and should be considered against the preferred approach HG11. This is to ensure that the loss of permanent housing stock is prevented and the impact on residential character and amenity can be balanced and considered against any benefits that the development may afford in terms of its contribution to tourism and the local economy.

Alternative Options Considered

- 5.35** An alternative option would be to rely on national guidance, however given the importance of the visitor economy in the Council's Economic Development Strategy it is considered that it is important to have a preferred approach which promotes holiday accommodation, but at the same time ensuring that harm to the rural nature of the District is minimised.

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Question 30

Do you agree with the following preferred approaches to Holiday Accommodation?

1. Serviced and non-serviced holiday accommodation
2. Touring caravan and campsites
3. The imposition of conditions to restrict the use and / or period of occupation.

If not, please give the reason for your answer and explain how you would like to see it changed.

Retail and Town Centres

5.36 The Council has undertaken a Retail, Town Centre and Leisure study (2020) which has identified the capacity for additional convenience (food) and comparison (non-food) retail floorspace, alongside the need for additional leisure and cultural uses. The projections in this report show the following gross floorspace requirements to 2040:

A1 retail (convenience)	A1 retail (comparison)	A3-A5 uses	Total
2,605sq m gross	-233 sq m gross	738 sq m gross	3,110 sq m gross

Table 5.2

5.37 The study also finds that there is the potential to improve commercial leisure facilities within the District, with theoretical scope for a small cinema (2 screens with 350 seats) in Selby and the potential for up to 3 additional health and fitness facilities across the District in the period to 2040.

5.38 The projections suggest that there is no pressing need to allocate sites for major retail and leisure uses in order to accommodate projected growth. The priority in the short to medium term should be the re-occupation of vacant units, particularly in Selby and Tadcaster town centres, along with the provision of local shops and services to provide day-to-day facilities within walking Distance of major housing developments that come forward during the plan period.

5 Supporting a Diverse Local Economy and Thriving Town Centres

Preferred Approach EM7 - Town Centres and Retailing

A. The preferred approach is that support will be given to maintaining and enhancing the vitality and viability of the following hierarchy of centres:

1. Selby - principal town Centre
2. Tadcaster and Sherburn in Elmet - minor towns centres

Selby town centre is the dominant centre in the District. The preferred approach is that the role of Selby town as the District's principal town will be supported through a focus for town centre uses including retail, commercial, leisure, entertainment, food and drink, recreation, arts and cultural uses. The continued renaissance of the town centre will be promoted through the diversification of uses, including the re-purposing of upper floors to residential use, sensitive conservation work, improved pedestrian and cycle linkages and an enhanced evening and visitor economy. A Shop Front Design Guide Supplementary Planning Document will be prepared with a view to help improve the visual character of the high street. Opportunities will be taken to enhance the town's weekly market and promote town centre spaces for events and leisure activities.

Tadcaster and Sherburn in Elmet town centres have an important role serving more localised catchments. In Tadcaster, priority will be given to the regeneration of the town centre in a way which utilises the town's high quality built heritage and attractive riverside location.

Improvements to the retail offer and range of facilities will be encouraged in Sherburn town centre to ensure that the local community is supported by a wider range of shops and services, including an enhanced evening economy. This may be achieved through an extension or remodelling of the existing town centre.

B. Retail development and proposals for other main town centre uses, outside the town centre boundaries of Selby, Tadcaster and Sherburn in Elmet will be required to:

1. Meet a purely localised need and conform with preferred approach EM8; or
2. Demonstrate compliance with the Sequential Approach; and
3. Provide an Impact Assessment for proposals that have a floorspace in excess of 400 sq m gross (280 sq m net)

Explanation

5.39 The NPPF states that Local Plans should define a network and hierarchy of centres. The retail hierarchy aims to promote sustainable development by focusing retail and other town centre uses in those areas that are most accessible to residents. Selby town centre is the District's principal town centre where the majority of new retail development should be concentrated. Tadcaster and Sherburn in Elmet also perform an important role in providing important shops and services to more localised catchments.

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- 5.40** The main town centre uses to which this preferred approach apply are defined in the NPPF as including retail, leisure, entertainment, more intensive sport and recreation uses, offices, arts, culture and tourism.
- 5.41** Town centres provide a range of functions and services and whilst town centres continue to have an important role in providing a focus for economic activity, public transport and civic functions, this traditional role is changing particularly with regards to retailing. Because of this, it is important to provide a clear function for each town centre.
- 5.42** Selby town centre performs well in terms of vitality and viability indicators, but work undertaken for the Council indicates that the town centre could be better physically related to its immediate surrounds, particularly by improved linkages between the train station and the Abbey. Furthermore, the attractive historic fabric of the town centre provides opportunities to enhance the visitor economy. The town centre benefits from a weekly Monday market and a farmer's market which is held monthly, on every third Saturday. Although the market is considered to be sustainable and appropriately sized, any opportunities to enhance its offer should be taken.
- 
- 5.43** As part of the Selby High Street Heritage Action Zone Project a Shop Front Supplementary Planning Guidance Document will be prepared which will build on the Conservation Area Appraisal recommendations and help improve the character of the area.
- 5.44** Sherburn in Elmet town centre is a vibrant centre with a very low number of vacancies and successful local businesses. The town has witnessed a high level of housing and employment growth in recent years, but the level of supporting infrastructure has not kept pace. The priorities for Sherburn town centre relate to business diversification, digital development and the provision of an enhanced evening economy.
- 5.45** Tadcaster town centre is showing poor signs of vitality and viability with nearly a third of town centre properties currently vacant and a limited service based provision including no high street bank. The poor performance of the centre has persisted for a number of years.
- 5.46** The NPPF requires that planning applications for town centre uses should be located in town centres, then in edge of centre locations and only in those circumstances where no other suitable sites can be found, should out of centre locations be considered. In the circumstance where it can be demonstrated that the proposal meets a purely localised need in conformity with preferred approach EM8, compliance with the sequential test is not required.

5 Supporting a Diverse Local Economy and Thriving Town Centres

- 5.47** For proposals not located within the town centre a Retail Impact Assessment will be required for all schemes with a gross floorspace of 400 sq m and greater, in line with the NPPF which allows for the imposition of locally set thresholds. The assessment should consider the impact of the proposal on existing, committed and planned public and private investment in a centre or centres within the catchment area of the proposal. A locally set threshold for the impact was set using the recommendations set out in the Retail, Town Centre and Leisure Study.

Alternative Options Considered

- 5.48** There were no realistic alternative approaches considered. The NPPF requires that planning policies should define a network of centres and that planning decisions for out of centre proposals should apply a sequential and impact test.

Question 31

Do you agree with the following preferred approaches to Town Centres and Retailing?

1. The proposed hierarchy of centres
2. The proposed approach to out of centre development

If not, please give the reason for your answer and explain how you would like to see it changed.

Preferred Approach EM8 - Local Shops

The preferred approach is that outside established town centres, the health and well-being of local shops will be promoted.

- A. Planning permission for the change of use of a local shop, including post offices, pubs and petrol stations, to other uses will only be permitted if it can be shown that:
1. The business is no longer financially viable; or
 2. There is an appropriate alternative within the same village or community
- B. Proposals for new local shops will be permitted where:
1. The shops are of a type and in a place that would meet localised daily needs; and
 2. The shops are located and designed to encourage trips by pedestrians and cyclists

Explanation

- 5.49** It is important that those living in villages have access to a range of services which meet their day-to-day needs and the NPPF states that local authorities should plan positively for the provision and use of shared premises, such as local shops. These

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facilities are considered to enhance the sustainability of communities and residential environments. Preferred approach EM8 relates to all those uses covered by A1-A5 of the Use Classes Order.

- 5.50** The NPPF states that the unnecessary loss of valued facilities should be guarded against, particularly where this would reduce the community's ability to meet its day-to-day needs. Preferred approach EM8 seeks to retain existing shops, wherever possible.
- 5.51** Proposals for new local shops will be supported where they can be shown to meet a purely localised need. Such facilities reduce the need to travel and help create and maintain sustainable communities. Proposals for small shops will not normally be required to meet the sequential test, provided that compliance with preferred approach EM8 can be demonstrated.

Alternative Options Considered

- 5.52** No other alternative options were considered. The NPPF states that planning policies should seek to retain and develop accessible services, such as local shops and public houses.

Question 32

Do you agree with the following preferred approaches to Local Shops?

1. The protection of existing facilities
2. Proposals for new local shops

If not, please give the reason for your answer and explain how you would like to see it changed.

Preferred Approach EM9 - Hot Food Takeaways

- A. The preferred approach is that proposals for hot food takeaways will only be permitted in locations where they satisfy other relevant policies of the plan and the following criteria:
1. They do not lead to clustering or proliferation of such uses where they undermine objectives to promote healthy living and the vitality and viability of the centre; and
 2. They do not have a negative impact upon the amenity and safety of residents and other businesses in the area; to include highway safety and parking, hours of operation, control of odours, and litter and waste disposal; and
- B. Subject to meeting the above criteria, hot food takeaways which are located within 400 metres of a secondary school or further education college will not be supported unless the opening hours are restricted until after 17:00 on weekdays.

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Explanation

- 5.53** The NPPF requires that planning policies achieve healthy, inclusive and safe places which enable and support healthy lifestyles, especially where this would address identified local health and wellbeing needs. The Council Plan (2020-30) requires that the Council be guided by a number of principles, including the consideration of the impact that decision making has on encouraging healthy life-style choices.
- 5.54** The aim of the preferred approach is to respond to concerns about the impact of hot food takeaways (HFTs) on eating behaviour and obesity, particularly childhood obesity. Selby, along with the rest of the UK, has high levels of obesity. [Data](#) from the NHS finds that 29% of adults within England are classified as obese, along with 20% of Year 6 children. It is commonly considered that there is a link between unhealthy food choices and obesity and one of the ways in which the Council can help to address obesity is through the control of HFTs which tend to be dominated by high fat, salt or sugar (HFSS) foods.
- 5.55** The Town and Country Planning (Use Classes) Order 1987 (as amended) defines a HFT as a premises where the primary purpose is the sale of hot food for consumption off the premises (Use Class A5). Whilst accessibility to unhealthy food is not just confined to HFTs and they can play an important role in providing a popular service to local communities, they are also commonly associated with a negative impact on the retail character and health of town centres and local parades of shops, along with the amenity of residents.
- 5.56** HFTs are often closed during the day, causing the visual amenity of the street to be adversely affected by shutters being down during the day, creating dead frontages. Furthermore the success of town centres and shopping parades is linked to the range variety of shops and services that can found there. HFTs are also commonly associated with adverse impacts on the amenity of residents and can be associated with noise, odours, litter and anti social behaviour. The preferred approach EM9 aims to reduce the clustering and proliferation of such uses in one area in order to ensure that HFTs do not detract from the prime shopping function of centres and parades, and to protect the amenity of local residents.
- 5.57** When a HFT is considered to comply with planning policy, it will often be necessary to condition the planning consent to control the impacts it has on surrounding areas. Conditions could relate to opening hours to prevent night-time noise disturbance. The preferred approach EM9 also requires that opening hours are restricted to after 5pm for HFTs proposed within 400 metres of a secondary school or further education college. This will be measured as the crow flies from the school gates. Research undertaken by North Yorkshire County Council into the healthy and active lifestyle behaviour of 11-15 year-olds found that there are 20 HFTs within a 1 mile radius of Selby High school, 4 of which are located within a 5 minute walk of the school site. During interviews with school staff, one of the main barriers identified to healthy eating and lifestyles was considered to be the influence of HFSS food. It is important to encourage children to make healthy lifestyle choices and restricting their access to unhealthy foods around their schools will help achieve this objective.

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Alternative Options Considered

- 5.58** An alternative approach would be not to include a preferred approach seeking to restrict the location and opening hours of hot food takeaways. However, it is considered necessary in this case to provide a proactive approach to ensure that hot food takeaways in the District do not undermine objectives to promote healthy living and ensure the vitality and viability of town centres.

Question 33

Do you agree with the preferred approach to Hot Food Takeaways? If not, please give the reason for your answer and explain how you would like to see it changed.

Preferred Approach EM10 - Advertisements

- A. The preferred approach is that applications for consent to display advertisements will be permitted where the size of the sign and the materials used are appropriate to the street scene and will not have an adverse effect on either the amenity of the area or on public and road safety.
- B. Proposals for the display of advertisements within Conservation Areas or on Listed Buildings will be granted consent provided the advertisement would not detract from the architectural and historic character of the street scene and / or building in question. The proposed advertisement should use a high standard of materials and it is proposed that the advertisement be illuminated, the design, method and degree of illumination should not detract from the overall character of the area.

Explanation

- 5.59** Advertisements are essential to commercial activity and play an important role in promoting retail and tourism. However, poorly placed or out of scale advertisements can have a detrimental impact on the appearance and character of the built and natural environment. The preferred approach EM10 seeks to ensure that new advertisements are proportionate and sensitive to their surroundings.
- 5.60** Poorly designed advertisements are a serious threat to the intrinsic character and appearance of Conservation Areas. A higher quality of design of signage and advertisements in Conservation Areas will be expected in order to preserve and enhance the historic character and appearance of the area. Proposals for advertisements on listed buildings require Listed Building Consent. Specific attention will be given to the visual impact of the proposed signage in relation to the architectural and historic importance of the building.

5 Supporting a Diverse Local Economy and Thriving Town Centres

Alternative Options Considered

- 5.61** An alternative approach would be not to include a Local Plan approach regarding the control of advertisements. However, the inclusion of a preferred approach creates a clear decision-making framework and helps to strike an appropriate balance between protecting the character of places and maintaining an attractive environment whilst permitting high quality signage and shop frontages to ensure appropriate promotion of local businesses.

Question 34

Do you agree with the preferred approach to Advertisements? If not, please give the reason for your answer and explain how you would like to see it changed.

Key Documents

- [Housing and Economic Development Needs Assessment \(2020\)](#)
- [Retail, Town Centre & Leisure Study \(2020\)](#)
- [Revitalising Selby Town Centre - A Forward Framework \(2020\)](#)
- [Revitalising Sherburn in Elmet - Creating the Village's Forward Framework \(2020\)](#)

Providing the Right Infrastructure To Support Local Communities 6

6 Providing the Right Infrastructure To Support Local Communities

Introduction

In response to the Issues and Options Consultation you told us.....

- Improvements are needed to the District's road infrastructure especially where roads such as the A63 run through villages.
- Linkages to stations and car parking provision must be addressed to encourage greater use and to integrate different modes of travel.
- Consideration should be given that in the future there may be less reliance on the private car given the climate change agenda and more home working.
- The Local Plan should address infrastructure such as education, health care alongside housing and employment development.
- Locally specific requirements should be addressed.
- The plan should aim to promote healthy lifestyles and promote active travel.

- 6.1** Infrastructure is defined as the services, facilities and installations which are required to sustain our communities and includes transport, utilities, telecommunications, schools, community facilities, health care facilities, waste and greenspaces, all of which are key to making Selby District a great place to live. This infrastructure underpins the aims and objectives of the Local Plan as failure to deliver can cause wide economic, social and environmental problems.
- 6.2** The preferred approach in this chapter seek to ensure that new development is supported by the provision of improvements or new services and facilities to ensure that Selby District remains a sustainable place to live and work. It is also crucial that the Council works with infrastructure providers to ensure that new infrastructure plans appropriately for the impacts of climate change over the lifetime of infrastructure assets.

6 Providing the Right Infrastructure To Support Local Communities

Preferred Approach IC1- Infrastructure Delivery

The preferred approach is for the Council to work with infrastructure providers to ensure that new development is supported by appropriate improvements to existing or new infrastructure. This includes the provision of education, health and social care, flood alleviation schemes, utilities, community facilities and highways improvements, including walking and cycling infrastructure. All infrastructure will be delivered in a timely manner to support development by:

- A. requiring applicants to demonstrate that there is sufficient infrastructure capacity to support all new development proposals;
- B. requiring developers to provide additional or improved infrastructure, as necessary and evidenced, either through on site provision or proportionate contributions towards the overall costs including ongoing maintenance where required in order to cater for the needs generated by the development; and
- C. ensuring that new or improvements to local infrastructure are in place no later than the appropriate phase of development which it is required to support.

Explanation

- 6.3** An Infrastructure Delivery Plan is being prepared which will identify the infrastructure required to support new development set out in the Local Plan. The Infrastructure Delivery Plan not only sets out the necessary improvements to infrastructure but considers how they will be funded. The Infrastructure Delivery Plan will inform the site requirements set out in each site policy in Part 3 of this document.
- 6.4** The Infrastructure Delivery Plan is being developed in conjunction with a range of bodies including North Yorkshire County Council who are responsible for the local highways network, primary and secondary education facilities, public health, adult social care and flooding. Similarly, the Council will work with a range of utility providers such as Northern Powergrid, Yorkshire Water and Northern Gas Networks to consider the impact of development and the improvements which will be required.
- 6.5** The Infrastructure Delivery Plan will identify the requirements for the provision of a range of new community facilities which are required to support the delivery of new housing and employment growth in the District. Where a deficit has been identified site allocation policies will seek to address shortfalls and land will identified on the policies map to meet this need.
- 6.6** New or improved infrastructure can be provided directly by the infrastructure provider through their capital schemes or can be funded through Section 106 legal obligations and receipts raised through the Community Infrastructure Levy (CIL). CIL is a set payment which applies to all liable development whereas S106 obligations are negotiated by the local planning authority in order to assist in mitigating the impact development to make it acceptable in planning terms. Planning obligations must be:
- necessary to make the development acceptable in planning terms;

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- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.

- 6.7** It is important to note that the Community Infrastructure Regulations allow for receipts from both S106 and CIL to be used to support the same piece of infrastructure.
- 6.8** The CIL charging schedule will be reviewed on an ongoing basis and the priorities for the spend of receipts will be set out annually through the Infrastructure Funding Statement. This report will include information on how contributions through S106 obligations and CIL receipts have been spent over a 12-month period. Infrastructure which will be funded through CIL will be published on an annual basis through the Council's Infrastructure Funding Statement.
- 6.9** Part three of this Local Plan identifies the Council's preferred sites for future development. Where sites require improvements to or the provision of new infrastructure this has been identified in the site-specific requirements. These requirements have been subject to viability testing and therefore robust evidence will be required to demonstrate whether particular circumstances justify the need for a revised viability assessment at the application stage.
- 6.10** Wherever possible new or improved infrastructure and services should come forward alongside new development so that impacts on existing services are minimised.
- 6.11** The Council will not support proposals which divide up large sites into smaller pieces in order to avoid requirements to provide new infrastructure.

Alternative Options Considered

- 6.12** The National Planning Policy Framework states that Strategic Policies should make provision for a range of infrastructure and therefore it is considered necessary to develop an Infrastructure Delivery Plan which sets out the infrastructure needed to support future growth and how this will be delivered. There are therefore not considered to be any reasonable alternative options.

Question 35

Do you agree with the preferred approach to Infrastructure Delivery? If not, please give the reason for your answer and explain how you would like to see it changed.

6 Providing the Right Infrastructure To Support Local Communities

Preferred Approach IC2 - Provision of New Infrastructure

- A. The preferred approach is that key infrastructure such as school provision, new road links and cemeteries required to support new development will be set out clearly in a table in the next version of the Local Plan. Where infrastructure requirements are specifically for land for example provision of a new school this will also be identified on the Policies Map. This will help to support future funding bids for new infrastructure or secure contributions through planning gain.
- B. Proposals for any additional infrastructure provision or change of use of existing facilities, which may come forward during the plan period will be supported where it can be demonstrated that:
1. there is an identified local need for the infrastructure; and
 2. the proposal is closely linked and accessible to the community where the need arises; and
 3. the location and design will not detract from the character of the local area; and
 4. satisfactory areas for amenity and circulation are provided to support the scheme.

Explanation

- 6.13** The Infrastructure Delivery Plan to support the preparation of the Local Plan is currently being prepared in consultation with a number of external stakeholder such as North Yorkshire County Council, the CCGs and utility providers. The preferred approach is to allocate sites which are required to deliver the infrastructure requirements identified to support growth during the plan period, with further details being set out in the specific Site Allocations Policies in Part 3 of the plan.
- 6.14** Although the aim is to plan long term to meet new infrastructure requirements there may be some cases where new infrastructure proposals are put forward during the lifetime of the plan and therefore the preferred approach is to set out the policy basis for determining any further facilities.

Alternative Options Considered

- 6.15** There are not considered to be any realistic alternative options as planning for infrastructure is a requirement of the National Planning Policy Framework.

Question 36

Do you agree with the preferred approach to the Provision of New Infrastructure? If not, please give the reason for your answer and explain how you would like to see it changed.

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Preferred Approach IC3 - Protection of Community Facilities

Development proposals which result in the loss of existing community facilities will only be supported where:

- A. It can be demonstrated that there is no longer a functional requirement for its continued use; and
- B. a robust marketing exercise has been undertaken which demonstrates that the building or land is not required for alternative community uses.

Explanation

6.16 Community facilities play an important role in the sustainability and vitality of our local communities which is reflected in the Settlement Hierarchy. Community facilities can include community/village halls; libraries; local shops; public houses; post offices; health services; sports facilities and allotments. Across the District a number of



community facilities have been lost or are under threat from redevelopment and their loss can have negative implications for the local community where there are no alternative facilities nearby. For this reason the Council will seek to protect community facilities unless a robust case is made to show that the facility is no longer required for this or any other community purpose.

Alternative Options Considered

6.17 The alternative option would be to rely on other preferred approaches in this document, however this would fail to recognise the important role community facilities play.

Question 37

Do you agree with the preferred approach to the Protection of Community Facilities? If not, please give the reason for your answer and explain how you would like to see it changed.

6 Providing the Right Infrastructure To Support Local Communities

Preferred Approach IC4 - Telecommunications and Digital Infrastructure Provision

- A. The preferred approach is that proposals for the improvement of digital communication networks including mobile connectivity across Selby District will be supported where the size of the equipment is kept to the minimum size possible and every effort has been made to minimise the visual impact of the proposal on the immediate area.
- B. The preferred approach is for the provision of digital infrastructure to be integrated into the design of all new residential and commercial developments in order to enable all new dwellings and businesses to access the fastest technical available broadband network or emerging technology where viable. Provision should be available at first occupation or to support delivery at a future date.
- C. Proposals for the erection of new telecommunications equipment will be supported where providers:
 - 1. demonstrate that it is not feasible to utilise existing masts or structures; and
 - 2. the siting, scale and design of the apparatus does not have a significant adverse impact of the character of the host building or wider local area.
- D. Works should be managed where possible and co-ordinated between providers to minimise disruption to the highways network and local communities.

Explanation

- 6.18** Access to super fast broadband is increasingly become a key component local communities and continued growth, helping to improve sustainable development. In order to ensure new developments are fit for future ways of living and working it is essential that they have the appropriate infrastructure in place to support superfast broadband as it becomes more widely available. The helps to make sure that are communities are not held back by like of access to online services and our businesses are not held back from competing globally.
- 6.19** The expectation is that provision to enable all new residential and commercial developments to access fast fibre to the premises may not be possible at the time of construction and therefore provision so that connection can be made at a later date.
- 6.20** In 2020 information from Ofcom says that Selby District has 100% 4G mobile phone coverage by at least one provider, with 98% 4G mobile phone coverage by all 4 mobile network operators. Despite this information there is some local evidence which suggests that in reality there are some areas which suffer from poor mobile coverage. North Yorkshire County Council are continuing to address these problems with the mobile networks through the Superfast North Yorkshire Project, a partnership with BT to deliver next generation superfast broadband to the County and address rural access to better broadband.

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Alternative Options

- 6.21** The National Planning Policy Framework requires that Strategic Policies set out an overall strategy for telecommunications infrastructure and therefore there are not considered to be any realistic alternative options.

Question 38

Do you agree with the preferred approach to Telecommunications and Digital Infrastructure Provision? If not, please give the reason for your answer and explain how you would like to see it changed.

Sustainable Transport

- 6.22** The district is well located in terms of transport connections, however there are limitations in the existing infrastructure which make it difficult to travel around the District itself.
- 6.23** North Yorkshire County Council are responsible for the for all adopted roads and footways within North Yorkshire and for the management, maintenance and improvement of the highway network. The main traffic routes in the District also include the A162, A1041/A645/A614 between Selby and the M62, A163 to Market Weighton, and the B1222 (between Escrick and the A63 Old Great North Road to the west of Sherburn in Elmet). Highways England are responsible for the Strategic Road network which includes the A1(M), the M62 and the A64.
- 6.24** There are regular train services between York and Hull which stop at Selby, Sherburn in Elmet, Church Fenton and Ulleskelf. Regular services run between York and Leeds with less regular trains stopping at Ulleskelf and Church Fenton and between Selby and York stopping at South Milford. Several trains a day also run to London Kings Cross. Regular trains also run between Leeds and Hull via Selby Town. In addition there are a number of villages with stations with more limited local services (Whitley Bridge and Hensall to Goole/Leeds).
- 6.25** The proposals for the national High Speed 2 (HS2) railway network will pass through Selby District as the line branches off the existing East Coast Main Line near to Church Fenton on its way to Leeds. In terms of freight lines, Sherburn Rail Freight Terminal in Selby District is one of three facilities in the North of England which meet the criteria for a strategic rail freight interchange. Selby Town is also connected to the inland waterway network via the Selby Canal and the River Ouse. Freight is also handled by draft with links to both Liverpool and Hull. The Aire and Calder Navigation Canal also runs through the southern part of the District, linking to the Port of Goole.

6 Providing the Right Infrastructure To Support Local Communities

6.26 Most bus services in the District are operated by Arriva Yorkshire, while Yorkshire Coastliner operates long-distance services which connect Tadcaster to Leeds, York and the East Coast. There are a number of other companies operating local services in the District. Bus companies operate services either where they are economically viable or where supported by additional funds, and are willing to add new services or increase frequencies where profitable to the business. The location of new development may influence the future of bus services across the District.



6.27 The Trans Pennine Trail is a long-distance route running from the east to west coast across northern England, entirely on surfaced paths and only incorporating gentle gradients, taking in many disused railway lines and canal towpaths. The Trail extends through Selby District, passing through the centre of Selby Town and connecting locally with York. National Cycle Route Networks also connect Tadcaster to both York and Leeds.

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Preferred Approach IC5 - Sustainable Transport

- A. The preferred approach is for the Council to work with the relevant highways authorities, stakeholders and transport providers to support sustainable travel accessible to all which helps to deliver net zero carbon emission across Selby District. This will be achieved by:
1. supporting development proposals in locations which are well served by walking, cycling and public transport, are accessible to all sections of the community and provide linkages to and between developments in order to promote active travel;
 2. supporting proposals which will provide high quality walking and cycling networks to support the objectives of the Local Cycling Walking Infrastructure Plans prepared for Selby Town, Sherburn in Elmet and Tadcaster;
 3. supporting proposals for improvements to increase access to railway stations including enhanced cycle and walking routes, cycle storage, car parking provision and other proposals aimed at increasing the use of public transport between settlements in the District and to the cities of York, Leeds and Hull or facilitating reductions in carbon emissions such as electrical car charging points/hydrogen technologies; and
 4. supporting proposals aimed at improving the local and strategic highway network as identified in Local Transport Plans or Road Investment Strategies and improvement to the accessibility of rural areas in order to address existing issues.
- B. Where new developments are considered to have an adverse impact on the highway network contributions will be expected for both on and off-site mitigation as necessary; this may include requirements to provide sustainable Travel Plans.

Explanation

- 6.28** The York and North Yorkshire Local Industrial Strategy sets an ambitious target for net carbon neutrality in York and North Yorkshire by 2030. According to figures from SCATTER approximately 37% of the District's carbon emissions are from road vehicles. In order to meet the targets in the Local Industrial strategy policies will seek to support sustainable transport.
- 6.29** Local Cycling and Walking Infrastructure Plans (LCWIPs), as set out in the Government's Cycling and Walking Investment Strategy (CWIS), are a new, strategic approach to identifying cycling and walking improvements required at the local level. They enable a long-term approach to developing local cycling and walking networks, typically over a 10-year period, and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle.
- 6.30** The focus of the LCWIP process is to create a cohesive network for walking and cycling that will encourage those who do not currently walk or cycle for everyday purposes to do so, generally aligning with travel for commuting and utility purposes

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over shorter distances. The Selby District LCWIP focuses on three distinct areas Selby with Thorpe Willoughby; Brayton, and Barlby / Osgodby; Tadcaster; and Sherburn-in-Elmet.

- 6.31** Maintenance and improvement of the strategic road network is carried out by Highways England. Planning for strategic improvements to this network is through the preparation of Route Strategies, while the government's Road Investment Strategy (RIS), prepared five-yearly, sets out the programme of improvements for delivery within the following period.
- 6.32** North Yorkshire County prepares a Local Transport Plan which sets out the identified issues facing residents and visitors to the County, and what types of actions can be taken to achieve objectives. Where appropriate proposals should seek to support and connect with wider programmes identified in the Local Transport Plan and by Transport for the North including:
- electrification
 - upgrading of A63
- 6.33** Working in partnership with the West Yorkshire Combined Authority and Leeds City Region the Council have been allocated funding through the Transforming Cities Fund to help connect Selby Station with the Town Centre, improve the public realm and enhance sustainable transport access such as walking and cycling.

Alternative Options Considered

- 6.34** The National Planning Policy Framework says that transport issues should be considered from the earliest stages of plan making to ensure that opportunities to promote walking, cycling and public transport are identified and pursued.

Question 39

Do you agree with the preferred approach to Sustainable Transport? If not, please give the reason for your answer and explain how you would like to see it changed.

Providing the Right Infrastructure To Support Local Communities 6

Preferred Approach IC6 - Parking and Highway Safety

The preferred approach is that proposals for new development or expansion of an enterprise which leads to the creation of a new access or intensification of an existing access are required to be well related to the existing highways network and will provide:

- A. safe pedestrian, cycling, vehicular, emergency and refuse vehicle access;
- B. adequate provision for parking must be incorporated into the design of new development in line with the parking standards for low emission vehicles and charging points, cars, cycles, disabled parking and operational serving requirements published by the Highways Authority;
- C. charging points for electric vehicles on all new residential developments.

Explanation

- 6.35** As the Highways Authority North Yorkshire County Council are responsible for all adopted roads and footways in the District and for the management, maintenance and improvement of the highway network.
- 6.36** The County Council provide guidance on highways safety and car parking for new development proposals. The North Yorkshire County Council Car Parking Strategy (2011) relates to all parking which falls under the remit of the County Council i.e. on street parking in the District.

Alternative Options Considered

- 6.37** In setting parking standards the National Planning Policy Framework says that policies should take account of a number of factors including the accessibility and type and mix of development.

Question 40

Do you agree with the preferred approach to Parking and Highway Safety? If not, please give the reason for your answer and explain how you would like to see it changed.

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Preferred Approach IC7 - Public Rights of Way

The preferred approach is that development which may have an impact on a public right of way network will only be supported where it can be demonstrated that:

- A. Satisfactory and alternative routes are provided, with adequate signage and the new access is of the same or better standard; and
- B. Opportunities for enhancement through the addition of new links to the existing network and the provision of improved facilities to make them more attractive to users, and facilitate sustainable access modes, including public transport, cycling and walking which minimise conflicts have been fully explored and, where appropriate, all reasonable and viable opportunities have been taken up.

Explanation

- 6.38** The District has an extensive public rights of way network which includes the Trans Pennine Trail, a long-distance route running from the east to west coast and passes through the centre of Selby Town. North Yorkshire County Council as the Local Highway Authority is responsible for maintaining public rights of way, although the District Council has certain powers to create public rights of way and to close or divert rights of way.

Alternative Options Considered

- 6.39** As Public Rights of Way are important for both recreation and health it is considered crucial that they are protected and therefore there are not considered to be any reasonable alternatives.

Question 41

Do you agree with the preferred approach to Public Rights of Way? If not, please give the reason for your answer and explain how you would like to see it changed.

Preferred Approach IC8 - Provision of Motorist Service Areas

- A. The preferred approach is that proposals for the development of new motorway services, lorry parks or the re-development of existing provision along the strategic highway network will be supported where they comply with the preferred approach for landscape NE3 and where located within the Green Belt in accordance with preferred approach SG7.
- B. Applicants will be expected to demonstrate that there is robust justification of the need for a new motorway service provision.

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Explanation

- 6.40** A number of strategic highways routes run through the District including the A1, M62 and A64. This preferred approach seeks to provide the basis for decisions for proposals which require close proximity to the strategic highway network and could include the provision of new service facilities, the re-use of existing and the provision of lorry parking or transit traveller sites. In the case of new provision applicants will be expected to provide robust justification for the proposed use and proposals will be considered in line with other policies in the plan including those relating to the Green Belt.

Alternative Options Considered.

- 6.41** The alternative option would be to rely on other policies in the Plan or the National Planning Policy Framework, however the inclusion of this preferred approach provides a clear local framework for addressing proposals of this nature.

Question 42

Do you agree with the preferred approach to the provision of Motorist Service Areas? If not, please give the reason for your answer and explain how you would like to see it changed.

6 Providing the Right Infrastructure To Support Local Communities

Minerals Safeguarding

- North Yorkshire County Council are Minerals and Waste Planning Authority for the Selby District. The North Yorkshire, City of York and North York Moors National Park Authority Joint Minerals and Waste Plan safeguards a number of areas in the Selby District.
- The approach to Minerals Safeguarding is set out in Chapter 8 of the adopted Minerals and Waste Joint Plan.

Explanation

- 6.42** North Yorkshire County Council are responsible for planning for Minerals and Waste in Selby District. North Yorkshire County Council has prepared a Joint Minerals and Waste Plan alongside City of York Council and the North York Moors National Park Authority.
- 6.43** The safeguarding of minerals resources and of minerals and waste infrastructure is an important aspect of national policy and necessary to ensure the long-term sustainability of the area. The effective safeguarding of minerals helps to preserve finite resources for the future although there is no presumption that safeguarded resources will be worked. The Minerals and Waste Joint Plan sets out policies for safeguarding these important assets from encroachment or replacement by other forms of development. Consultation with the County Council will be required on any non-exempt development on a safeguarded site. There are a number of safeguarded sites in Selby District which are identified on the Policies Map.
- 6.44** Policy SO2 of the Minerals and Waste Plan specifies that the following application types will be regarded as ‘exempt’ development and, where proposed within an area safeguarded in the Joint Plan for surface minerals resources, minerals ancillary infrastructure, minerals transport infrastructure or waste infrastructure, do not require consideration under relevant safeguarding policies in the Plan:
- Infilling in an otherwise built-up frontage within a settlement
 - Householder applications within the curtilage of a property
 - Advertisement applications
 - Reserved matters applications
 - Applications for new or improved accesses
 - ‘Minor’ extensions/alterations to existing uses/buildings which do not fundamentally change the scale and character of the use/building
 - ‘Temporary’ development (for up to five years)
 - Agricultural buildings adjacent to existing farmsteads
 - ‘Minor’ works such as fences, bus shelters, gates, walls, accesses
 - Amendments to current permissions (with no additional land take involved)
 - Changes of use
 - Applications for development on land which is already allocated in an adopted local plan where the plan took account of minerals and waste safeguarding requirements

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- Listed Building Consent and applications for planning permission for demolition in a conservation area
- Applications for work on trees or removal of hedgerows
- Prior notifications for telecommunications, forestry, agriculture and demolition
- Redevelopment of previously developed land not increasing the footprint of the former development
- Certificates of Lawfulness of Existing Use of Development and
- Certificates of Lawfulness of Proposed Use or Development.

Key Documents

- [North Yorkshire, City of York and North York Moors National Park Authority Minerals and Waste Joint Plan](#)
- [North Yorkshire County Council Local Transport Plan \(LTP4\) \(2016-2045\)](#)
- [Transport for the North Strategy](#)
- [Local Cycling Walking Infrastructure Plans](#)

7 Creating High Quality Places to Live

7 Creating High Quality Places to Live

Introduction

In the Issues and Options consultation you told us that:

- Buildings should be sympathetic to the individual settlement, all the villages and towns of Selby District are unique and should be treated as such.
- The needs of the elderly should be considered when developing housing policies
- The Local Authority should build more houses.
- There should be a mix of housing across the District to accommodate all types of residents.
- There needs to be a requirement for a percentage of wheelchair accessible homes on sites.
- There is a need for more smaller houses for first time buyers and the elderly.
- When building houses we should make the most efficient use of land.
- All new residential developments should be built to high energy efficiency standards.

7.1 People are attracted to live in the District because of its links to the major cities of the region such as York and Leeds and its good quality natural and historic environment, because it offers a range of good schools and local services and because it has lower house prices than many neighbouring authorities. It is a key priority for the Council to make Selby District a great place to live.

7.2 The proposed planning approaches in this chapter of the Local Plan seek to build on the attractiveness of Selby by ensuring that the places where people live in the District are inclusive, attractive and sustainable. The policies seek to ensure that the right types of homes are delivered for local people and that houses and neighbourhoods are well designed, these measures will play a crucial part in supporting the long term health and well-being of the residents of the District. Ensuring that all new residential development recognises and responds to the climate change in where they are built, how they are constructed and their long-term impact on carbon emissions is also an important factor.

7.3 We will support well designed residential developments which feature the correct mix of dwelling types and sizes, including smaller homes for young people and young families, and all homes need to have sufficient space standards for bedrooms. We have recognised the importance of the rural economy in the District and have a policy which supports the construction of dwellings for agricultural workers. We are also supporting those who want to make additions and improvements to their home, whilst ensuring that this does not compromise the amenity of their neighbours or the character of the surrounding area.



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- 7.4** Self-build and custom build homes can help to meet the specific housing needs for individuals and there is evidence of a demand for these types of homes in the District. This plan promotes self-build and custom build homebuilding both as stand-alone developments and by supporting larger developments which provide a proportion of self-build and custom build homes on site. We have also considered the requirements of the District's Gypsy, Traveller and Showperson population needs for pitches over the plan period and have allocated enough sustainable and safe sites for these.
- 7.5** Although the District has lower house prices than many neighbouring authorities, many local people still cannot afford to buy their own home or rent privately. The Local Plan will play a key role in delivering sufficient levels of affordable homes, by ensuring that all developments provide a viable amount of affordable homes on site. It also supports the development of affordable housing exception sites in the rural areas of the District where they are proven to be most needed, this will enable younger people to stay in villages and this will in turn make those villages more sustainable.
- 7.6** Selby District already has a high quality historic and natural environment, the policies in this chapter seek to ensure that where residential development is near an asset such as a locally important landscape or a conservation area, that it conserves and enhances those assets. By creating well designed, accessible and sustainable neighbourhoods we also help to create valued places which we want to conserve in the future. This plan also ensures that the residents of new developments will have easy access to green spaces by supporting developments which provide parks and playing areas on site.

Scale and Distribution of Housing

- 7.7** The District is home to 93,849 residents and the population is projected to grow by around 9,000 people over the plan period. The preferred spatial strategy aims to distribute growth to the most sustainable locations, to take advantage of existing services and better accessibility.
- 7.8** The Local Plan's housing requirements are based on evidence from the 2020 Housing and Economic Development Needs Assessment (2020). This evidence demonstrates that to meet the current standard methodology requirement figure (December 2020) the Local Plan will need to plan for at least 342 dwellings per annum but the anticipated employment growth in the District increases this to a minimum of 382 dwellings per annum. A further 5% buffer has been added to the minimum requirement to provide flexibility and an over-supply of sites to ensure that sufficient housing is delivered, even in the circumstances where some sites do not come forward for development. This figure of 402 dwellings per annum multiplied over the 20-year plan period equates to 8040 dwellings. From this figure existing commitments have been deducted as set out in the table below, which means that this plan must allocate sufficient sites to deliver 5,755 new homes over the plan period.

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Source	Number of Dwellings
A: District Wide Requirement Figure	8040
B: Net Commitments at 31st March 2020	2293
Minimum Requirement (A-B)	5755

Table 7.1

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Preferred Approach HG1- Meeting Local Housing Needs

The preferred approach is that the Council will meet its housing requirements over the plan period through:

- A. The completion of 1398 dwellings on sites with implemented planning permissions, as listed in appendix A, and;
- B. The allocation of sites to provide 895 dwellings on unimplemented residential planning permissions, as seen on the Draft Policies Map and in appendix A, and;
- C. The allocation of new sites in the table below and identified on the Draft Policies Map to provide 6,967 dwellings. They will be developed in accordance with the relevant Local Plan policy requirements and the development requirements identified for each site.
- D. In addition to this, it is expected that approximately 500 dwellings will be delivered as windfall in the smaller villages over the plan period.

Site Ref	Settlement	Location	Proposed Dwellings over the Plan Period
AROE-I	Appleton Roebuck	Land Adjacent to Maltkiln Lane	50
BARL-K	Barlby & Osgodby	Land at Turnhead Farm	26
OSGB-G	Barlby & Osgodby	Lake View Farm	21
OSGB-I	Barlby & Osgodby	Land east of Sand Lane	72
BRAY-B	Brayton	Land South of Brackenhill Lane	60
BRAY-X	Brayton	Land north of Mill Lane	150
BRAY-Z	Brayton	Land south of St Wilfred's Close	20
CAMB-C	Camblesforth	Land north of Beech Grove	121
CARL-G	Carlton	Land north of Mill Lane	123
CLIF-B	Cliffe	Land at Bon Accord Farm	19
CLIF-O	Cliffe	Land north of Cliffe Primary School, Main Street	77
EGGB-Y	Eggborough	Land West of Kellington Lane	1350
HAMB-N	Hambleton	Land east of Gateforth Lane	44
HEMB-I	Hemingbrough	Land South of Orchard End	26
HEMB-J	Hemingbrough	Land East of Mill Lane	41

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Site Ref	Settlement	Location	Proposed Dwellings over the Plan Period
HEMB-K	Hemingbrough	Land south of School Road	8
HENS-A	Hensall	Land to North of Weeland Road	24
HENS-L	Hensall	Land north of Wand Lane	57
KELL-B	Kellington	Land off Church Lane and Lunn Lane	72
KELL-G	Kellington	Land east of Manor Garth	27
HILL-A	Monk Fryston/Hillam	Land West of Main Street, Hillam	33
NDUF-D	North Duffield	Land North of A163	45
NDUF-L	North Duffield	Land at Gothic Farm	10
RICC-J	Riccall	Land at Landing Lane Riccall	180
SELB-AG	Selby	Rigid Paper	330
SELB-B	Selby	Industrial Chemicals Ltd	450
SELB-BZ	Selby	Crosshills Lane	1270
SELB-D	Selby	Land West of Bondgate	9
SHER-H	Sherburn	Land adjacent to Prospect Farm, Low Street	300
TADC-AD	Tadcaster	Barnardo's Wighill Lane	5
TADC-AE	Tadcaster	Land north of Hillcrest Court	30
TADC-J	Tadcaster	Land north of Station Road	104
TADC-H	Tadcaster	Central Area Car Park	43
TADC-I	Tadcaster	Mill Lane	248
TADC-L	Tadcaster	Land to rear of 46 Wighill Lane and Former Coal Yard.	17
THRP-I	Thorpe Willoughby	Land north of Field Lane	70
THRP-K	Thorpe Willoughby	Land South of Leeds Road	127
THRP-V	Thorpe Willoughby	Land at Swallowvale Leeds Road	13
ULLE-K	Ulleskelf	Land South of Barley Horn Road	35

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Site Ref	Settlement	Location	Proposed Dwellings over the Plan Period
	Proposed New Settlement	To be confirmed	1,260
Total Dwellings			6,967

Explanation

- 7.9** In preferred approach SG2 the Council recognises the opportunities around the Selby Urban area for the regeneration of previously developed land (brownfield), whilst acknowledging that given remediation costs will be difficult to bring forward. In order to recognise the difficulty in bringing forward these sites which will help to regenerate the town centre, sufficient flexibility has been built into the proposed allocations in order to maintain supply should these sites not come forward during the plan period.
- 7.10** The preferred approach for the distribution of the District's housing requirements reflects the preferred spatial approach which seeks to focus new housing in the most sustainable locations, the scale of development which could be accommodated and accessibility to local services.
- 7.11** The table below shows how the existing and proposed development will be distributed around the settlement hierarchy and to individual settlements. Some settlements are not proposed to have allocated growth, this is because they have a settlement wide constraint which prevents development. For the settlements of Byram and Brotherton, South Milford, Escrick and Fairburn this is because the entire settlement is enveloped by greenbelt. For the settlements of Cawood, Church Fenton and Wistow it is because there are no sites outside of the worst affected floodzones (2, 3a and 3b) and the sequential approach advocated in para 157 of the NPPF has been used to direct the development to settlements in the same tier with lower flood risk.

Hierarchy	Settlement	Commitments	Preferred Allocations	Total
Principal Town	Selby Urban Area	473	2059	2532
Local Service Centre	Sherburn	607	300	907
	Tadcaster	164	447	611
New Settlement	New Settlement	0	1260	1260
Tier 1 Village	Barlby & Osgodby	107	119	226
	Brayton	52	230	282

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Hierarchy	Settlement	Commitments	Preferred Allocations	Total
	Byram & Brotherton	34	0	34
	Eggborough & Whitley	173	1350	1523
	Hemingbrough	7	75	82
	Riccall	20	180	200
	South Milford	4	0	4
	Thorpe Willoughby	131	210	341
Tier 2 Village	Appleton Roebuck	4	50	54
	Camblesforth	61	121	182
	Carlton	162	123	285
	Cawood	43	0	43
	Church Fenton	12	0	12
	Cliffe	4	96	100
	Escrick	1	0	1
	Fairburn	7	0	7
	Hambleton	122	44	166
	Hensall	4	81	85
	Kellington	4	99	103
	Monk Fryston/Hillam	15	33	48
	North Duffield	58	55	113
	Ulleskelf	28	35	63
	Wistow	2	0	2

Table 7.2

7.12 The preferred approach is that sites with unimplemented planning permissions at the base date of this plan (31/03/2020) will be allocated for the remainder of the plan period and considered as part of the current supply of housing. These sites have been assessed to be deliverable and comply with the spatial strategy approach to the location of residential development, in total these sites account for 895 dwellings, these permissions are shown on the policies map and are listed in appendix A.

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- 7.13** Sites with deliverable planning permissions that have been implemented at the base date of this plan (31/03/2020) will be considered as part of the current supply of housing. In total these account for 1398 dwellings, these permissions are listed in appendix A. Sites to support the delivery of 6967 dwellings can be seen on the draft policies map and the preferred approach for each of these sites can be seen in part 4 of this plan.



- 7.14** All of the sites submitted through the call for sites exercise have been assessed in accordance with the Site Assessment Methodology (SAM) and have been found to be the most sustainable based on a number of factors, including access to services and the impact on the natural and built environment. This selection process ensures that the most sustainable and deliverable sites are developed over the plan period. The number of houses that can be delivered on each site has been calculated using the methodology contained in the 2020 SHLAA, unless a site promoter has provided a masterplan that shows a specific number of dwellings on site for specific reasons, i.e. keeping part of the site clear for flood risk prevention. Sites were considered against their performance in the SAM and other sites are not proposed for allocation because they performed less well in that assessment. Sites were also not proposed for a variety of key deliverability reasons including fractured ownership, lack of access, access with a ransom strip, or due to the level of flood risk on site.
- 7.15** Preferred approach HG2 advocates the development of windfall sites in the smaller villages, both within and outside the main built area of the settlement, subject to certain criteria. This could provide additional numbers in terms of supply, over and above those which will be delivered through allocated sites. It is estimated that the 16 smaller villages outside of the greenbelt and areas of worst flood risk will provide approximately 500 dwellings over the plan period.

Alternative Options Considered

- 7.16** The preferred spatial approach has been developed in response to the District's environmental constraints and focus on sites in the most sustainable locations, with access to a range of local facilities, whilst maintaining the current Green Belt.
- 7.17** A number of alternative options for the spatial approach have been considered, this includes consideration of a greater spread of development in the Tier 1 and Tier 2 villages and a lesser volume of development in Selby Urban Area, as Tadcaster and Sherburn in Element to reflect their location partially in the Green Belt. Further details on how these options have been considered are set out in the accompanying Sustainability Appraisal.

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Question 43

Do you agree with the preferred Spatial Distribution of Dwellings across the proposed Settlement Hierarchy? If not, please give the reason for your answer and explain how you would like to see it changed.

Please note that comments on individual proposed residential allocations should be made through the Preferred Allocations chapter.

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Preferred Approach HG2 - Windfall Developments

The preferred approach is that residential developments on sites not allocated in preferred approach HG1 will be supported:

- A. In the Selby Urban Area, Sherburn in Elmet, Tadcaster and the Tier 1 and 2 Villages, providing they are within the development limits of these settlements. The types of housing developments supported includes conversions, replacement dwellings, redevelopment of previously developed land, and appropriate scale development on greenfield land, including the conversion and redevelopment of farmsteads.
- B. In the Smaller Villages, providing they are, for conversions, replacement dwellings, redevelopment of previously developed land, the in-filling of gaps within a continuous frontage, within the main built-up area of the settlement. Support for the very small-scale development of 5 dwellings or fewer adjacent to the built up areas will also be supported where:
 - 1. it represents the organic growth of the village; and
 - 2. is of a high quality of design which reflects the character and form of that part of the village; and
 - 3. respects the intrinsic character of the countryside; and
 - 4. does not in itself, or in association with other developments, result in a cumulative level of development which is harmful.
- C. To meet rural affordable housing need (which meets the provisions of preferred approach HG4) on sites adjacent to the built form of any settlement.
- D. In the countryside isolated new isolated homes will be resisted unless there are special circumstances such as:
 - 1. the essential need for a rural worker to live permanently at or near their place of work in the countryside in accordance with preferred approach HG6; or
 - 2. where such development would represent the optimal viable use of a heritage asset or would be appropriate enabling development to secure the future of heritage assets; or
 - 3. where the development would re-use redundant or disused buildings and lead to an enhancement to the immediate setting; or the exceptional quality or innovative nature of the design of the dwelling.

Where relevant, regard should also be taken of the design principles contained in adopted Village Design Statements and Neighbourhood Plans.

Explanation

- 7.18** The preferred approach is to support opportunities for windfall development to come forward over the plan period in addition to site allocations. Within the development limits or the main built-up areas of Smaller Villages support will be given to

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conversions, replacement dwellings and the redevelopment of previously developed land where it does not conflict with other preferred approaches set out in this document.

- 7.19** It is recognised that some small scale development may be appropriate to support the continued vitality of rural communities. This applies not only to young people who wish to remain in the village but also older people who wish to downsize their property. It also provides opportunities for self-build and custom housebuilding. This type of development can play an important role in maintaining social support networks of communities. Support for some scale development on the edges of the built up areas of the Smaller Villages recognises that due to the layout of some of these villages can be few opportunities for infill development within the main built form. The preferred approach seeks to support very small scale (5 dwellings or fewer) organic growth of smaller villages where they recognise the intrinsic character and beauty of the countryside.
- 7.20** The Council will resist new isolated homes in the countryside unless there are special circumstances as outlined in the preferred approach. Proposals of this nature must be accompanied with robust supporting information which relates to the justification for the proposal.

Alternative Options Considered

- 7.21** The alternative approach is to define development limits around the Smaller Villages in order to support growth to the edges of these limits. This would add more certainty around the issue of where growth would be placed for planners, developers and residents but restrict any small scale organic growth over the plan period.

Question 44

Do you agree with the following preferred approaches to Residential Development:

1. In Selby Urban Area, Tadcaster, Sherburn in Elmet, Tier 1 Villages and Tier 2 Villages?
2. In the Smaller Villages?
3. In the countryside?

If not, please give the reason for your answer and explain how you would like to see it changed.

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Preferred Approach HG3 - Creating the Right Type of Homes

The preferred approach is that proposals for all new residential development should provide an appropriate type and size of new homes to meet the current and future housing requirements of local people. Proposals for new residential development will be supported where:

- A. A range of house types and sizes, both market and affordable, is provided that reflects the identified housing needs and demands of local communities shown in the latest Housing and Economic Development Needs Assessment or successor documents; and
- B. Dwellings meet the Nationally Described Space Standards (2015) or any successor standards or policy; and
- C. All new homes are built to M4 (2) 'accessible and adaptable' standard, and that on developments over 10 dwellings in size, 5% of new homes are built to M4 (3) 'wheelchair user' standard, having regard to identified need; and
- D. Development promotes the effective use of land on windfall sites by achieving minimum densities of;
 - 1. 35 dwellings per hectare within Selby Town, Tadcaster, Sherburn in Elmet.
 - 2. 30 dwellings per hectare in Tier 1 & 2 Villages and the proposed New Settlement.
 - 3. 20 dwellings per hectare in the Smaller Villages.

Explanation

7.22 Delivering the types of housing that people need is an important part of creating high quality places to live. Living in and being able to access the right type of housing gives people a sense of wellbeing and is an important part of retaining younger generations in the District and giving young families places to relocate and expand into. This also applies to attracting new workers to live in the District to support important services such as education and healthcare. Equally it is important that provision is made to meet the needs of elderly people or people with disabilities and therefore the preferred approach seeks to ensure that a proportion of new homes are built to accessible and adaptable homes for wheelchair users.

7.23 To this end the Council will seek to balance the housing market across the plan period and work towards a mix of housing identified in the 2020 Housing and Economic Development Needs Assessment (HEDNA). The table below from the 2020 HEDNA shows the need for sizes of homes per tenure type. Affordable rented dwellings show a need for 1, 2 and 3-bedroom sized dwellings, affordable home ownership shows the strongest need for 2 and 3-bedroom dwellings and market dwellings show the strongest need for 2 and 3-bedroom sized dwellings. Subsequent HEDNA's will update the housing need data and the latest assessment should be used when determining applications for housing development on sites not allocated in the plan.

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Type of Housing	Size of House			
	1 bed	2 bed	3 bed	4+ bed
Market	0-10%	25-35%	40-50%	15-25%
Affordable home ownership	10-20%	40-50%	30-40%	0-10%
Affordable housing (rented)	30-40%	35-45%	15-25%	0-10%

Table 7.3

7.24 The results of the latest HEDNA should be used as a starting point when determining the mix of housing.

7.25 Space is an important factor when deciding on a new home. Space can affect lifestyle needs and the health and wellbeing of residents. In 2015 the Government introduced new optional national technical internal and storage space standards for new housing. The standards provide a clear and consistent benchmark for developers. In monitoring the new housing built in the District, it became clear that not every new home was meeting these standards. Therefore, as a minimum the preferred approach is that developers meet the national internal space standards, they can prove this by adding dimensions onto their bedroom layouts at the full or reserved matters stage which case officers will check for compliance with this policy.

7.26 The Council encourages all new homes to be built to a Lifetime Homes Standard. Lifetime Homes meet the requirements of a wide range of households, including the elderly, families with push chairs and people with disabilities including wheelchair users. Current building regulations require that as a minimum



new homes are built to M4 (1) 'Visitable' standard, but may apply higher M4 (2) 'Accessible' and M4 (3) 'Wheelchair Accessible' standards if this is viable and the evidence supports this approach. Demographic evidence has shown that 24% of the population is over the age of 65 and by the end of the plan period this will rise to 26%, there are also currently over 13,000 people with a long term health problem or disability in the District. There are projected to be 5,308 people with mobility problems in the District by 2040, the need for wheelchair user homes is projected to be 334 homes, or 4% of the total dwellings. Therefore it is essential that as many new homes in the District are built to accessible standards as is viable to do so.

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- 7.27** Achieving the right density on housing sites is important to make the most efficient use of land, to protect the natural environment and to support opportunities for sustainable travel. Densities for allocated housing sites will be specified per site policy, but densities on windfall sites (not allocated in this plan) will have to achieve minimum densities depending on where they are located in the settlement hierarchy and the level of public transport accessibility.
- 7.28** The 2020 SHLAA shows that densities achieved on housing sites in the last 5 years include 20 dwellings per hectare (dph) in countryside locations and Secondary Villages, 30 dph is achieved in Designated Service Villages, 35 dph is achieved in the towns of Sherburn and Tadcaster and greenfield sites in Selby town and 50 dph is achieved on brownfield sites.
- 7.29** Given these recently achieved densities, a minimum of 35 dph will be sought in Selby Town and Sherburn in Elmet and Tadcaster, because these locations have good accessibility to public transport and services, such as train stations, bus routes, schools, shops and employment centres. A minimum of 30 dph should be achieved in the Tier 1 and 2 Villages and the proposed new settlement and 20 dph may be acceptable in the Smaller Villages and the countryside.

Alternative Options Considered

- 7.30** Higher minimum densities for housing development were considered as this would provide a greater yield of housing over the plan period. However, the high density approach was considered to be detrimental to other objectives in the plan, such as delivering well-designed locally-distinctive places. It was also considered to ask for more than the minimum government standard sizes for bedrooms, however as the data showed that even the minimums sizes were not being achieved, this was not considered a realistic target.

Question 45

Do you agree with the following preferred approaches to:

1. Delivering house types and sizes according to the evidence in the Housing and Economic Development Needs Assessment appropriate?
2. Meeting the requirements of the Nationally Described Space Standards (2015) for bedrooms and storage spaces?
3. Ensuring that all new homes are built to M4(2) and M4(3) standards?
4. The proposed minimum residential densities?

If not, please give the reason for your answer and explain how you would like to see it changed.

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Preferred Approach HG4 - Affordable Housing

The preferred approach is that the Council will work with a range of public and private sector partners in order to deliver affordable housing across the District to meet the needs of local people.

- A. In order to achieve this the Council will seek provision for
1. a minimum of 20% affordable homes on developments of 11 or more dwellings or where the site areas is greater than 0.5 hectares to be provided on site. In exceptional circumstances, all or part of the affordable housing provision may be acceptable off-site or through a commuted sum in lieu of provision, where the agreed approach contributes to the objective of creating mixed and balanced communities; or
 2. Contributions in lieu of on- site provision where it has been demonstrated that this is not viable on proposed developments of between 6 and 10 dwellings in areas designated as rural areas under Section 157(1) of the Housing Act 1985.
- B. In all cases where affordable housing is provided it must:
1. reflect the appropriate type and size of homes to meet local needs as informed by the Council's latest evidence on local housing need;
 2. be built to be accessible and adaptable to lifetime homes standards as per policy HG3; and
 3. be distributed throughout the market housing in any development and the design and layout of the affordable homes should also be indistinguishable from the market housing.
- C. Affordable housing sites must provide at least 10% home ownership, including First Homes (unless the development is one of the types listed as an exception under para 64 of the NPPF) and a mix of social rented/affordable rent/intermediate rent.
- D. Housing sites with multiple phases of development will have the affordable housing provision reviewed in the application for each phase. Proposals on sites which have sub divided into smaller sites to avoid affordable housing contributions will not be supported.
- E. Where vacant buildings are being reused or redeveloped, affordable housing contributions due should be reduced by a proportionate amount. The precise amount of affordable housing, or commuted sum payment to be provided is a matter for negotiation at the time of a planning application, having regard to any abnormal costs, economic viability and other requirements associated with the development.

Explanation

- 7.31** The provision of affordable homes is essential in creating mixed and balanced communities which meet the needs of all residents. There is a high level of need for affordable homes in the District as evidenced in the Council's Housing and Economic Development Needs Assessment (2020) (HEDNA). This report sets out the

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requirements for Affordable housing need and provides guidance on the tenure split for intermediate tenure and social rent. When providing evidence of viability and need, the most recent HEDNA and Plan Viability Assessment should be referred to.

- 7.32** In line with national policy, development proposals for market housing of 11 or more dwellings and 6 or more houses in rural areas and all sites greater than 0.5 hectares should provide affordable housing. Rural areas in the District comprise parishes with less than 3000 residents, as per Section 157(1) of the Housing Act 1985, these being all parishes except Selby, Tadcaster, Sherburn in Elmet, Barlby and Brayton.
- 7.33** In line with national planning policy, affordable housing is required to be provided on-site unless the off-site provision or an appropriate financial contribution in lieu can be robustly justified and the agreed approach contributes to the objective of creating mixed and balanced communities. Affordable housing rates will be set for allocated sites in their policies, these targets will be evidenced by the site assessments carried out in the emerging Plan Viability Assessment. The targets for the different types of windfall sites will also be justified by the land typology analysis in this study. Applicants may only vary from these targets if they can provide compelling up to date evidence which demonstrates that a site is not viable with the prescribed affordability rate.
- 7.34** Where a vacant building is brought back into any lawful use, or is demolished to be replaced by a new building, Vacant Building Credits (VBC) can be applied. VBC will not apply if the building has been made vacant for the sole purpose of the re-development (and claiming VBC), nor if the building is covered by an extant planning permission for the same, or substantially the same development, nor if it has been abandoned. In order to calculate the VBC, the existing floorspace of a vacant building should be credited against the floorspace of the new development. For example, where a building with a gross floorspace of 8,000 square metre building is demolished as part of a proposed development with a gross floorspace of 10,000 square metres, any affordable housing contribution should be a fifth of what would normally be sought.
- 7.35** Large sites with multiple phases of development which would take years to develop must submit a new affordable housing plan with the application on each phase, the amount of affordable housing must be proportional to the size of each phase to avoid the concentration of tenures in parts of a development. Applications for market housing (which fall under the threshold sizes for affordable housing provision), will not be supported where it is apparent that the proposal site is part of a larger site (owned by the developer), that has been sub divided in order to avoid the thresholds for affordable housing.
- 7.36** The affordable homes should be distributed throughout the development, their design and layout should be indistinguishable from the market housing, this is to avoid clustering of tenures and to promote mixed and vibrant communities and to ensure a good standard of housing product for all the residents of the District.
- 7.37** 10% of the tenure of the total number of affordable homes on a site will be in ownership. The exact tenure type and size (in bedrooms) of the remainder of the affordable homes provided on site will be informed by the Council's latest evidence on local housing need for that locality. The exceptions to the 10%, as per para 64 of

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the NPPF, are; developments that provide solely for Build to Rent homes, purpose-built accommodation for the elderly or students, self and custom build homes, or developments that are exclusively for affordable housing, such as an entry-level exception site or a rural exception sites.

7.38 A proportion of the 10% of affordable homes sold as ownership should be 'first homes'. First Homes are to be sold to first time buyers only, set at a discount (in perpetuity) from market value. Independent valuations will be used to determine the market value before discounts are applied. This discount is retained on the property in perpetuity by placing



restrictive covenants on these homes. Local people, first time buyers key workers (nurses, teachers, policemen, community support workers) and service personnel will be prioritised for access to First Homes. Developers should be able to evidence that they have been actively marketing First Homes to local people before the restrictions can be lifted. After a period of three months, local connections will fall away and the property will become available to all first-time buyers across England at a discounted rate.

7.39 Further guidance on providing affordable housing will be provided through an Affordable Housing Supplementary Planning Document.

Alternative Options

7.40 The HEDNA shows a need for a higher number of affordable dwellings than the average of 20% across all sites will generate, however when accounting for the financial viability of housing sites, this target is the most feasible and was widely achieved over the Core Strategy Plan Period.

Question 46

Do you agree with the following preferred approaches to:

1. Deliver a minimum of 20% affordable housing on developments of 11 over dwellings / 0.5 ha in size?
2. The sizes, types and distributions of affordable homes in market-led housing developments?

If not, please give the reason for your answer and explain how you would like to see it changed.

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Preferred Approach HG5 - Rural Housing Exception Sites

- A. The preferred approach proposals for affordable housing including First Homes and Entry Level Affordable Homes outside of the development limits or the built form of settlements will be supported as an exception to normal planning policy, provided all of the following criteria are met:
1. The site is within or adjoining the development limits/built form of a settlement with a population of less than 3000.
 2. The development is sympathetic to the layout and character of the built form and landscape setting of the village; and
 3. A local need has been identified through a local housing needs survey, the nature of which is met by the proposed development; and
 4. An appropriate agreement will be secured, at the time of the granting of planning permission to secure the long-term future of the affordable housing in perpetuity.
- B. Small numbers of market homes may be allowed on Rural Exception, First Home and Entry Level sites at the local authority's discretion, for example where essential to enable the delivery of affordable units without grant funding, in accordance with the NPPF.
- C. 'First Homes' proposals will be acceptable provided they are not larger than one hectare in size and which do not exceed 5% of the size (in dwellings) of the existing settlement at the time of determination.

Explanation

- 7.41** The rural exception policy provides flexibility within the planning system to enable the delivery of affordable housing in rural communities, the 2020 HEDNA shows that there is an identified need for affordable housing in rural areas. The rural exception sites policy enables small sites to be developed, specifically for affordable housing in small rural communities that would not be developed for housing under normal planning policies. Acceptance of 'exception sites' is subject to their meeting an identified local need and that any homes developed will remain affordable in perpetuity. Rural exception sites will seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection.
- 7.42** Sites must be within or adjoining the development limits/built form of a to settlements classed as 'rural', these are settlements with a population of less than 3,000. As of the 1 April 2020, these are all except the following settlements: Selby Town, Tadcaster, Sherburn in Elmet, Brayton, Barlby, Eggborough and Thorpe Willoughby.
- 7.43** Exceptions sites must be in scale and keeping with the settlement they are within or adjoining, and its setting. Exception sites will not be supported where they compromise the protection given to areas or assets of particular importance such as Green Belts, SSSI's, SINC's Ancient Woodlands or National Nature Reserves.

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- 7.44** Para 71 of the NPPF states that local authorities should support 'First Homes' entry-level exception sites, suitable for first time buyers, however a need must first be established and the site must not exceed certain criteria in terms of size (1 hectare) and in terms of numbers of dwellings, 5% of the size of the existing settlement at the time of determination.
- 7.45** Rural exception sites will be subject to a S106 legal agreement which retains them as affordable homes in perpetuity and will also have a local connection criteria.

Alternative Options

- 7.46** There are no other realistic alternative options available. The NPPF is clear that planning policies and decisions should promote affordable and first-time homes on the edges of rural settlements.

Question 47

Do you agree with the preferred approach to Rural Exception Sites? Please give the reason for your answer and explain how you would like to see it changed.

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Preferred Approach HG6 - Rural Workers Dwellings

- A. The preferred approach is for proposals for a new dwelling to meet the essential needs of a rural worker(s) to live permanently at or near their place of work in the countryside to be supported where they meet all of the following criteria:
1. There is a clearly established functional need to support a rural enterprise that has been operational for a minimum period of three years and is demonstrated to be commercially viable; and
 2. The need relates to a full-time worker who is employed in rural employment; and
 3. The need could not be met through an existing dwelling or through conversion of a suitable building on the operational unit, or any other existing accommodation in the area which is suitable and available for occupation by the rural worker(s); and
 4. The new dwelling is of a size which is commensurate with the established functional requirement of the enterprise and is appropriately sited within or adjacent to an existing complex of buildings unless it can be clearly established that the requirements of the enterprise necessitate a more isolated location.
- B. Where a permission has been granted for a temporary basis, it should normally, for the first three years, be provided by a caravan, a wooden structure which can be easily dismantled, or other temporary accommodation.
- C. Any permission granted will be subject to an occupancy condition restricting the use of the dwelling for the required purpose. The removal of an occupancy condition will only be supported where it can be demonstrated that there is no longer a need for the accommodation in the locality.
- D. No additional rural workers dwellings will be permitted where a former rural workers dwelling has been approved and then been converted to market housing.

Explanation

7.47 Paragraph 55 of the National Planning Policy Framework (NPPF) states that in order to promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. New isolated homes in the countryside should be avoided unless there are special circumstances such as the essential need for a rural worker to live permanently at or near their place of work in the countryside. If it can be shown that accommodation is required to enable those in rural employment workers to live at or within the vicinity of their place of work, new dwellings may be justifiable.

7.48 New permanent rural workers accommodation should only be permitted where it can be demonstrated that the enterprise is economically viable. Where a rural enterprise has been established for less than three years, so cannot be reasonably proven to be viable, but the proposal fulfils all the other requirements of the policy the accommodation will be supported on a temporary basis to allow time for the enterprise to prove it is viable. In order to prove the viability, a profit and loss accounts by a

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verified accountant must be submitted by the developer or agent. Rural workers dwellings should be of a size in relation to the established functional requirement. Dwellings which are unusually large in relation to the rural employment needs of the unit will not be permitted.

- 7.49** A functional test will be necessary in order to establish whether it is essential for the proper functioning of the enterprise for one or more workers to be readily available and the functioning of the business would not be capable, not just that it is convenient for them to be sited there. Whether this is essential or not will depend on the needs of the enterprise concerned and not on the personal preferences or circumstances of the applicants. It will also be necessary to establish that the enterprise is capable of being sustained for a reasonable period of time (3 years).

Alternative Options

- 7.50** The starting point for the preferred approach is established through the NPPF, therefore there is not considered to be a reasonable alternative.

Question 48

Do you agree with the preferred approach to Rural Workers Dwellings? If not, please give the reason for your answer and explain how you would like to see it changed.

Preferred Approach HG7 - Self-Build and Custom-Build Housing

In order to meet local needs for self-build and custom-build housing the preferred approach is that;

- A. Sites providing more than 50 residential dwellings will be required to supply up to 3% of the total plots to self-builders or to custom house builders subject to appropriate demand being demonstrated through the Local Planning Authority's Self-Build and Custom-Build register at the time the planning approval is considered and the proposal being demonstrated as viable.
- B. Support for self-build and custom-build housing proposals will also be given in line with the preferred approach HG2 for windfall development.
- C. All self-build/custom-build plots are to be to be occupied as homes by the self/custom-builders for a period of 3 years. Where plots which have been appropriately marketed for self-build and have not sold within a 12-month time period, then, upon approval by the Council, these plots may be built out as conventional market housing by the developers.
- D. Communities preparing Neighbourhood Plans will be encouraged to consider the identification of sites specifically for self and custom-build projects within their neighbourhood plan area.

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Explanation

- 7.51** The government recognises the role that self-build and custom-build can play in the delivery of more homes and this is reflected in recent legislation aimed at increasing the supply of this type of housing. The Self-build and Custom Housebuilding Act 2015 (as amended) requires local planning authorities to keep a register of individuals and associations of individuals who are seeking to acquire serviced plots of land in the authority's area for their own self-build and custom housebuilding. The Council must give permission to enough suitable serviced plots to meet the demand for self-build and custom housebuilding in their area. National Planning Practice guidance defines a serviced plot of land as that which has access to a public highway and has connections for electricity, water and waste water or in the opinion of a relevant authority can be provided with access to those things within the duration of a development permission granted in relation to that land.
- 7.52** On the 1st April 2020 a total of 51 individuals had registered on the Council's self-build register and a mix of both rural and urban locations were being sought. However, it is recognised that demand for self-build and custom-build housing will change over time. Selby District Council will seek to meet the demand for self-build and custom housebuilding through a combination of provision through; small scale windfall proposals purely for self and custom-build, larger development sites greater than 50 units and Neighbourhood Plans if a need has been identified in that area. Where developers are required to provide self-build or custom-build plots regard will be given to viability and specific site circumstances.
- 7.53** Any plots given permission for self or custom-build once built must be occupied as homes by the self/custom builders and not sold on the market for a period of 3 years. Self and custom-build plots should be made available and marketed for this use for at least 12 months, if the plot is not sold in this time then, upon consideration of the evidence and approval by the Council, these plots may be built out as conventional market housing by the developer.

Alternative Options

- 7.54** The option of not providing quotas on sites was considered, but this would not provide a reliable method of providing the affordable homes needed. An option of not having a 3 year occupancy condition was considered, but this would lead to self-builds being used by house builders to bypass CIL payments.

Question 49

Do you agree with the preferred approach to Self and Custom-Build Housing? If not, please give the reason for your answer and explain how you would like to see it changed.

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Preferred Approach HG8 - Older Persons and Specialist Housing

The preferred approach is that development specifically designed to meet the accommodation needs of 'older people' and or 'people with disabilities' will be supported where:

- A. It supports the right mix of housing as identified in the most up to date Housing and Economic Development Needs Assessment; and
- B. It is in a location accessible by public transport, or within a reasonable walking distance, of essential facilities which include grocery shops, medical services; and public open spaces. Where this is not the case these facilities are to be provided on site:
- C. Where proposals are in the form of apartments/flats a satisfactory standard of communal areas for occupants in addition to part b) will be sought;
- D. Where developments fall within use class C3, affordable housing will be required in accordance with the preferred approach of HG4; and
- E. There is a condition limiting the reoccupation of residences to those who are classed as elderly in the NPPF.

Explanation

- 7.55** Selby District has a population that is older than the national average with 20.7% of the population aged over 65 compared to 18.7% in the UK in 2020 (Local authority ageing statistics, population projections for older people, June 2020). This is projected to rise to 26.1% by 2040 which is above the projected UK average of 23.9%. These projections show that the population of the District is ageing and therefore the proposed policy promotes a flexible approach to housing the elderly where homes can be easily adapted as the needs of residents change, and through the construction of purpose-built facilities.
- 7.56** The NPPF (2019) clarifies an older person as; "People over or approaching retirement age, including the active, newly retired through to the very frail elderly; and whose housing needs can encompass accessible, adaptable general needs housing through to the full range of retirement and specialised housing for those with support or care needs".
- 7.57** To enable the right mix of older person and specialist housing this must be supported by an up-to-date HEDNA. The amount and type of accommodation required will depend on a range of factors including individual choice. The ability for them to exercise choice and control over meeting these needs will vary. Larger developments may enable the right mix of older persons and specialist housing to meet the needs of the HEDNA. The council will consult with health and social care services on larger planning applications and/or those that could have service provision implications.

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- 7.58** Where older persons and specialist accommodation is required, it is important to ensure that it enables residents to live independently by ensuring that it is located close to facilities and services or that they are accessible by public transport. Reasonable walking distances are identified as 800m, this was identified in the Department for Transport (2008) document “Building Sustainable Transport into New Developments” which stated that “Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes’ walking distance (around 800 metres).”
- 7.59** Where the proposals are in the form of apartments/flat, communal areas for occupants will also be required this will be agreed at the planning application stage using best practice and through liaising with health and social care services.
- 7.60** When determining whether a development for specialist housing for older people falls within C2 (Residential Institutions) or C3 (Dwellinghouse) of the Use Classes Order, consideration could be given to the level of care and scale of communal facilities provided. However, where a development is classified as within use class C3 affordable housing will be sought in accordance with the preferred approach of HG4.
- 7.61** The condition limiting the reoccupation of residences is required to ensure the supply of homes for those who are classed as elderly in the NPPF.
- 7.62** Guidance from the PPG – “Housing for older and disabled people” and any subsequent guidance must also be referred too when submitting proposals for elderly and specialist housing.

Alternative Options

- 7.63** The approach for the provision of older persons and specialist housing is established through the NPPF and the PPG, therefore there is not considered to be a suitable alternative approach.

Question 50

Do you agree with the preferred approach to Older Persons and Specialist Housing? If not, please give the reason for your answer and explain how you would like to see it changed.

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Preferred Approach HG9 - Householder applications

The preferred approach is that householder development proposals will be supported where they meet the following criteria:

- A. The design, layout and architectural detail of the development, new buildings or extensions are appropriate to their setting in terms of scale, height, massing and density, as well as in their relationship to adjoining buildings, spaces around buildings, landscape features and local character;
- B. The development would not visibly or physically overwhelm the original dwelling;
- C. The materials to be used respect and complement existing buildings;
- D. The development respects and positively contributes to any applicable wildlife, landscape character or heritage designations;
- E. There is no unacceptable impact on any neighbouring property in terms of amenity, noise or access;
- F. There is no unacceptable loss of parking or garden or amenity area, and;
- G. The development would not undermine the retention of any occupancy condition.

Explanation

- 7.64** Householder applications for planning permission relate to works or extensions to existing dwellings which also includes works within the curtilage (garden / boundary) of a house. This includes certain sizes and types of extensions, conservatories, loft conversions, dormer windows, alterations, garages, outbuildings, new boundary treatments (walls and fences), porches, satellite dishes and vehicular access which require planning permission and do not fall under the definition of permitted development.
- 7.65** It is important that the proposed development does not visibly or actually overwhelm and dominate the original dwelling. An extension must be designed in sympathy with the original dwelling using appropriate materials, architectural detailing and be compatible with surrounding buildings in terms of scale, size and form. It must be demonstrated that there are expected to be no significant impacts on biodiversity including protected habitats and species as well on the built and historic environment including Scheduled Monuments, Conservation Areas and Listed Buildings and Landscape Character Areas.
- 7.66** Householder development has the potential to adversely affect residents in neighbouring properties. To protect amenity and privacy, overlooking of neighbour's windows and gardens should be avoided, as well as avoiding the loss of sunlight and daylight to neighbouring properties. Residents and visitors parking should be accommodated to meet the North Yorkshire County Council residential parking

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standards. Adequate outdoor amenity is to be maintained for domestic use. The proposed householder development must also respect and maintain any occupancy condition on the original dwelling.

Alternative Options

- 7.67** The alternative option would be to rely on other policies in the Plan or the National Planning Policy Framework, however the inclusion of this policy provides a clear local criteria-based approach for addressing householder applications.

Question 51

Do you agree with the preferred approach to Householder Applications? If not, please give the reason for your answer and explain how you would like to see it changed.

Preferred Approach HG10 - Residential Annexes

The preferred approach is that residential Annexes will be supported where, in addition to the preferred approach for householder applications (HG9);

- A. the residential annex would be within the curtilage of the principal dwelling, share the same vehicular access, and adequate off-street parking for the occupants of the main house and the annex would be provided;
- B. the residential annex has a functional link with the principal dwelling and would remain in the same ownership of the principal dwelling;
- C. the conversion, extension or new building(s) are not designed to be fully self-contained and / or facilitate the subdivision of the original dwelling into separate dwellings.

Explanation

- 7.68** Residential annexes are ancillary residential development linked to the original dwelling and are not a separate residential unit. Such development or a “granny annex” to accommodate an elderly relative or those with specialist accommodations needs will be linked to the original dwelling by an occupancy condition. Units of accommodation that have a separate access and the opportunity to be fully self-contained will not be supported without evidence explaining why this is necessary. Occupancy conditions will be imposed linking the unit of accommodation to the original dwelling.

Alternative Options

- 7.69** The alternative option would be to rely on other policies in the Plan or the National Planning Policy Framework, however the inclusion of this policy provides a clear local criteria-based approach for addressing householder applications for residential annexes.

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Question 52

Do you agree with the preferred approach to Residential Annexes? If not, please give the reason for your answer and explain how you would like to see it changed.

Preferred Approach HG11 - Conversions Involving Dwellings

- A. The preferred approach is that conversions of existing buildings for new housing will be supported where, in addition to the relevant requirements of the preferred approach (HG9);
1. the preservation of the building would enhance the immediate setting and
 2. where it would represent the optimal viable use of a heritage asset; or
 3. it would re-use a structurally sound redundant or disused building without significant reconstruction, alteration or extension.
- B. Conversion of existing buildings outside of the development limits or outside of the main built form of settlements to new housing will be supported, where in addition to the relevant requirements of the preferred approach for householder applications (HG9) and 1-3 above;
1. The conversion of the rural building and ancillary works within the curtilage would not have a significant adverse effect on the intrinsic character or appearance of the surrounding countryside;
 2. The rural building is not in close proximity to intensive livestock units or industrial uses which would result in a poor level of amenity for those occupiers of the dwelling;
 3. In those cases where the proposed residential conversion is part of a scheme for business use, the residential element must be clearly separated from the business use.
 4. Permitted development rights will be withdrawn for development under this policy where a future alteration or extension could have a detrimental effect on the character or setting of the converted building or area.

Explanation

- 7.70** Conversions of buildings to residential use can enhance and preserve buildings which have a positive contribution to their setting. In line with para 85 of the NPPF, which encourages vitality in town centres, this includes conversions of the upper floors of premises in town centres where the upper floors can be adequately accessed

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separately from the ground floor use without significant extension or alteration, and where the environment is suitable for residential use. Similarly, traditional rural buildings are an important feature of the rural built environment and can be a positive feature in the landscape. Re-use of a rural building for residential use also provides the opportunity to retain the building.

- 7.71** The structural integrity of the building as well as the methods to be employed to convert it are to be provided as part of the planning application. This is to assess the building is capable of conversion by being structurally sound and capable of conversion without the need for substantial extension, alteration or reconstruction. There is now more flexibility on the conversion and re-use of buildings without the need for planning permission. Permitted Development does not apply to Listed Buildings or buildings within a Conservation Area.
- 7.72** Legislative changes have introduced more flexibility about the conversion and re-use of existing agricultural buildings in rural areas for residential development without the benefit of planning permission. These permitted development rights do not apply to listed buildings or buildings located within a conservation area. This policy is intended to apply to schemes outside of the exemptions covered by permitted development or conversion from non-agricultural uses.
- 7.73** Given the rural nature of the District traditional rural buildings and former agricultural dwellings form a significant part of the built heritage and often feature significantly in the landscape given the low-lying nature of the district. Where appropriate, conversion and re-use of these buildings offers a great opportunity to retain these buildings and for them to be put back into a beneficial use rather than being allowed to fall into disrepair. Re-use for economic development purposes will usually be preferable given their rurality, but residential conversions may be appropriate in certain locations and building types.
- 7.74** Prior to any decisions made on any proposed applications the council will require comprehensive information to be able to assess the structural condition of the building and the method of which any proposed conversion will take place to assess whether the proposed conversion is of substantial construction, structurally sound and capable of conversion without the need for any additional extension, alteration or reconstruction.
- 7.75** In order to control the impact of future extensions and/or alterations to the building, appropriate conditions may be imposed on any permission granted, including withdrawal of permitted development rights under the General Development Order, or the restriction of activities within the curtilage of the site which might be harmful to the character of the area.

Alternative Options

- 7.76** The alternative option would be to rely on other policies in the Plan or the National Planning Policy Framework, however the inclusion of this policy provides a clear local criteria-based approach for addressing householder applications for conversions.

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Question 53

Do you agree with the following preferred approaches to:

1. Conversions for new housing?
2. The additional criteria required proposed for the conversion of existing buildings to dwellings beyond the Development Limits?

If not, please give the reason for your answer and explain how you would like to see it changed.

Preferred Approach HG12 - Replacement Dwellings

The preferred approach is that replacement dwellings will be supported where:

- A. the original dwelling is redundant or disused, of permanent and substantial construction and in such a state of dereliction or disrepair that significant reconstruction would be required; and
- B. the original dwelling is not of architectural or historical merit (when restoration and renovation will be preferred to replacement); and
- C. the new dwelling must be located on the site of, or within close proximity to preclude the use of the existing dwelling that is to be replaced, otherwise a condition will be applied to ensure its demolition on completion of the new dwelling; and
- D. the design, layout, materials and architectural detailing of the new building are appropriate to the location and setting in terms of scale, height, massing and density, as well as in its relationship to adjoining buildings, spaces around buildings, landscape features and local character; and
- E. the development respects and positively contributes to any applicable wildlife, landscape character or heritage designations; and
- F. there is no unacceptable impact on any neighbouring property in terms of amenity, noise or access.

Explanation

- 7.77** The restoration and renovation of dwellings of architectural or historical merit will be preferred to demolition. Replacement dwellings not of architectural or historical merit within settlements will be supported where the building is redundant or disused or where its physical condition would require significant reconstruction. Replacement dwellings will need to be on the site of or in close proximity to the existing dwelling to ensure that it is a replacement dwelling and not an extension that could be separated into multiple units at a later date. The design of the new dwelling must use appropriate materials and architectural detailing which reflects the local character

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and surrounding buildings in terms of scale, size and form. It must be demonstrated that there would be no significant impacts on biodiversity including protected habitats and species as well on the built and historic environment including Scheduled Monuments, Conservation Areas and Listed Buildings and Landscape Character Areas. To avoid potential conflicts with neighbouring properties, the replacement dwelling must not have any unacceptable impacts on the neighbouring property such as the loss of daylight.

- 7.78** The NPPF (para 79) seeks to avoid new dwellings in the open countryside unless there are special circumstances. Replacement dwellings in the open countryside therefore are only encouraged where the replacement dwelling is not a Listed Building, not derelict or has abandoned its residential use, where there is an essential need for a rural worker and where the design is of exceptional quality.

Alternative Options

- 7.79** The alternative option would be to rely on other policies in the Plan or the National Planning Policy Framework, however the inclusion of this policy provides a clear local criteria-based approach for applications for replacement dwellings.

Question 54

Do you agree with the preferred approach to Replacement Dwellings? If not, please give the reason for your answer and explain how you would like to see it changed.

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Preferred Approach HG13 - Gypsy & Traveller Sites

- A. The preferred approach is that the following site as shown on the Policies Map is allocated for Gypsy and Traveller uses to ensure a deliverable supply of pitches during the plan period:

Site Ref.	Location	Number of pitches
NTHP-A	Land at Hillcrest, Old Great North Road, Newthorpe	12

- B. Proposals for Gypsy and Traveller pitches on non-allocated sites, including new sites or extensions to existing sites, should be considered against the most up-to-date Gypsy and Traveller Accommodation Assessment and should meet the following criteria:
1. Priority will be given to the extension of established sites which benefit from a permanent planning consent;
 2. Not be located in the Green Belt;
 3. Be in an area of low flood risk;
 4. Be unaffected by contamination, unless the site can be adequately remediated;
 5. Have good access to facilities, including schools and health care facilities;
 6. Provide a good safe living environment with appropriate standards of residential amenity;
 7. Be located where there would not be a detrimental impact on highway safety or the flow of traffic;
 8. Not materially harm the natural and historic landscape; and
 9. In rural areas, not be of a size that dominates the nearest settled community.
- C. Proposals that would involve the loss of authorised Gypsy and Traveller pitches will not be permitted unless new replacement pitches are provided in a suitable location that meets the above criteria.

Explanation

- 7.80** Planning Policy for Traveller Sites (PPTS) (2015) states that the Government's overarching aim is to ensure the fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic way of life for travellers whilst respecting the interests of the settled community.
- 7.81** In accordance with national policy, Local Plans are required to assess the housing needs of Gypsy, Traveller and Travelling Showpeople and identify land for allocation to provide 5 years' worth of sites. In addition, developable sites or broad locations for growth should be identified to meet need for the next 6-10 years, and where possible years 11-15. PPTS also requires that Local Plans set criteria to guide development management decisions, where applications come forward on windfall sites or unexpected need arises.

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7.82 The Gypsy and Traveller Accommodation Assessment (GTAA) (2018) for Selby District provides an assessment of the current and future level of need for additional pitches in the period to 2033. The study finds that there is a need for 8 additional pitches as shown below:

Years	2018-23	2023-28	2028-33	Total (2018-33)
Number of pitches	5	0	3	8

Table 7.4

7.83 Since the GTAA was published, the Council has approved two planning applications for gypsy and traveller pitches at The Smallholdings in Kellington (permanent consent for 8 pitches) and Land at Hillcrest, Old Great North Road, Newthorpe (temporary consent for 12 pitches). The permanent consent at The Smallholdings, along with the permanent removal of the Newthorpe site from the Green Belt for allocation, provides a supply of 20 pitches. However, as part of negotiations on these two planning applications, the Council has agreed to an updated need figure of 21 pitches for the district, based on new evidence submitted as part of these applications.

7.84 Any proposals for new sites on land not allocated for Gypsy and Traveller use will need to be considered against the criteria listed in this preferred approach, with preference given to the extension of existing sites which benefit from a permanent planning permission. Proposals on sites in sensitive areas, such as those in the Green Belt or at greatest risk of flooding, should be refused.

7.85 To ensure that existing authorised Gypsy and Traveller sites are protected in perpetuity, applications which result in the loss of pitches will be resisted unless new suitable pitches are provided in an appropriate location, subject to meeting the criteria listed in this preferred approach.

Alternative Options

7.86 No other alternative policy approaches were considered. Planning Policy for Traveller Sites (PPTS) is clear that sites should be allocated to meet need for at the least 5 years' worth of sites. PPTS also requires that Local Plans set criteria to guide development management decisions, where applications come forward on windfall sites or unexpected need arises.

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Question 55

Do you agree with the following preferred approaches to Gypsies and Travellers:

1. The allocation of Land at Hillcrest, Old Great North Road, Newthorpe (NTHP-A) for 12 pitches?
2. The criteria for considering applications for pitches on non-allocated sites?

If not, please give the reason for your answer and explain how you would like to see it changed.

Are there any sites which you consider suitable for Gypsy and Traveller use, including the expansion of existing established sites?

Preferred Approach HG14 - Provision of Recreation Open Space

The preferred approach is that proposals for residential development of 10 dwellings or more should enhance the quantity, quality and accessibility of recreation open space by:

- A. Providing recreation open space on site, at a rate of 60 square metres per dwelling, the type of open space to be provided as determined by the Open Space Provision SPD,
- B. Where it is not practical or desirable for applicants to make open space provision within the site, the Council will accept a financial contribution to improve the quality of local existing open space as identified in the most recent Green Space Audit.
- C. S106 agreement should also be used to secure the long-term maintenance and management of new POS created as part of new development (also including the inspection, maintenance and management of sport and play facilities, pitches, play area LAP, LEAP, NEAP).

Explanation

- 7.87** Ensuring residents have access to high quality recreation open space is an important part of providing sustainable, inclusive and healthy places to live. Open space includes a number of different types, these include; parks & recreation grounds, children's play areas, skate parks, informal playing fields, allotments, church yards, cemeteries and informal greenspace (amenity greenspace, village greens, common land, wide green verges), all of these designated open spaces can be seen on the policies map, this policy is concerned with the provision and improvement of open spaces as a result of residential development, the protection of these open spaces is covered by preferred approach NE1. Open space types that primarily have an environmental value such as areas of woodland in built up areas and green corridors, are covered by preferred approach NE6 and the protection and provision of sports pitches is covered by preferred approach IC3.

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7.88 New residential developments over 10 or more dwellings at a rate of 60 square metres per dwelling, will be required to provide Open Space on site to respond to the need generated by the development itself. Applicants should refer to the Open Space Provision Supplementary Planning Guidance for details on the catchment areas for open space and the types of open space needed in that catchment area.



7.89 In some cases it is not practical or desirable for Developers to make open space provision within the site, this is either because circumstances on site prevent the open space being delivered, or the Green Space Audit has identified an abundance of open space in that area. In these circumstances the Council will accept a financial contribution which will be used to improve the quality of local existing open space.

7.90 The quality and quantity of the existing open space in the District are set out in the Council's Green Space Audit, updates will be made to this document over the plan period, which will provide up to date assessments of the quantity and quality of green space for developers to use in their applications. Quality considerations include factors such as access arrangements (including disabled access), cleanliness, perception of safety, general maintenance and the facilities that are provided on site.

Alternative Options

7.91 There was an option explored that would always ask developers to provide green space on site, but where this is not needed a better approach is to obtain a financial contribution to improve the quality of locally existing open space.

Question 56

Do you agree with the preferred approach to the Provision of Open Spaces? If not, give the reason for your answer and explain how you would like to see it changed.

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Key Documents

- [Housing and Economic Developments Needs Assessment 2020](#)
- [Gypsy and Traveller Accommodation Assessment 2018](#)
- [Local Cycling and Walking Infrastructure Plan 2020](#)
- [Strategic Housing Land Availability Assessment 2020](#)
- [Fields in Trust, Guidance for Outdoor Sport and Play](#)
- Lifetime Homes
- Building Sustainable Transport into New Developments 2008
- [The Self-build and Custom Housebuilding Act 2015](#)

Emerging or Planned Documents

- Plan Viability Assessment
- Open Space Provision Supplementary Planning Guidance
- Affordable Housing Supplementary Planning Document

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8 Maintaining a High Quality Natural Environment

Introduction

In the Issues and Options consultation you told us:

- The natural environment is vital to the well-being of residents and attracts businesses
- More protection of, and access to, the countryside is needed
- Support for more tree planting for amenity and to help mitigate flooding and climate change
- Important to avoid urban sprawl and protect the open character and rural nature of the environment and villages
- New development must cater for the needs of wildlife and provide green infrastructure
- The plan should protect what we have and grow and enhance the natural environment
- Policies are needed to meet the Environment Bill 'biodiversity net gain' requirements and apply the Biodiversity Metric and 'off-setting funding' to create habitats and enhance ecological networks
- Canals could be regenerated and facilities added
- Sites such as Brayton Barff and Hambleton Hough need improving
- Provide green routes from new developments into settlements
- The Locally Important Landscape Areas need reviewing
- Need to tackle flooding
- Should protect agricultural land
- Development should respect the landscape and its setting
- Development should protect water resources - quality and quantity
- The Council should prepare a map of the existing ecological network including designated sites, priority habitats and other important green spaces to identify key areas for protection and delivery of strategic / landscape-scale enhancements and green infrastructure

- 8.1** Selby District has wide areas of open countryside and locally distinctive towns and villages which contribute to making the District a special place to live and work. It has many green spaces and opportunities for informal and formal recreation which support good health and well-being. There are areas of high-quality natural environment, diverse important habitats and good access to landscape and open countryside.
- 8.2** The natural environment and access to it play an important role in the health and well-being of local residents, providing access to open spaces for recreation, as a visual amenity and enabling everyone to enjoy the mental and physical health benefits of connecting with nature. Research highlights how access to green space, such as fields, forests, parks and gardens is linked with a reduced risk of mental and physical health problems, improved mood, and increased life satisfaction. Green spaces provide opportunities to meet and socialise with others. Being around animals and wildlife in their natural habitat is also considered to be beneficial for overall well-being.

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8.3 Nature is vital. It provides our life support system and we cannot survive without it. Nature is under threat and damage to plants and wildlife causes devastating changes in the climate. Nature restoration is key to the health and well-being of the planet and us. The climate crisis is driving nature's decline; the loss of wildlife and habitats leaves us ill-equipped to reduce our emissions and



adapt to change. Nature's incredible ability to trap carbon safely and provide other important benefits is proven. The UK has a target of net zero greenhouse gas emissions by 2050. Nature can make a massive contribution to achieving this, but only if we restore our damaged ecosystems.

8.4 Healthy habitats such as protected wetlands, restored peatlands, wildflower-rich grasslands and native woodlands can slow, store and filter water, reducing the risk of flooding downstream and cleaning water naturally. Woodlands and other wild places clean the air, regulate temperature, and improve our health and well-being. Thriving ecosystems provide the pollinators, soils, nutrients, food and water that support natural resilience. Each of these land uses and spaces can perform a range of over-lapping functions, for example recreation open space may provide for recreation needs but also flood water storage, while tree planting provides amenity and habitat but can also help mitigate flood risk and carbon capture. The concept of the green and blue infrastructure is over-arching and provides links and networks across and beyond the District.

8.5 Baseline data for the natural environment is being collated and the Council will publish maps as part of the Local Plan process to help identify the priority areas and requirements for development to protect and enhance the natural environment to meet the emerging Local Plan objectives. The preferred approach seeks to promote development of well-designed places where nature is prioritised and integrated and attractive open spaces are provided in locations that are easy to access alongside hard and soft landscaping which all contribute to the quality of a place and to people's quality of life.

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

8.7 The White Rose Forest Partnership (WRFP) is a local authority based joint venture that covers the Leeds City Region and North Yorkshire who are working with Mersey Forest, Manchester City of Trees, Heywoods in Hull and the Woodland Trust nationally to create the new Northern Forest. Selby District Council is signed up to the WRFP

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so there are opportunities to work with the partnership in developing a strategic approach to natural flood management across the Leeds City Region and North Yorkshire and develop a strategic tree planting strategy through a local action plan.

- 8.8** The new Environment Bill (once enacted) will make provision about targets, plans and policies for improving the natural environment; and about water and nature and biodiversity.

Preferred Approach NE1 - Protection of Green Spaces

The preferred approach is that the Council will protect those Green Spaces which: provide a social and cultural role; or give opportunities for formal and informal recreation; or support health and well-being or contribute to the local form and character of settlements.

The proposed protected green space sites are defined on the Policies Map which will be regularly updated through the Council's Green Space Audit/Strategy

- A. Development will not be permitted within a designated Local Green Space identified either within the Selby District Local Plan on the Policies Map or in an approved Neighbourhood Plan, unless there are very special circumstances where the public benefits of the development proposed would outweigh the harm that would be caused by development, in line with national policy.
- B. Proposals which would result in the loss of the area or function of existing Recreation Open Space as defined on the draft Policies Map will only be permitted where:
1. It is clearly demonstrated that the site is no longer in use or is not needed for recreation; or
 2. A satisfactory replacement facility is provided, and available for use before the existing facility is lost, in a suitable location, accessible to current users, and at least equivalent in terms of size, usefulness, attractiveness and quality; or
 3. Sports and recreation facilities can best be retained or enhanced through the redevelopment of a smaller part of the site.
- C. Proposals for the development of Local Amenity Space as defined on the Policies Map will not be permitted unless the proposed development adds to its local amenity value and does not cause any loss of the area or its function.

Explanation

- 8.9** Access to a network of high-quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities. The preferred approach reflects the NPPF which says that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless a number of criteria are met.

- 8.10** This preferred approach covers the following types of green space:

- Local Green Space which has a specific protection pertaining to its importance for the local community

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- Recreation Open Space which covers a range of informal and formal uses such as playgrounds, sports pitches, recreational fields and allotments for example
- Local Amenity Space which has a visual importance which contributes to the local form and character of a settlement or supports health and well-being.

8.11 The NPPF introduced the concept of Local Green Space (LGS), which protects local green areas of special importance to local communities. This enables communities, in particular circumstances, to identify and protect areas that are of value to them through local and neighbourhood plans. LGS can be designated through local and neighbourhood plans, and once it is in place, it is subject to the same strong development restrictions as Green Belt, ruling out new development except in special circumstances.

8.12 The special criteria requires that Local Green Space designation should only be used where the green space is: a) in reasonably close proximity to the community it serves; b) demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and c) local in character and is not an extensive tract of land.



8.13 Village greens and common land, which are particularly important having historical, townscape and local amenity value would be candidates for Local Green Space designation.

8.14 Proposals for development that involve the loss of formal and informal Recreation Open Space (to be identified on the Policies Map at the next stage), will not be supported unless it can be evidenced by the applicant that the open space is no longer in use or not needed, or can be provided instead locally or that the facilities on the site can be retained and enhanced through the redevelopment of a smaller part of the site.

8.15 Recreation open space includes a wide range of outdoor sports facilities which includes both natural and artificial surfaces for sport and recreation that are either publicly or privately owned. Selby District Council is currently undertaking an Indoor and Outdoor Sports Facilities Assessment, which will form part of the evidence base for the Local Plan. The Assessment will summarise the current supply of playing pitches and facilities in the District and will outline current and projected longer term demand for such facilities. However, while an important recreational resource in the District, the Assessment will not take account of golf clubs as these are invariably private member clubs and given their size, their inclusion has the potential to distort the provision of green space in any one area. As such golf clubs will not be designated as Recreation Open Space on the Policies Map.

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- 8.16** Parks and recreation grounds are publicly accessible and offer high quality opportunities for informal recreation. They contain a variety of facilities and amenities and are likely to include areas designed primarily for play and social interaction involving children and young people, such as equipped play areas, ball courts, informal playing fields and skate parks.
- 8.17** Allotments are valuable community assets that can help improve people's quality of life by promoting healthy food, exercise and community interaction. There are a significant number of allotments throughout the District. Their protection as Recreation Open Space is important as once lost to development, they are difficult to replace.
- 8.18** The built-up areas of settlements include areas of Local Amenity Space, both public and private. These Local Amenity Spaces fulfil a number of important roles, for example, providing the setting for buildings or groups of buildings, or contributing to the character and townscape of settlements. In many instances Local Amenity Spaces also provide opportunities for informal recreation, such as children's informal play and dog walking. Local Amenity Spaces Such could also include wide grass verges, areas of woodland in built up areas and green corridors. Green corridors often link built-up areas with the surrounding countryside and follow roads, waterways and disused railway lines. Not only do they improve the visual amenity of places, but they also promote sustainable modes of travel, such as walking, jogging and cycling.
- 8.19** Although their primary purpose is for burials, church yards and cemeteries can provide a significant Local Amenity Space resource, particularly in built up areas, where they can provide quiet spaces for peaceful reflection and contemplation. In addition, these sites can also have considerable wildlife conservation and biodiversity value.
- 8.20** Continued infilling of settlements with new development may erode the character of settlements and result in the loss of valuable Local Amenity Space. It is therefore important that the most valuable of these spaces, from an amenity or townscape point of view, is identified and protected from the outset.
- 8.21** The preferred approach to Local Amenity Space seeks to prevent its loss to other forms of development that would exclude use or enjoyment of the Local Amenity Space. Whereas Recreation Open Space can be replaced elsewhere (subject to meeting the policy criteria), it is unlikely that Local Amenity Space can be, because it is its location and character that determine its importance. Development on Local Amenity Space, which would enhance its enjoyment, complement the use or form part of the use, may be appropriate as long as it does not cause any loss of the area or adversely impact its function.
- 8.22** Proposed green spaces are not shown on the Preferred Options Policies Map. In order to identify the three categories of green space covered by the preferred approach, the Council is undertaking a Green Space Audit, which will set out a comprehensive audit of all existing green space in Selby District, in line with paragraph 96 of the NPPF. A separate consultation on the Green Space Audit will take place in Spring 2021. Once the sites have been agreed through the Green Space Audit public engagement exercise, the next draft Local Plan plan will incorporate the proposed protected green space sites into the draft Policies Map for formal

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consultation as part of the Local Plan process. Once adopted, the Policies Map will be regularly updated through the Council's Green Space Audit/Strategy in line with the agreed criteria/methodology.

- 8.23** The table below sets out the break down of site types and how that relates to the three types of green space proposed to be protected in the preferred policy approach of the Local Plan.

Local Plan Preferred Policy Approach	Site Types
1. Local Green Space	Sites proposed by local communities which, meet the specific criteria set out by national policy (see paragraphs 8.11-8.13 above), and are either identified in an adopted Neighbourhood Plan or through the Council's Green Space Audit or Local Plan processes.
2. Recreation Open Space	<p>Formal Outdoor Sports Provision: Pitches for football, cricket, rugby union, rugby league, and hockey; tennis courts and bowling greens</p> <p>Parks and Recreation Grounds: parks, recreation grounds and informal playing fields.</p> <p>Areas of equipped play: LAPs (Local Areas for Play), LEAPs (Local Equipped Areas for Play), NEAPs (Neighbourhood Equipped Areas for Play), skate parks and MUGAs (Multi Use Games Areas).</p> <p>Allotments</p>
3. Local Amenity Space	<p>Churchyards and cemeteries</p> <p>Informal greenspace: amenity greenspace, village greens, common land, wide grass verges and green corridors.</p> <p>Natural and Semi-Natural greenspace: areas of woodland in built up areas, scrub and grasslands.</p>

Table 8.1

Alternative Options Considered

- 8.24** As the retention and development of accessible local services and community facilities, such as open space are key elements of the National Planning Policy Framework it is not considered that there are any realistic alternative options to this approach.

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Question 57

Do you agree with the following proposed policy approaches to the protection of:

1. Local Green Space?
2. Recreation Open Space?
3. Local Amenity Space?

If not, please give the reason for your answer and explain how you would like to see it changed.

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Preferred Approach NE2 - Protect and Enhance Green and Blue Infrastructure

The Council's preferred approach is to seek to protect, maintain, enhance and, where possible, restore and extend Selby District's green and blue infrastructure assets (GBI) which will be identified through the Selby District Green and Blue Infrastructure Audit and Strategy and support the creation of an integrated network for the benefit of nature, people's health and well-being and the economy including landscapes, ecological networks, natural environment, open spaces, public rights of way, geodiversity, biodiversity, river and waterway assets.

A. This will be achieved by supporting development proposals which:

1. Protect and enhance the functionality and connectivity of green and blue infrastructure and corridors having regard to the latest GBI audits and strategies. The GBI should principally benefit the development and enhance or create or facilitate links to connect to the wider network.
2. Increase connectivity of habitats by locating features which enlarge, connect or support natural and semi-natural green spaces and protected site for nature conservation in line with Policies NE4 and NE5 (protected sites and species and biodiversity net gain).
3. Improve access to green space for recreation and leisure for the health and well-being of users having regard to the latest Green Space audit and in line with Policy NE1 (Green Space).
4. Are in line with Policy NE7 (waterways) where they are near to waterways, including those which contribute towards delivering identified opportunities and priorities in the latest GBI audit or strategy.

B. Planning applications for major residential development (proposals of 10 dwellings or more and non-residential development proposals of 0.5 hectares or more) will be required to provide a Green and Blue Infrastructure Masterplan, (the detail required will be commensurate with the scale of the development) as part of the overall master plan for the development site, to be agreed with the planning authority, demonstrating (having regard to the latest GBI audit or strategy) how the development:

1. Avoids loss or damage or deterioration to green and blue infrastructure; and
2. Addresses deficiencies of green and blue infrastructure; and
3. Creates or enhances green and blue infrastructure; and
4. Provides links or access to green and blue infrastructure.

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Explanation

- 8.25** Green and blue infrastructure provides a network of multi-functional space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.
- 8.26** It plays a key role in achieving healthy, inclusive and safe places which enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, allotments and encouraging walking and cycling.
- 8.27** The Local Plan provides an opportunity to improve and create new linkages to and between green and blue infrastructure across the District which has the potential to meet a range of objectives:
- improve access for local residents for health and well-being
 - protect and enhance habitats to support biodiversity and adaptation to climate change
 - mitigate the effects of climate change through tree planting for example and the use of the green space for flood storage
 - protect important landscapes (e.g. LILAs and Registered Parks and Gardens)
 - improve air quality potential to improve active travel (cycling and walking)
- 8.28** Protecting against loss of and enhancing the amount and connectivity of the network of green infrastructure (multi-functional spaces in both urban and rural areas) and blue infrastructure (water bodies and courses) can help deliver a wide range of environmental and quality of life benefits for local communities. This can be through access for recreation and benefits to health and well-being, protection and enhancement of habitats for biodiversity - to contribute to a strong nature recovery network and mitigating and adapting to the effects of climate change - for example through carbon capture, urban cooling, tree planting and as flood storage.
- 8.29** Green infrastructure supports a strong and sustainable economy. It enables and adds value to new development, attracts tourism and investment, supports businesses, jobs and training and ensures the resilience of District, assets and infrastructure.
- 8.30** The preferred green and blue infrastructure approach links to other approaches which seek to protect assets and enhance networks and connectivity for example for landscape, biodiversity, waterways, and trees and woodland. Baseline data is being collated and the Council will publish GBI audit maps as part of the Local Plan process to identify the priority areas and requirements for development to protect and enhance the infrastructure and link to networks. The next Publication Local Plan will incorporate a GBI audit map and the Council will prepare a local GBI Strategy to further support the delivery of the approach once the Local Plan is adopted.

Alternative Options Considered

- 8.31** As the protection and enhancement of green infrastructure is a key element of the National Planning Policy Framework it is not considered that there are any realistic alternative options to this approach.

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Question 58

Do you agree with the preferred approach to the protection of Blue & Green Infrastructure? If no, please give the reason for your answer and explain how you would like to see it changed.

Preferred Approach NE3 - Protect and Enhance Landscape Character

The preferred approach is that, proposals which protect, enhance or restore the landscape character of Selby District and the setting of settlements for its own intrinsic value and for its benefit to the economic, environmental and social well-being of the District, will be supported.

A. All proposed development must:

1. promote high quality designs that respond positively to, and where possible, enhance, the distinctive local landscape character as described in the latest 'Selby Landscape Character Assessment'; and
2. give particular attention to the design, layout, landscaping of development and the use of materials in order to minimise its impact and to enhance the traditional character of buildings and landscape in the area, reflecting the 17 character areas defined in the latest 'Selby Landscape Character Assessment'; and
3. respect the overall development guidelines in the latest 'Selby Landscape Sensitivity Study'.

B. In addition, proposals within the three areas designated on the draft Policies Map as Locally Important Landscape Areas (LILAs): the Magnesian Limestone Ridge (north and south); Hambleton Hough and Brayton Barff; and Derwent Valley, as high quality valued landscapes, due to their high sensitivity to inappropriate development, must:

1. avoid significant loss of key characteristics that contribute to the quality of the LILA; and
2. respond to the specific recommendations for each LILA as set out in the Selby District Landscape Designation Review 2019 (or subsequent update).

Explanation

- 8.32** Selby District is a primarily rural landscape of relatively flat, low-lying farmland although the northern and western boundaries have greater topographic variation as a result of the Escrick Moraine and Magnesian Limestone Ridge, respectively. The numerous rivers (including the Rivers Ouse, Wharfe, Aire and Derwent) which flow through the District, and their floodplains, have a major influence on the District's landscape character.

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8.33 The District has a dispersed settlement pattern consisting of market towns, villages, hamlets and farmsteads. Traditional building style reflects local materials mottled brick and cobbles are frequent in the settlements to the east and south, whilst limestone is more common in the west, within the ridge. Whilst the District features numerous key transport routes including parts of the A1 Motorway, M62, A19, A63 and numerous railway lines, there is still a strong sense of rurality and tranquillity across much of the landscape, particularly in association with less developed areas. The south-eastern and southern areas of Selby feature prominent power stations (Drax and Eggborough) which are key developments visible on the horizon from many locations within the District.

8.34 The history of the landscape is apparent in many layers of remnant landmarks. Historic features typical of the region include: iron-age earthworks; Roman settlements and roads; medieval settlements, churches, and field patterns; designed parklands and estates; limestone quarries; and numerous disused coal mines and military airfields. The area includes a considerable number of heritage assets such as Scheduled Monuments, Registered Parks and Gardens, Listed Buildings and Conservation Areas.

8.35 Landscape character comprises the distinct set of elements that makes a landscape recognisable, and gives it a unique “sense of place”. Landscape character assessment is the process of mapping, classifying and describing the patterns and variations which contribute to the character of a landscape. Protection of the countryside is for its intrinsic value, but also special areas of landscape need to be afforded extra protection. It is important to protect the landscape and its key features such as trees and parks and gardens in relation to both urban and rural areas for its own sake and to contribute to other key environment objectives. The District has some designated Locally Important Landscape Areas (LILAs) which can be protected through allowing only new development which meets high quality design principles.

8.36 The NPPF includes the “conservation and enhancement of the natural, built and historic environment, including landscape and green infrastructure”, as one of four strategic policy requirements that development plans should address. Plans should distinguish between the hierarchy of international,



national and locally designated sites so that protection is commensurate with their status. The Planning Practice Guidance highlights that “landscape character assessments should be prepared to complement Natural England’s National Character Area profiles”.

8.37 There are no international or national designated landscapes in Selby District but there are Locally Important Landscape Areas (LILAs) which are designated on the draft Policies Map and criteria by which development proposals will be judged in LILAs. In the Selby District, LILAs have played an important role in helping to protect locally important landscapes for many years and were included in the adopted Selby

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District Local Plan (2005). A recent Local Landscape Designation Review (LLDR, 2019) undertaken for the District reviewed and described the character and significance of the LILAs and investigated and clarified the interrelationships between adjoining authorities landscapes. As reflected in the preferred approach the LLDR recommends retaining the LILA (north and south parts) along the western edge of the District (Magnesium Limestone Ridge), amalgamating the Hambleton Hough and Brayton Barff LILAs into one; and proposes a new LILA along the eastern edge of the District (Derwent Valley).

- 8.38** The Council has also undertaken a Landscape Character Assessment (2019) which provides evidence of the underlying character of the landscape highlighting aspects of the landscape which are sensitive to future change and sets out management guidelines for each of the character areas. In addition, a Landscape Sensitivity Study (2019), which was undertaken alongside the Landscape Character Assessment identifies criteria for assessing sensitivity to change in each landscape type or area and provides a District wide assessment of landscape sensitivity which can be used to inform planning decisions with greater detail provided in locations around the market towns and service villages. The Landscape Sensitivity Study focused on the sensitivity to specific development types, rather than considering generic or 'inherent' landscape sensitivity. The development types considered were - residential development, commercial development and wind energy development. All development proposals will need to be assessed on their own merits based on site-specific analysis.
- 8.39** The preferred approach aims to protect important landscapes and enhance the LILAs by requiring developments to meet the recommendations and guidelines set out in the Selby Landscape Character Assessment, Landscape Sensitivity Study and Local Landscape Designation Review.
- 8.40** Registered Parks and Gardens also make an important contribution to the landscape character of the District and these are dealt with under heritage assets section earlier in this document. The preferred landscape character approach also links to the approaches to green and blue infrastructure, waterways, and trees and woodland. Development proposals will be assessed against the criteria in all the approaches.

Alternative Options Considered

- 8.41** As the protection of the countryside and important landscapes is a key element of the National Planning Policy Framework it is not considered that there are any realistic alternative options to this approach.

Question 59

Do you agree with the preferred approach to the Protection & Enhancement of Landscape Character? If not, please give the reason for your answer and explain how you would like to see it changed.

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Question 60

Do you support the identification of Locally Important Landscape Areas at:

1. Magnesian Limestone Ridge?
2. Hambleton Hough and Brayton Barff (combined)?
3. Derwent Valley

If not, please give the reason for your answer and explain how you would like to see it changed.

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Preferred Approach NE4 - Protecting Designated Sites and Species

The preferred approach is that the District's wildlife will be protected through promoting its effective stewardship by supporting proposals that protect, restore and enhance features of ecological and geological interest, this will be achieved through:

Protecting wildlife and their habitats through safeguarding designated sites commensurate with their status as follows:

- A. Relating to Internationally and Nationally Protected habitats and species;
 1. Proposals will be considered against National Policy and Guidance within the context of the statutory protection afforded to them.
 2. In order to ensure development does not negatively impact on the District's European designations (Lower Derwent Valley, Skipwith Common and River Derwent), development proposals located within 5km of these sites must: *[add outcomes from HRA at next stage]*.

- B. Relating to Locally Important Protected Sites;
 1. Proposals for development which would harm a Locally Important Protected Site (Local Nature Reserve or a Site of Importance for Nature Conservation (SINC) or a Regionally Important Geological/geomorphological site), will not be permitted unless there are no reasonable alternative means of meeting the development need and it can be demonstrated that there are benefits for the proposal which clearly outweigh the need to safeguard the intrinsic local nature conservation value of the site or feature and its contribution to wider biodiversity objectives and connectivity.
 2. SINC's are identified and designated by the Council and are shown on the Policies Map. Other sites, including those awaiting designation (ratified by the SINC Panel), which can be demonstrated to meet the selection guidelines for SINC's will be afforded the same level of protection.

- C. Planning applications for proposals which are likely to impact on the above (International, National and Local) protected sites must be accompanied by an ecological assessment proportionate to the development as set out in the Council's Validation Checklist. Ecological assessments may not be required where pre-application discussions with the Council have indicated it is not required in a particular case.

- D. Development affecting a designated site will only be permitted where:
 1. the proposal is justified against the relevant criteria above, and
 2. the assessment has considered alternate sites and demonstrated that significant harm can be avoided or adequately mitigated, and
 3. it can be demonstrated that the proposed mitigation or compensatory measures are equivalent to the value assigned to the site / asset in the ecological assessment; or
 4. if the relevant criteria cannot be achieved, compensated for.

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Question 61

Do you agree with the preferred approach to Protecting Designated Sites and Species? If not, please give the reason for your answer and explain how you would like to see it changed.

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Preferred Approach NE5 - Biodiversity Net Gain for Ecological Networks

The preferred approach is that the District's wildlife will be protected and enhanced by supporting proposals that deliver at least a 10% net gain in biodiversity for ecological networks.

This will be achieved by;

- A. Requiring all development proposals (other than householder applications) to apply the following principles:
1. employ a mitigation hierarchy so that firstly harm is avoided wherever possible, then appropriate mitigation is provided to reduce the impact of any unavoidable harm, and as a last resort compensation is delivered to offset any residual damage to biodiversity;
 2. retain, protect and enhance the features of biological and geological interest related to the site including buffers around such features and provide and deliver appropriate long-term management of these identified features (and newly created or restored habitats);
 3. make use of opportunities to restore and re-create priority habitats and other natural habitats within development schemes;
 4. aim to link, retained and created habitats and features, to the wider ecological network;
 5. take account of and contribute to meeting the biodiversity priorities for habitats and species for recovering or enhancing biodiversity in line with the priorities set out through the Local Plan and subsequent plans and strategies such as the Local Nature Recovery Strategy;
 6. demonstrate that the need for a proposal outweighs the value of any features to be lost.
- B. Produce at least a 10% net gain in biodiversity by:
1. retaining priority habitats and features of ecological importance on site; where this is not possible, off site compensation will be required (in line with the priorities set out through the Local Plan and subsequent plans and strategies such as the Local Nature Recovery Strategy); and
 2. using the DEFRA Biodiversity Metric (or other equivalent standard as amended by national guidance or legislation) to demonstrate that the proposal delivers a minimum 10% net gain for biodiversity; and
 3. designing-in wildlife to the built form (for example through incorporation of design features such as swift bricks, bat boxes and hedgehog holes in boundary treatments) and to spaces between buildings.

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- C. Refusing planning permission for development resulting in the loss or deterioration of irreplaceable habitats, including historic wetlands and species-rich grasslands, ancient woodland, including ancient semi-natural woodland and plantations on ancient woodland, and aged or veteran trees, unless the need for and benefits of the development in that location clearly outweigh the loss.

Explanation

- 8.42** The Council has a general duty to conserve and enhance biodiversity and must determine such policies and specific objectives as it considers appropriate for taking action to further this general biodiversity objective. Action may be taken for the purpose of conserving, restoring or otherwise enhancing a population of a particular species, and/or a particular type of habitat. The NPPF also encourages designing in wildlife to new development schemes - ponds, swift bricks, bat boxes, hedgehog holes and hedgehog highways.
- 8.43** The District's ecological assets are shown on the draft Policies Map. As well as international and nationally important designated sites, the map shows Sites of Importance for Nature Conservation (SINCs) which form part of a wider national network of non-statutory locally valued wildlife sites. The ecological data for each SINC site is held by the North and East Yorkshire Ecological Data Centre (NEYEDC). There are guidelines for surveying and selecting SINCs and an outline of the procedures for surveying and proposing new SINCs can be viewed at the NEYEDC website (www.neyedc.org.uk). Sites are assessed by a North Yorkshire SINC Panel made up of North Yorkshire County Council (NYCC) and District Council ecologists, Natural England, the Yorkshire Wildlife Trust and independent consultant ecological surveyors commissioned by the Panel.
- 8.44** All current candidate and ratified SINCs are included on the draft Policies Map for this consultation stage of the Local Plan. However, the Council has commissioned a full review of all these SINCs, which seeks to re-survey them over a three-year period (2020-2022) to provide an up-to-date position for inclusion in the Publication Draft Plan as part of the statutory consultation process. Once adopted, these sites will be protected by the Local Plan policy. It should also be noted that additional sites could be identified throughout the Plan Period in accordance with the SINC Panel procedure set out above. Any new or amended SINCs will be incorporated into the Policies Map through regular updates and afforded the corresponding protection of the policy. The Council will notify the landowner of any new, amended or de-selected SINC designation when the Policies Map is updated.
- 8.45** The Environment Bill (once enacted) aims to secure biodiversity net gain through the grant of planning permission. The biodiversity gain objective is met if the biodiversity value attributable to the development exceeds the pre-development biodiversity value of the onsite habitat by at least 10% (this may be subject to amendment). The biodiversity value can include the value of onsite habitat, any registered offsite gains allocated to the development and any biodiversity credits purchased for the development. This value is calculated in accordance with the biodiversity metric produced and updated by the Secretary of State. Any habitat enhancement will be required to be maintained for at least 30 years after the development is completed. This can be on-site or registered off-site.

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- 8.46** A Biodiversity Gain Plan will have to be submitted to and approved by the planning authority covering information about the steps taken or to be taken to minimise the adverse effect of the development on biodiversity, the pre-development biodiversity value of the onsite habitat and the post-development biodiversity value. If the onsite habitat is "irreplaceable habitat" the Secretary of State may make provisions for the purpose of minimising the adverse effect of the development on the biodiversity of the onsite habitat.
- 8.47** Measures to achieve biodiversity net gain could involve creating new habitats, enhancing existing habitats, providing green roofs, green walls, street trees or sustainable drainage systems. Relatively small features can often achieve important benefits for wildlife, such as incorporating 'swift bricks' and bat boxes in developments and providing safe routes for hedgehogs between different areas of habitat.
- 8.48** Biodiversity net gain benefits could be achieved entirely on-site or by using off-site gains where necessary. Off-site measures can sometimes be secured from 'habitat banks', which comprise areas of enhanced or created habitats which generate biodiversity 'units' or 'credits'. Discussions with local wildlife organisations can help to identify appropriate solutions, and tools such as the Defra Biodiversity Metric can be used to assess whether a biodiversity net gain outcome is expected to be achieved.
- 8.49** Biodiversity net gain complements and works with the protection for designated sites, protected or priority species and irreplaceable or priority habitats set out in the NPPF. Habitat improvement must be a genuine additional benefit, and go further than measures already required to implement a compensation strategy.
- 8.50** A biodiversity report will summarise the action which the authority has taken and plans to comply with its duties and achieving biodiversity net gains. The Secretary of State will prepare and publish (and keep under review) a national habitat map for England identifying national conservation sites, and other areas of particular importance for biodiversity.
- 8.51** Local Nature Recovery Strategies (LNRS) will also be prepared and reviewed for areas in England by a responsible authority appointed by the Secretary of State this could be a local authority or a group of authorities. The LNRS is to include a Statement of biodiversity priorities for the strategy area, and a Local Habitat Map(s) for the whole area. It is to include a description of the area's biodiversity and opportunities and potential measures for recovering or enhancing biodiversity. The Local Habitat Map will identify national conservation sites and any nature reserves and other areas identified by the responsible authority area of their importance for biodiversity and/or the recovery or enhancement of biodiversity.
- 8.52** The biodiversity approach links to open space, green and blue infrastructure, landscape, waterways, and trees and woodland approaches.

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Alternative Options Considered

- 8.53** As the protection of priority habitats and species, and the conservation and enhancement of biodiversity are key elements of the National Planning Policy Framework it is not considered that there are any realistic alternative options to this approach.

Question 62

Do you agree with the preferred approach to Biodiversity Net Gain for Ecological Networks? If not, please give the reason for your answer and explain how you would like to see it changed.

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Preferred Approach NE6 - Trees, Woodland and Hedgerows

In order to prevent the loss of, and to enhance, trees, woodland and hedgerows, the preferred approach is that:

A. Proposals will be supported where:

1. If necessary, there has been a suitable assessment of the woodland, trees and hedgerows, to a recognised professional standard which is able to demonstrate evaluation of these features for realistic long-term retention, and how this has positively informed the design process; and
2. It has been demonstrated how retained features are to be protected during development; and
3. There has been an appropriate replacement planting scheme agreed in writing to the Local Planning Authority, where the felling of trees or the removal of hedgerow is proved necessary; and
4. It prevents the loss or deterioration of woodland unless part of an extant agreed forestry management scheme, and;
5. Any proposals for the removal of trees, woodland and/or hedgerows should not increase the risk of flooding; and
6. Proposed works to trees under Tree Preservation Orders or within a Conservation Area must not be detrimental to public realm, the character of the designated area, or to the detriment of the health and sustainability of the tree; and
7. It promotes and enhances the tree coverage of the Selby District in line with extant and most recent strategies relating to trees, woodlands and hedgerows (e.g. White Rose Forest Partnership Scheme and Conservation Area Appraisals).

B. There will be presumption against development that results in the loss or deterioration of ancient woodland and or maturely aged, ancient or veteran trees.

C. In order to preserve the ecological, amenity and historical value of veteran trees, proposals will be supported which retain and enhance these assets.

Explanation

8.54 Trees, woodland and hedgerows are an important part of the Selby Districts natural assets. They are an essential component in providing habitat and shelter to a variety of wildlife. While offering valuable biodiversity, trees and hedgerows also characterise the landscape and contribute to the local distinctiveness of settlements and towns across the Selby District while also providing amenity value, and improving resident's health and well-being. Veteran trees are the richest in terms of ecology, landscape and culture providing an irreplaceable resource.

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- 8.55** The contribution of trees within the urban areas of the Selby District is an important consideration. Strategies such as the England Tree Strategy and the White Rose Forest Partnership encourage the planting of trees to increase tree cover and consider the suitability of planting trees in urban areas and the benefits these deliver. Trees and woodland also make a key contribution to green infrastructure and ecological connectivity. New woodland planting is being promoted nationally to enhance and maximise the benefits of tree coverage. Selby District is working with its neighbouring authorities and key stakeholders on the White Rose Forest to increase tree cover in the Leeds City Region, as part of the initiative to create a new Northern Forest. As a signatory to the White Rose Forest Partnership, Selby District Council is facilitating the creation of a local group and will develop targets and an action plan for the District. This will form part of the evidence base for the next stages of the Local Plan.
- 8.56** The value of tree coverage to the Selby District, is important for climate change. Trees facilitate several key ecosystem services including - the production of oxygen, the removal of pollutants, the capture and storage of carbon and important functions such as natural shading from the sun and reducing flood risk through the slowing of storm water run-off.
- 8.57** The retention of trees and hedgerows that are present on or adjacent to a site is an important consideration, whether they are protected or not. It is essential to prevent the loss of, and to protect these resources in an appropriate manner during development or when they are considered under threat.
- 8.58** The design process for development should consider the health of the trees, woodland and hedgerows both in the present and the future and respond appropriately. The submission of a tree survey and ecological survey in line with Selby District Council's validation criteria will be expected.
- 8.59** Development layouts must ensure that retained and newly planted trees have enough space to flourish and mature over time, deliver their full range of environmental benefits be retained in the longer-term, without causing conflict with new development. New tree planting should be recognised from the outset as an integral part of any development scheme, not just those where it is proposed to remove existing specimens. Protecting retained trees and hedgerows from the start and throughout the development process is important.
- 8.60** There will be occasions where felling, or significant surgery to trees is acceptable. In such cases, the amenity value of the tree, its condition and potential life expectancy will be weighed against the demonstrable benefits a development presents, the protection of other important site features or any further benefits of a new development. When felling is approved, the replanting with suitable compensatory planting will normally be required within the site. If this is not possible, then compensatory planting off-site that is equivalent to the public value of the trees to be removed.

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Alternative Options Considered

- 8.61** As recognising the wider benefits from natural capital and ecosystem services – including the economic and other benefits of trees and woodland are key elements of the National Planning Policy Framework it is not considered that there are any realistic alternative options to this approach.

Question 63

Do you agree with the preferred approach to Trees and Woodland? If not, please give the reason for your answer and explain how you would like to see it changed.

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Preferred Approach NE7 - Protect and Enhance Waterways

The Council will, through the preferred approach, protect waterways and their environments including riverbanks and water frontages which:

1. provide a wide range of important functions in the District to support active access for recreation, health and well-being; or
2. have intrinsic amenity value to compliment new development; or
3. constitute or have the potential as alternative transport modes for economic prosperity and to reduce carbon emissions; or
4. are wildlife corridors to sustain biodiversity; or
5. contribute or could support mitigation for flooding and climate change.

This will be achieved:

A. For developments within, on top of, adjacent to or near to waterways, by:

1. taking account of the different existing or potential roles, characteristics and functions of the waterway such as for sustainable transport for water borne freight; for recreational use for walking or cycling; and/or for value as a wildlife corridor;
2. taking into account the latest priorities and strategies for waterways;
3. safeguarding and improve environmental quality and amenity;
4. enhancing the local environment and access to and along waterway corridors;
5. taking into account the needs of all users; and
6. avoiding loss, damage or deterioration of waterways assets and ensure they are an integral part of the development.

B. For development proposals affecting the Lower Derwent Valley Area of Restraint, by applying the following principles:

1. Additional recreational facilities including caravan and camping development, bankside moorings or other boating facilities will not be permitted.
2. Other development proposals will only be supported which take into account the guidance set out in the Lower Derwent Valley Supplementary Planning Document or its successor.

C. Proposals within or adjacent to the defined Development Limits of Barlby Bridge and Selby Urban Area, for riverside recreational facilities will be permitted, provided the proposal:

1. Would not jeopardise the commercial use of the waterway or the operation of existing businesses;
2. Would not create conditions prejudicial to highway safety or which would have a significant adverse effect on local amenity;
3. Is of a nature and scale appropriate to its location and its ability to absorb visitors without suffering environmental damage;
4. Contains adequate safeguards to prevent the pollution of the waterway; and

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5. Would not harm acknowledged nature conservation interests and wherever possible would strengthen existing wildlife corridors.
- D. Proposals within or adjacent to the defined Development Limits of Barlby Bridge and Selby Urban Area, for additional wharfage and/or a ships' turning basin and ancillary facilities will be permitted in order to support the expansion of freight trans-shipment and water-borne transport opportunities where proposals make provision for:
1. The safeguarding of long-term opportunities for the development of port facilities and a ships' turning basin;
 2. Appropriate landscape planting to safeguard the amenities of existing residents; and
 3. The retention and diversion of existing rights of way along the east bank of the river Ouse;
 4. The loss of the existing wharfs and associated infrastructure will be resisted to protect the longer-term options for alternative transport modes.

Explanation

8.62 Rivers and canals are key features of Selby District along with the extensive network of smaller watercourses such as streams and drainage channels or dykes. All have their own character and perform different and over-lapping functions. They contribute to the landscape character, provide opportunities for recreation, impact the high agricultural land quality, provide economic opportunities through commercial, recreation and tourism use and are the source of flooding in many parts of the District. Some of the key functions and qualities which the preferred approach will seek to protect and enhance are:

- All water courses – flood risk, landscape and blue/green corridors
- Tidal River Ouse at Selby – trans-shipment and amenity/recreation
- River Wharfe at Tadcaster – landscape, amenity, historic setting, recreation
- River Derwent – international wildlife site and LILA
- River Aire - landscape character in southern part of the District and amenity value for villages along it at Beal, West Haddlesey, Chapel Haddlesey, Temple Hirst and Hirst Courtney
- Selby Canal and Aire and Calder Navigation – trans-shipment potential and recreation – long distance walking/cycling routes.

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8.63 The preferred approach for waterways links to other approaches which seek to protect assets and enhance networks and connectivity for example for landscape, green and blue infrastructure, biodiversity, and trees and woodland. Baseline data is being collated and the Council will publish maps as part of the next stages of the Local Plan to identify the priority areas and requirements for development to protect and enhance the networks and links to them.



8.64 The Lower Derwent Valley (LDV) is the section of the River Derwent corridor shared by City of York Council, East Riding of Yorkshire Council, North Yorkshire County Council and Selby District Council who share responsibility as the Local Planning Authority (LPA) for different sections of the Lower Derwent Valley. It is an area of environmental significance in terms of its importance for biodiversity and landscape. The four LPAs all identify the Lower Derwent Valley as an important and special landscape of unique quality and the preferred approach identifies the area as a Locally Important Landscape Area.

8.65 The Lower Derwent Valley also includes sites that are internationally, nationally and locally important for wildlife, plant and animal species and are protected through the planning system by numerous statutory designations. Significant areas of the Lower Derwent Valley have been designated as Sites of Special Scientific Interest (SSSI), Special Areas of Conservation (SAC), Special Protection Areas (SPA), Ramsar sites and a National Nature Reserve (NNR). The Lower Derwent Valley SAC and SPA sites have the highest level of protection from inappropriate development under the Conservation of Habitats and Species Regulations (2017).

8.66 This waterways preferred approach seeks to take forward the Area of Restraint policy from the previous Local Plan to protect the landscape and biodiversity importance of the Lower Derwent Valley from adverse impact from recreational use. It is intended that the Local Plan is supplemented by the adoption of a Supplementary Planning Document (SPD) for the Lower Derwent Valley which has been prepared jointly with adjoining Local Planning Authorities (and has already been adopted by the East Riding of Yorkshire Council. The SPD will focus on controlling inappropriate recreation use and protect the important landscape and wildlife habitats and species.

8.67 In addition, the policies in the emerging North Yorkshire Minerals and Waste Joint Plan identify a number of sites in Selby District to be safeguarded for their transport infrastructure related to waterways and are therefore protected for minerals purposes (see table below extracted from the Publication Draft Minerals and Waste Joint Plan 2016, Appendix 2 'Safeguarded Transport Infrastructure'). However, this preferred approach (part D) seeks to protect such water transport infrastructure for the wider

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purpose of ensuring the continued availability of sustainable and alternative transport options in the longer term which are likely to become crucial in the light of the impacts of climate change.

Kellingley Colliery	Railhead and Wharves
Potter Group	Railhead and Wharf
BOCM, Olympia Mill	Wharf
Dalkia waste site, Pollington	Wharf
Heck Lane, Great Heck	Wharf
River Ouse, near Drax Power Station	Wharf
Viking Shipping Wharf, Selby	Wharf
Westfield Foods, Selby	Wharf

Table 8.2

Alternative Options Considered

8.68 As the protection of waterways is a key element of the National Planning Policy Framework it is not considered that there are any realistic alternative options to this approach.

Question 64

Do you agree with the following preferred approaches to:

1. Development within, on top of, adjacent, or near to waterways?
2. Proposals affecting the Lower Derwent Valley Area of Restraint?
3. Proposals within or adjacent to defined Development Limits of Barlby Bridge and the Selby Urban Area

If not, please give the reason for your answer and explain how you would like to see it changed.

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Preferred Approach NE8 - Air Quality

- A. The preferred approach is that developments must not:
1. result in further significant air quality deterioration, or the need to declare further Air Quality Management Areas (AQMAs); and
 2. result in any increase in the number of people exposed to poor air quality; and
 3. conflict with elements of an Authority Air Quality Action Plan (AQAP).
- B. Developments will only be permitted if the impact on air quality is acceptable and mechanisms are in place to mitigate adverse impacts and prevent further exposure to poor air quality. This will help to protect human health.
- C. This will be achieved by:
1. All developments promoting the uptake of low emission mitigation (such as through electric vehicle charging provision) and supporting sustainable travel to reduce air quality impacts.
 2. Developments in or affecting an AQMA or where pre-application discussions have indicated that the development could result in the designation of an AQMA or where the grant of planning permission would conflict with, or render unworkable, elements of the Authority AQAP, applicants must submit an Air Quality Assessment and/or a Dust Assessment Report and identify mitigation measures to ensure no significant adverse effects where development may:
 - i. Involve agricultural developments which have the potential to produce ammonia emissions and particulates which could affect residents; or
 - ii. Create emissions of dust during demolition, earth moving and construction, or through site operations associated with mineral extraction, waste disposal or agriculture; or
 - iii. Impact on the air quality of a Special Area of Conservation (SAC), Special Protection Area (SPA), or Site of Special Scientific Interest (SSSI), or on a non-statutory site where there is a relevant sensitivity.
 - iv. Create significant amounts of traffic (the level at which it has the potential to increase local air pollution, either individually or cumulatively), as determined through a Transport Assessment and/or air quality modelling specific to a planning application; or
- D. Mitigation measures should ensure consistency with the Council's Air Quality Action Plan and the Habitats Regulation Assessment where impacts are related to the diversity of ecosystems, and where impacts are traffic related, the current North Yorkshire Local Transport Plan.

Explanation

- 8.69** Air quality is the biggest environmental risk to public health in the United Kingdom. Studies have shown that exposure to poor air quality can have both short and long-term effects on health. Good air quality is essential for our health, quality

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of life and the environment. Air becomes polluted when it contains substances which can have a harmful effect on the health of people, animals and vegetation. The main causes of air pollution include transport, domestic combustion and industrial processes; with nitrogen dioxide (NO₂) and particulate matter being the key pollutants with regards to local air quality. The preferred approach emphasises the need for both health protection as well as meeting the NO₂ objective.

- 8.70** Particulate matter is the main pollutant for health impacts. NO₂ primarily gets in the air from the burning of fuel and most commonly forms from emissions from vehicles such as cars, heavy commercial vehicles (HCVs) and buses. Long exposures to elevated concentrations of NO₂ may contribute to the development of asthma and potentially increase susceptibility to respiratory infections. People with asthma, as well as children and the elderly are also generally at greater risk for the health effects of NO₂.
- 8.71** The preferred spatial strategy directs development to sustainable locations to reduce the need to travel and increases opportunities to use alternative modes such as the use of public transport to reduce congestion and car related air quality impacts. Other preferred approaches support the provision of renewable and low carbon energy and new infrastructure for electric vehicle charging for example. However, consideration needs to be given to a careful balance between renewable and low energy and local air quality (e.g. biomass boilers are good for carbon but not necessarily for local air quality). Cycling offers the economic advantages of affordable transport while having the potential to reduce congestion and improve air quality through reduced car use.
- 8.72** Selby District Council designated the first Air Quality Management Area (AQMA) in the District on the 29 February 2016. This is around New Street in Selby town centre. In 2018, the Council, in line with its requirements, approved the Air Quality Action Plan to improve air quality and protect the health of residents. Progress is reviewed and reported every year.
- 8.73** An Air Quality Assessment (AQA) is not necessarily required for all developments in an AQMA and a full AQA is only likely to be required for larger sites or which create significant amounts of traffic for example. The preferred approach does not provide an exhaustive list of all the situations in which an AQA is required. Significant amounts of traffic is defined as that which gives rise to significant changes in traffic volumes of +/- 5% change in annual average daily traffic or peak hour flows within AQMAs or +/- 10% outside AQMAs. In line with the AQAP, further supplementary guidance will be prepared that will define the development triggers for different levels of Air Quality Assessment and the Council will also consider the need for emission assessments / damage costs / mitigation statements.
- 8.74** Planning permission can play a vital role in improving local air quality and reducing potential emissions caused by development. This includes giving consideration to many aspects of a development such as building materials, highways, transport, electric vehicle charging and processes. It is also important that design and layout of schemes incorporate exposure reduction measures such as orientation, location and setting buildings back as well as emission mitigation measures.

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Alternative Options Considered

- 8.75** As the protection air quality is a key element of the National Planning Policy Framework it is not considered that there are any realistic alternative options to this approach.

Question 65

Do you agree with the preferred approach to Air Quality? If not, please give the reason for your answer and explain how you would like to see it changed.

Preferred Approach NE9 - Pollution and Contaminated Land

- A. Proposals for development which could give rise to, or would be affected by, noise pollution, light pollution, groundwater pollution or contamination of land or water or other environmental pollution or unstable land will not be permitted unless satisfactory remedial or preventative measures are incorporated as an integral element in the scheme. Such measures should be carried out before the use of the site commences. Planning applications must be accompanied by the appropriate assessments in line with the Council's Validation Checklist.
- B. Where there is a suspicion that the site might be contaminated, (as identified through a preliminary risk assessment, or commonly using the Yorkshire and Lincolnshire Pollution Advisory Group (YALPAG) screening assessment form) planning permission may be granted subject to conditions to prevent the commencement of development until a site investigation and assessment has been carried out and development has incorporated all measures shown in the assessment to be necessary.
- C. Development proposals should be designed to minimise risks of erosion, subsidence and instability, and to exploit opportunities for reclamation and reinstatement of contaminated land.
- D. Proposals for the redevelopment or re-use of land known or suspected to be contaminated and development or activities that pose a significant new risk of land contamination will be assessed having regard to:
 1. The findings of a preliminary land contamination risk assessment;
 2. The compatibility of the intended use with the condition of the land; and
 3. The environmental sensitivity of the site.
- E. Proposals that fail to demonstrate that the intended use would be compatible with the condition of the land or which fail to exploit appropriate opportunities for decontamination will be resisted.

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Explanation

- 8.76** New and existing development should not contribute to, be put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.
- 8.77** Development should take account of ground conditions and any risks arising from land instability and contamination. This includes risks arising from natural hazards or former activities such as mining, and any proposals for mitigation including land remediation (as well as potential impacts on the natural environment arising from that remediation); and after remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990; and adequate site investigation information, prepared by a competent person, is available to inform these assessments.
- 8.78** Applicants will need to verify post-remediation requirements; that is, they should identify the success or otherwise of remediation works and identify whether any further remediation or risk management measures are necessary to ensure the site is suitable for its intended use.

Alternative Options Considered

- 8.79** As the prevention of new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability are key elements of the National Planning Policy Framework it is not considered that there are any realistic alternative options to this approach.

Question 66

Do you agree with the preferred approach to Pollution and Contamination? If not, please give the reason for your answer and explain how you would like to see it changed.

Maintaining a High Quality Natural Environment 8

Key Documents

- [Leeds City Region Green and Blue Infrastructure Strategy and Delivery Plan to 2036](#)
- [Selby District Landscape Character Assessment \(2019\)](#)
- [Selby District Landscape Sensitivity Study \(2019\)](#)
- [Selby District Local Landscape Designation Review \(2019\)](#)
- [White Rose Forest](#)
- [England Tree Strategy](#)
- [Minerals and Waste Joint Plan](#)
- [Selby Air Quality Management Area \(New Street\)](#)
- [Selby District Air Quality Annual Status Reports](#)
- [North Yorkshire Local Transport Plan](#)

Emerging or Planned:

- Indoor and Outdoor Sports Facilities Assessment
- Selby District Green Space Audit
- Selby District Green and Blue Infrastructure Audit and Strategy
- Selby District SINC Review (2020-2022)
- Local Nature Recovery Strategy
- Selby District Tree Planting Strategy and Action Plan

Part 3 - New Settlement Proposals

New Settlement Proposals 9

9 New Settlement Proposals

- New settlements should be of a scale to secure appropriate infrastructure
- Development should take place within existing settlements
- There should be links to employment opportunities and therefore a mixed use scheme
- You were concerned about building on greenfield land when there are opportunities on brownfield sites
- Infrastructure needs to be put in place first
- We need to consider the long lead in times delivery outside of plan period
- We should consider urban extensions to provide links to existing facilities
- Proposals should aim to be carbon neutral

9.1 Paragraph 72 of the National Planning Policy Framework says that the supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements, provided they are well located and designed, and supported by the necessary infrastructure and facilities. In identifying sites strategic policy makers should:

- a. Consider the opportunities presented by existing or planned investment in infrastructure, the area's economic potential and scope for net environmental gains;
- b. Ensure that their size and location will support a sustainable community, with sufficient access to services and employment opportunities within the development itself (without expecting an unrealistic level of self-containment);
- c. Set clear expectations for the quality of the development and how this can be maintained (such as by following Garden City principles), and ensure that a variety of homes to meet the needs of different groups in the community will be provided;
- d. Make a realistic assessment of likely rates of delivery, given the lead-in times for large scale sites, and identify opportunities for supporting rapid implementation (such as through joint ventures or locally-led development corporations); and
- e. Consider whether it is appropriate to establish Green Belt around or adjoining new developments of significant size.

9.2 Britain has a long history of smaller planned communities, with early examples being delivered by philanthropic industrialists and social reformers in the 19th Century such as Saltaire, Bournville, Port Sunlight and New Earswick in York. This was followed by the Garden City movement developed by Ebenezer Howard which resulted in the first Garden City at Letchworth in 1903. Following the First World War there were a number of urban expansions given the name 'garden' resulting from the first wave of council housebuilding in Britain.

9.3 The Town and Country Planning Association considers a Garden Village to be a holistically planned new settlement that enhances the natural environment and offers high-quality affordable housing and locally accessible work in beautiful, healthy and sociable communities. The Garden Village Principles are an indivisible and interlocking framework for their delivery, and include:

9 New Settlement Proposals

- Land value capture for the benefit of the community;
- Strong vision, leadership and community engagement;
- Community ownership of land and long-term stewardship of assets;
- Mixed-tenure homes and housing types that are genuinely affordable;
- A wide range of local jobs in the Garden Village within easy commuting distance of homes;
- Beautifully and imaginatively designed homes with gardens, combining the best of town and country to create healthy communities, and including opportunities to grow food;
- Development that enhances the natural environment, providing a comprehensive green infrastructure network and net biodiversity gains, and that uses zero-carbon and energy-positive technology to ensure climate resilience;
- Strong cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods; and
- Integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport.

9.4 In response to the Call for Sites Exercise undertaken in the 12 months from September 2019, three proposals have been put forward to the Council as potential locations for a new settlement, these are the former Burn Airfield, the former Church Fenton Airfield and a greenfield site to the east of the former Stillingfleet mine. All of these sites are of sufficient size to accommodate approximately 3,000 new dwellings and local infrastructure requirements such as new schools, health facilities, recreation areas and shops. Two of the proposals, East of Stillingfleet mine and Church Fenton have further additional land available for further longer-term growth.

9.5 A well-planned new community in the District provides the opportunity to create a high quality sustainable place, which delivers the highest sustainability standards and economies of scale to support infrastructure, whilst protecting the Green Belt. One of the key benefits is that it can help prevent the sprawl of existing towns and villages, through the sites which would be needed to deliver the District's housing requirements up to 2040. It should be recognised that the Town and Country Planning Association consider that it is not only undesirable but also impossible to create a place which is entirely self-contained and therefore consideration will also need to be made on how the three proposals are connected to other places.

9.6 All three proposals for the new settlements will be assessed in accordance with the Town and Country Planning Association's Garden Village Principles set out above in order to determine which is the most suitable. However, the Council is keen to hear the views of local people and businesses on all three proposals at an early stage. An overview of all three potential new settlements follows.

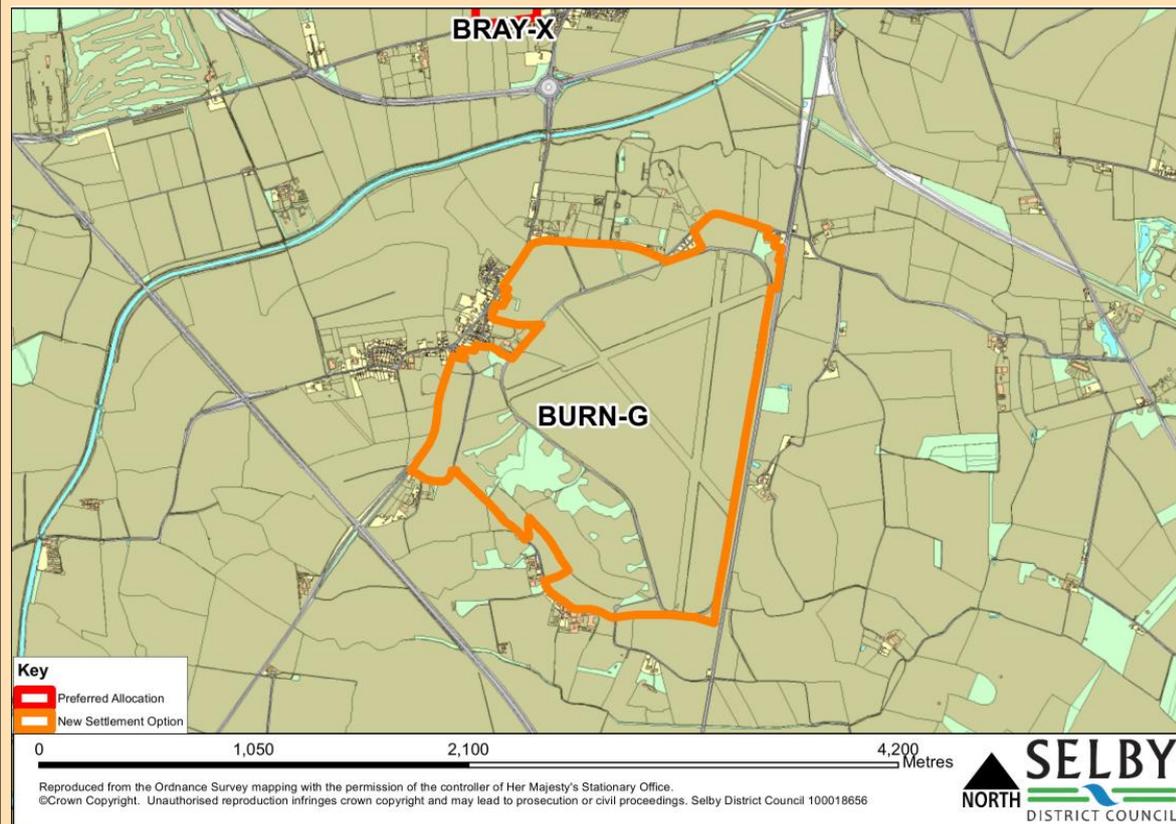
New Settlement Proposals 9

BURN-G

Location: Former Burn Airfield, Burn

Total Site Area: 228.8 hectares

Indicative dwelling capacity: up to 3,900 dwellings (1,260 of which are projected to be built within the plan period).

**Location and Ownership**

9.7 The site is located 3.5km south of Selby Town adjacent to Burn Village. The site is predominantly in agricultural use and is characterised by the runways that cross the site which were created when the site was developed as an RAF base in 1942. The proposed site is in two ownerships and covers a total area of 228 hectares and has the potential to deliver up to 11 hectares of employment land and 3,900 new homes.

Constraints

- 80% of the land is Grade 2 Agricultural Land (20% Grade 3);
- Located within Flood Zone 3, but benefiting from formal flood defences

Opportunities

- The Trans Pennine Trail runs through the site;
- Good connections to existing communities in Burn, Brayton and Selby Town;

9 New Settlement Proposals

- Located adjacent to the A19 and just 1km south of the A63, so has good highways access to Selby, York and Leeds;
- Supports the development of a A19 bypass around Burn village

Site Requirements

9.8 If this site were to go forward proposals should follow a comprehensive, phased approach to development in accordance with a masterplan which covers the development of the whole site and follows the 9 guiding principles for Garden Villages. The Master Plan will be produced in consultation with stakeholders and the local community to inform the determination of any applications for development.

9.9 In addition development should:

1. Be developed in a coordinated way, in accordance with the approved masterplan in order to ensure that the appropriate infrastructure is delivered,
2. Provide an appropriate mix of dwelling types and tenures;
3. Provide a distributor road through the settlement which connects to a new A19 bypass to be provided around Burn Village;
4. Provide an interlinked system of amenity space, cyclepaths and footpaths which connect residents with services in the new settlement and to nearby towns and villages;
5. Ensure that the proposal preserves or enhances the character of nearby heritage assets;
6. Provide 11 hectares of employment land in close proximity to the access to the A19 bypass;
7. Establish permanent landscaped boundaries on all the edges of the site; and
8. Use a sequential approach to residual flood risk when locating the various uses on the site, in accordance with the requirements set out in the Council's level 2 SFRA. Site specific flood risk assessments will be required to address relative vulnerabilities across the site.

Question BURN-G

Do you agree with the potential development of a new settlement at BURN-G? If not, please give the reason for your answer.

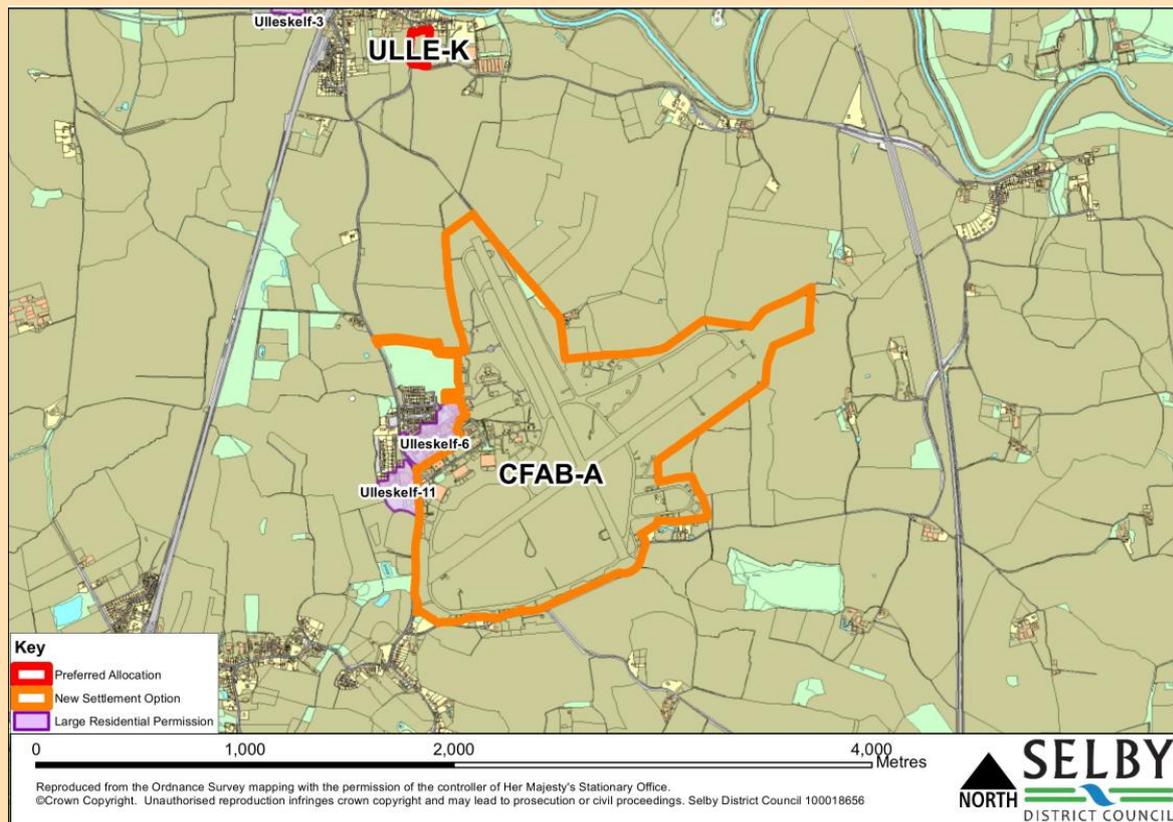
New Settlement Proposals 9

CFAB-A

Location: Land at Church Fenton Airbase

Total Site Area: 181 hectares

Indicative dwelling capacity: up to 3,000 dwellings (1,260 of which are projected to be built within the plan period).

**Location and Ownership**

9.10 This site covers an area of 181 hectares and is located less than four miles from the A1(M)/M1. The site was formerly part of RAF Church Fenton Airbase, which was established as an airbase in the 1930's and comprises a number of built structures, runways and taxiways. The site is currently in commercial aviation use and is in single ownership.

Constraints

- A number of Scheduled Ancient Monuments associated with wartime airbase operations around periphery of site;
- Site is almost wholly within Flood Zone 2, flood level mitigation required;
- Requires highways improvement.

9 New Settlement Proposals

Opportunities

- Access to the East Coast Mainline from two existing railway stations providing direct services to Leeds and York;
- Largely brownfield;
- Neighbouring employment uses at Create Yorkshire;
- Connection to existing communities at Church Fenton Airbase and Church Fenton;
- Further long-term development land in same ownership, which could facilitate walking and cycling links to Ulleskelf Station.

Site Requirements

9.11 If this site were to go forward proposals should follow a comprehensive, phased approach to development in accordance with a masterplan which covers the development of the whole site and follows the 9 guiding principles for Garden Villages. The Master Plan will be produced in consultation with stakeholders and the local community to inform the determination of any applications for development.

9.12 In addition development should:

1. Be developed in a coordinated way, in accordance with the approved masterplan in order to ensure that the appropriate infrastructure is delivered;
2. Provide an appropriate mix of dwelling types and tenures;
3. Be fully integrated by cyclepaths and footpaths, which link residential areas to the local centre and employment land and the village of Church Fenton and the new settlement to the rail station to the east;
4. Where possible, well-established hedgerows should also be retained;
5. Provide substantial landscaped areas on its boundaries to safeguard the amenity of existing and future residents;
6. Protect and enhance ancient monuments on the site - integrate public access to and interpretation of RAF heritage into scheme;
7. Provide green buffers to the site's boundaries; and
8. Provide opportunities for local employment and training schemes during the construction period.

Question CFAB-A

Do you agree with the potential development of a new settlement at CFAB-A? If not, please give the reason for your answer.

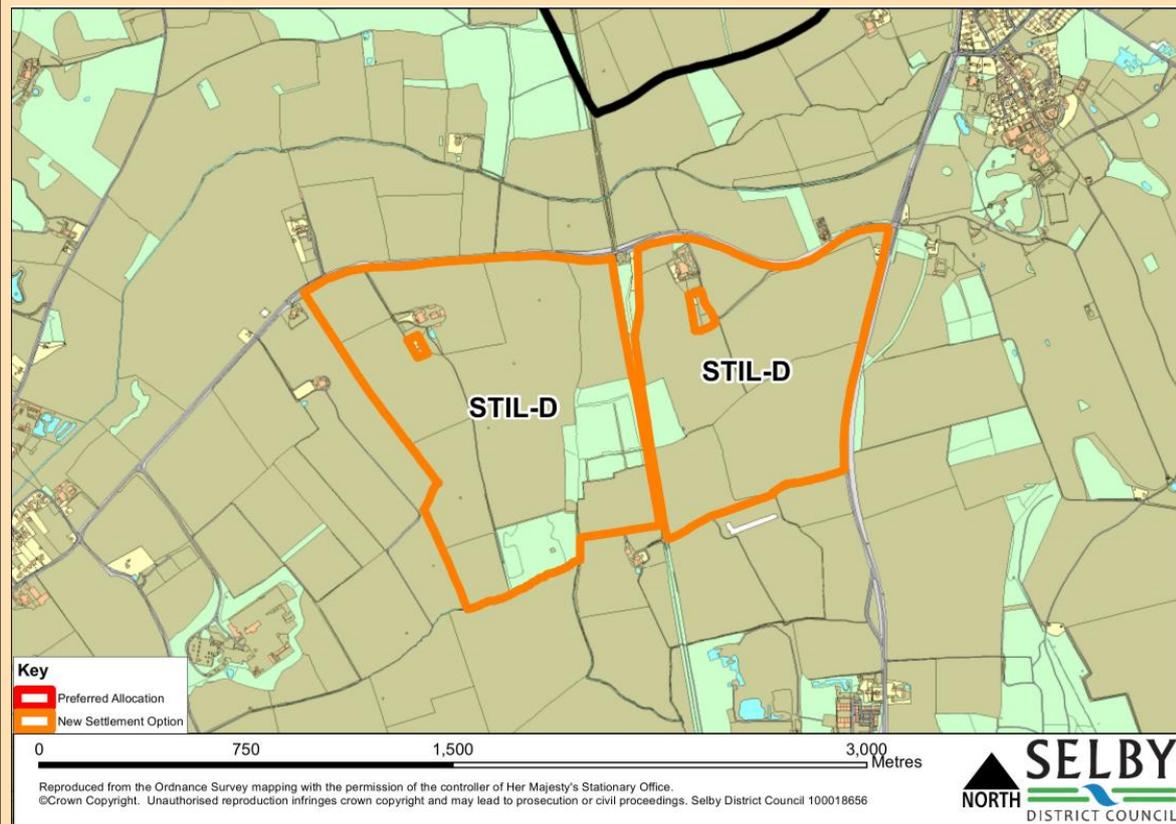
New Settlement Proposals 9

STIL-D

Location: Land to the south of Escrick Road, Stillingfleet

Total Site Area: 173 hectares

Indicative dwelling capacity: up to 3,000 Dwellings (1,260 of which are projected to be built within the plan period)

**Location and Ownership**

9.13 The proposed site for a new settlement is located to the south west of Escrick Village to the East of the Former Selby Mine. The land is currently used for agriculture and is in single ownership. The site benefits from its proximity to the A19, with good road links to both York and Selby.

Constraints

- Ancient Woodland
- Overhead electricity lines
- Requires improved road access to the A19
- 40% Grade 2 Agricultural Land (Grade 3 60%)

9 New Settlement Proposals

Opportunities

- Predominantly Flood Zone 1;
- Trans Pennine Cycle Route which runs through the centre of the site, linking the new settlement to both York (12km) and Selby;
- Links to exiting communities at Stillingfleet and Escrick;
- Relatively flat topography

Site Requirements

9.14 If this site were to go forward proposals should follow a comprehensive, phased approach to development in accordance with a masterplan which covers the development of the whole site and follows the 9 guiding principles for Garden Villages. The Master Plan will be produced in consultation with stakeholders and the local community to inform the determination of any applications for development.

9.15 In addition development should:

1. Be developed in a coordinated way, in accordance with the approved masterplan in order to ensure that the appropriate infrastructure is delivered;
2. Provide an appropriate mix of dwelling types and tenures;
3. Development of the site must retain and enhance the section of the Trans Pennine Trail which runs directly through the middle of the site, from north to south;
4. Should be fully integrated by cyclepaths and footpaths, which link residential areas to the local centre and employment land;
5. The site comprises significant areas of established woodland, including Heron Wood, which should be retained as such. Where possible, well-established hedgerows should also be retained. The site must have substantial landscaped areas on its boundaries to safeguard the amenity of existing and future residents;
6. Provide 5ha of employment land;
7. Provide vehicular access to the site from both the A19 and B1222, including the provision of a new roundabout on the A19;
8. Provide green buffers to the site's boundaries; and
9. Provide opportunities for local employment and training schemes during the construction period.

Question STIL-D

Do you agree with the potential development of a new settlement at STIL-D? If not, please give the reason for your answer.

New Settlement Proposals 9

Question 67

Which site do you think is the most suitable for a new settlement? Please rank them in order of preference.

1. Former Burn Airfield, Burn (BURN-G)
2. Land at Church Fenton Airbase (CFAB-A)
3. Land to the south of Escrick Road, Stillingfleet (STIL-D)

Please give the reason for your answer.

Part 4 - Council's Preferred Allocations

Council's Preferred Allocations 10

10 Council's Preferred Allocations

Site Assessment Methodology

- 10.1** All of the Preferred Allocations have been submitted through the Council's call for sites exercise, which took place between September 2019 and September 2020. They have all been assessed in accordance with the [Site Assessment Methodology](#) (SAM). This is a technical document that has been used to robustly assess all the sites submitted to the Council, it incorporates a wide range of technical information from all aspects of town planning, including everything from access to services to flood risk. The SAM consists of the methodology, the individual site profiles and a spreadsheet of all the site assessments.
- 10.2** This assessment process ensures that the most sustainable and deliverable sites are developed over the plan period sites in the right locations. Over 400 sites were submitted and assessed with the SAM, and the 43 sites below have been found to be the most sustainable .
- 10.3** It is important to get the views of landowners, developers and the general public on the approach we have taken towards the assessment of sites. We will take account of the comments we receive during this consultation when we finalise the Site Assessment Methodology for the Publication draft of the Local Plan.

Question 68

Are the assessments questions in the SAM appropriate? Would you include any other assessment questions?

Question 69

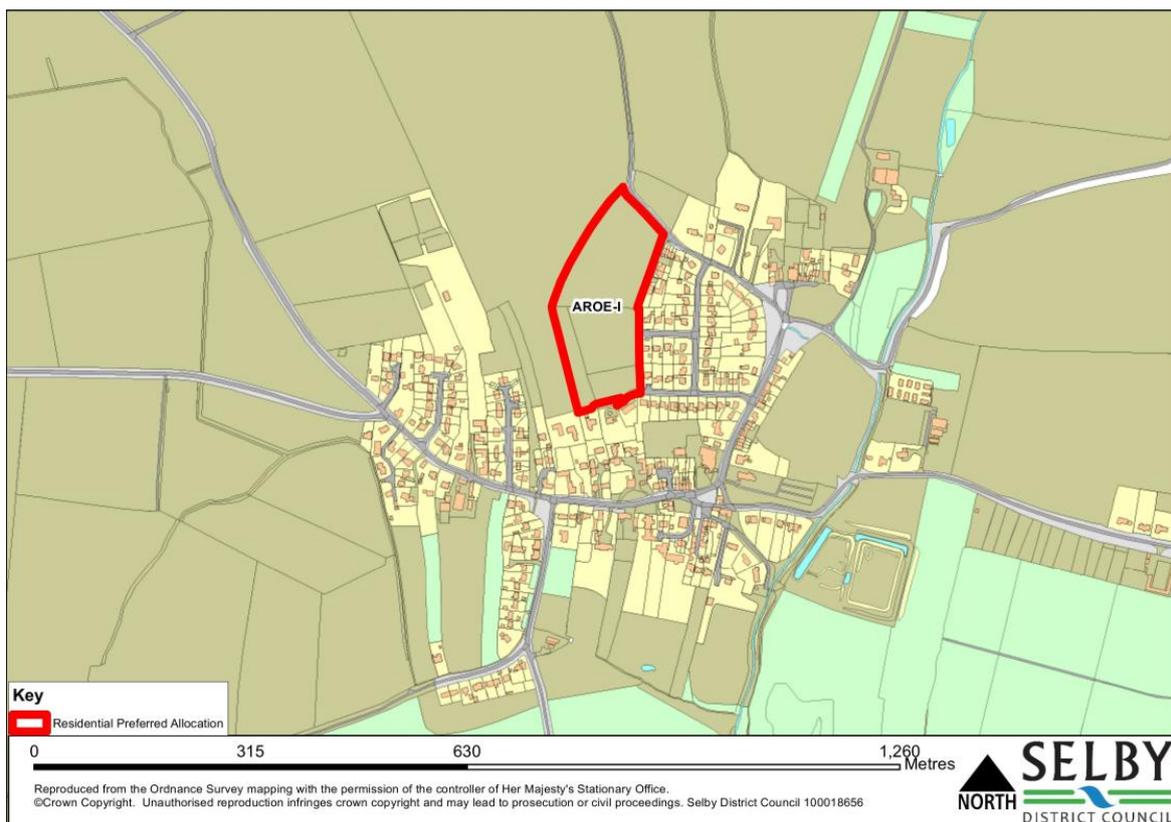
Is the assessment of the sites accurate? Please use the site reference when answering.

- 10.4** **The sites set out below are the Council's preferred sites.** To see these preferred sites in more detail please consult the [Proposals Map](#).

11 Appleton Roebuck

11 Appleton Roebuck

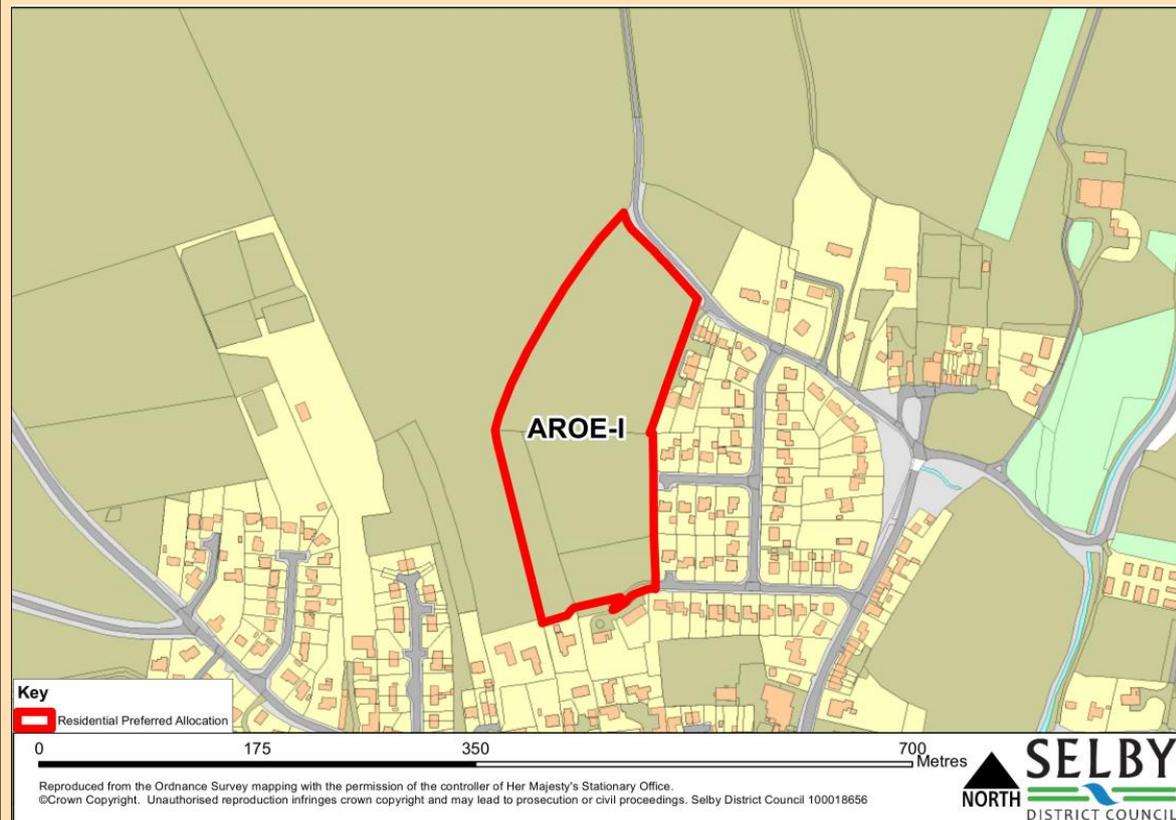
- 11.1** Appleton Roebuck is defined as a Tier 2 Village in the preferred settlement hierarchy and is located 7 miles to the east of Tadcaster and 9 miles to the south-west of York. It has a population of 907 (2019 ONS) and is well-served by local facilities, including a primary school and village hall/ meeting room. The village lies 3 miles south of the A64 and is served by one bus route running up to 5 times a day, Monday to Saturday.
- 11.2** The village is linear in nature and well-integrated into the surrounding landscape to the west of The Feet, a tributary of the River Wharfe to the south. The historic character of the village is defined by Medieval field crofts and boundaries, ridge and furrow and a Moated Scheduled Monument to the south east. The historic part of the village is designated as a Conservation Area. More recent estate development has extended the village along the roads to the north, south and west.
- 11.3** The major factors affecting the selection of sites for allocation include Flood Zone 3 to the east, the Conservation Area, various Listed buildings, a Scheduled Monument, and Nun Appleton registered park and garden.



AROE-I

Location: Land Adjacent to Maltkiln Lane

Total Site Area: 3.23 hectares



This site is a preferred allocation for residential development

Indicative dwelling capacity: up to 50 dwellings.

In addition to satisfying the requirements of relevant planning policies, development proposals on the site will be required to:

1. Provide affordable dwellings on site, the percentage of which is to be determined by a viability study, in accordance with the criteria set out in policy HG4.
2. Provide vehicular access from North Field Close to the East of the site and North Field Way to the South East of the site;
3. Be supported by a Heritage Impact Assessment to ensure that those those features which contribute to the setting of the Appleton Roebuck conservation area are protected and enhanced;
4. Where possible, retain the mature tree coverage and established hedgerows within the site.

11 Appleton Roebuck

Explanation

- 11.4** The site is a preferred allocation for residential use and has the capacity to accommodate up to 50 dwellings. Given the proximity of the site to the Appleton Roebuck Conservation Area, a Heritage Impact Assessment will be required to ensure that proposals preserve or enhance the character and setting of the Conservation Area.
- 11.5** Where possible, the mature tree coverage and established hedgerows should be retained. Access to the site should be taken from North Field Close and North Field Way.

Reason for Allocation

- 11.6** The site represents a logical extension to the built form of the village on its northern boundary and its development would extend the settlement in line with North Field Avenue and North Field way which lie directly to the east, without significant detriment to the form or appearance of the village.

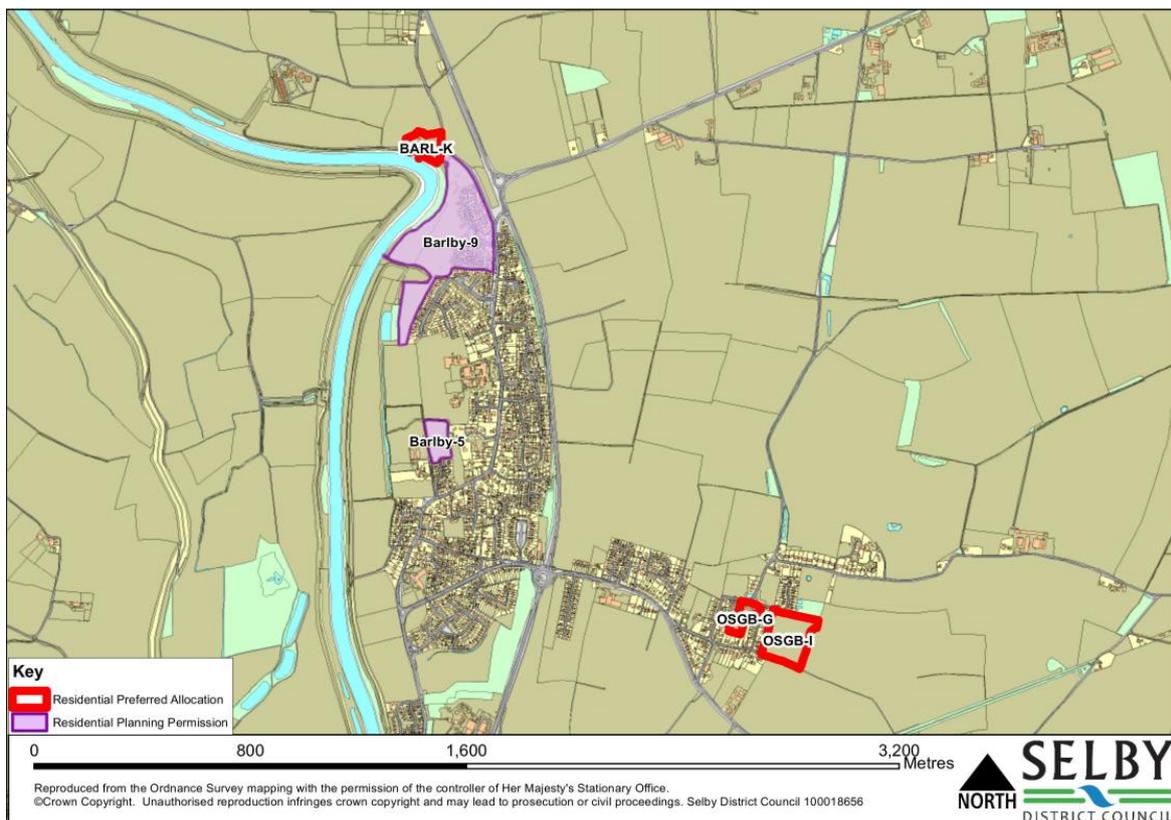
Question AROE-I

Do you agree with the proposed allocation of site AROE-I for residential development? If not, please give the reason for your answer and explain how you would like to see it changed.

Barlby & Osgodby 12

12 Barlby & Osgodby

- 12.1** The villages of Barlby & Osgodby are located immediately to the north east of Selby and together are defined as a combined Tier 1 Village in the preferred settlement hierarchy. Together they have a combined population of 5,378 (2019 ONS) and are well-served by a range of local facilities, including 2 primary schools, secondary school, healthcare facility, 3 convenience stores and 2 village halls/ meeting rooms. Both villages are well served by public transport: 3 bus routes pass through Barlby and 2 bus routes pass through Osgodby, all running Monday to Saturday. Their proximity to Selby means that further bus routes and a train station are also accessible. The National Cycle Network route 65 and the Trans-Pennine Long Distance Footpath also pass through Barlby.
- 12.2** Barlby village is constrained by the River Ouse to the west and the A19 to the east, whereas Osgodby is a more dispersed village extending north eastwards away from the A63. The buildings in both settlements show a degree of unity in style and colour and tend to be well integrated within the landscape, with harder boundaries along the main access roads of the A19 and A63. These main roads allow for good access north towards York and south towards Selby.
- 12.3** The major factors affecting the selection of sites for allocation in Barlby & Osgodby include: Flood Zone 3 to the south and west; various Listed buildings such as Barlby Hall on the western extent of Barlby Parish and a Grade II Former War Department munitions depot between Barlby and Osgodby; a Site of Importance for Nature Conservation (SINC) which lies to the west of Barlby on the eastern bank of the River Ouse; and the Strategic Countryside Gap located between Barlby and Osgodby.

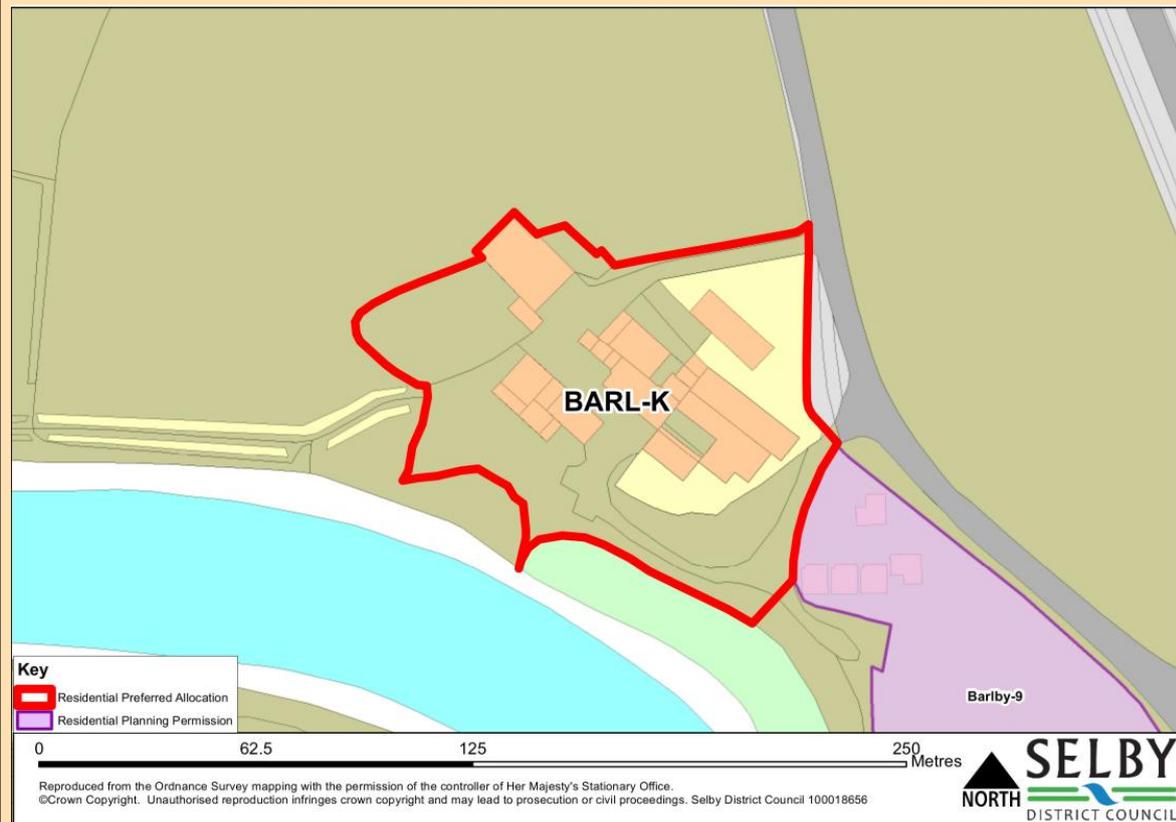


12 Barlby & Osgodby

BARL-K

Location: Land at Turnhead Farm, Barlby

Total Site Area: 1.02 hectares



This site is a preferred allocation for residential development

Indicative dwelling capacity: up to 26 dwellings.

In addition to satisfying the requirements of relevant planning policies, development proposals on the site will be required to:

1. Provide affordable dwellings on site, the percentage of which is to be determined by a viability study, in accordance with the criteria set out in policy HG4.
2. Establish permanent landscaped boundaries to the eastern, western and northern edge to provide an appropriate landscape buffer with the open countryside.
3. Not have adverse impact on any protected species or their habitats and be supported by an Ecological Survey.
4. Remediate any contaminated land that is present on the site.
5. Provide vehicular access to the site from York Road.
6. Provide pedestrian linkages to Barlby.

Barlby & Osgodby 12

Explanation

- 12.4** The site is a preferred allocation for residential use and has the capacity to accommodate up to 26 new dwellings. The site currently comprises a farmstead with a range of buildings on site which could support bats and various nesting birds and is located directly adjacent to the River Ouse. The potential for development to disturb protected species and habitats means that proposals to develop the site will need to be supported by an Ecological Survey.
- 12.5** Appropriate landscaping will be required on the northern, eastern and western boundaries of the site in order to screen the development from the open countryside. The site may be subject to contamination which will need to be satisfactorily addressed prior to any development commencing on site.
- 12.6** Vehicular access to the site should be taken from York Road. A separate pedestrian linkage will also need providing to allow for a safe walking route from the site into Barlby.

Reason for Allocation

- 12.7** The site marks a logical northern extension to Barlby with existing residential properties adjacent on its southern boundary. The site is also located primarily in Flood Zone 1 with only a small proportion falling in Flood Zone 3b (0.23%) and Flood Zone 2 (4.87%). The site is situated in close proximity to the A19, providing easy access to both Selby and York.

Question BARL-K

Do you agree with the proposed allocation of site BARL-K for residential development? If not, please give the reason for your answer and explain how you would like to see it changed.

12 Barlby & Osgodby

OSGB-G

Location: Lake View Farm, Osgodby

Total Site Area: 0.69 hectares



This site is a preferred allocation for residential development

Indicative dwelling capacity: up to 21 dwellings.

In addition to satisfying the requirements of relevant planning policies, development proposals on the site will be required to:

1. Provide affordable dwellings on site, the percentage of which is to be determined by a viability study, in accordance with the criteria set out in policy HG4.
2. Provide vehicular access from South Duffield Road to the north of the site.
3. Not have adverse impact on any protected species or their habitats and be supported by an Ecological Survey.
4. Remediate any contaminated land that is present on the site.

Explanation

- 12.8** The site is a preferred allocation for residential use and has the capacity to accommodate up to 21 new dwellings. Access to the site should be taken from South Duffield Road which is located to the north of the site.

Barlby & Osgodby 12

- 12.9** The site currently comprises a farmstead with traditional brick buildings, which could support bats and nesting birds. Ponds located within the vicinity may also support amphibians. The potential for development to disturb protected species and habitats means that proposals to develop the site will need to be supported by an Ecological Survey.
- 12.10** Part of the site comprises previously developed land which may be subject to contamination. This will need to be satisfactorily addressed prior to any development commencing on site.

Reason for Allocation

- 12.11** Development of the site would mark a logical infilling within Osgodby as it is located within the built form of the settlement with adjacent residential properties on all sides. Furthermore, redevelopment of the site is likely to improve the amenity of the area by the removal of agricultural buildings within a predominantly residential area. The site is also located wholly in Flood Zone 1.
- 12.12** The NPPF requires that land is identified on small sites (i.e. those under 1ha) to accommodate at least 10% of housing requirements. This site is able to contribute to this requirement.

Question OSGB-G

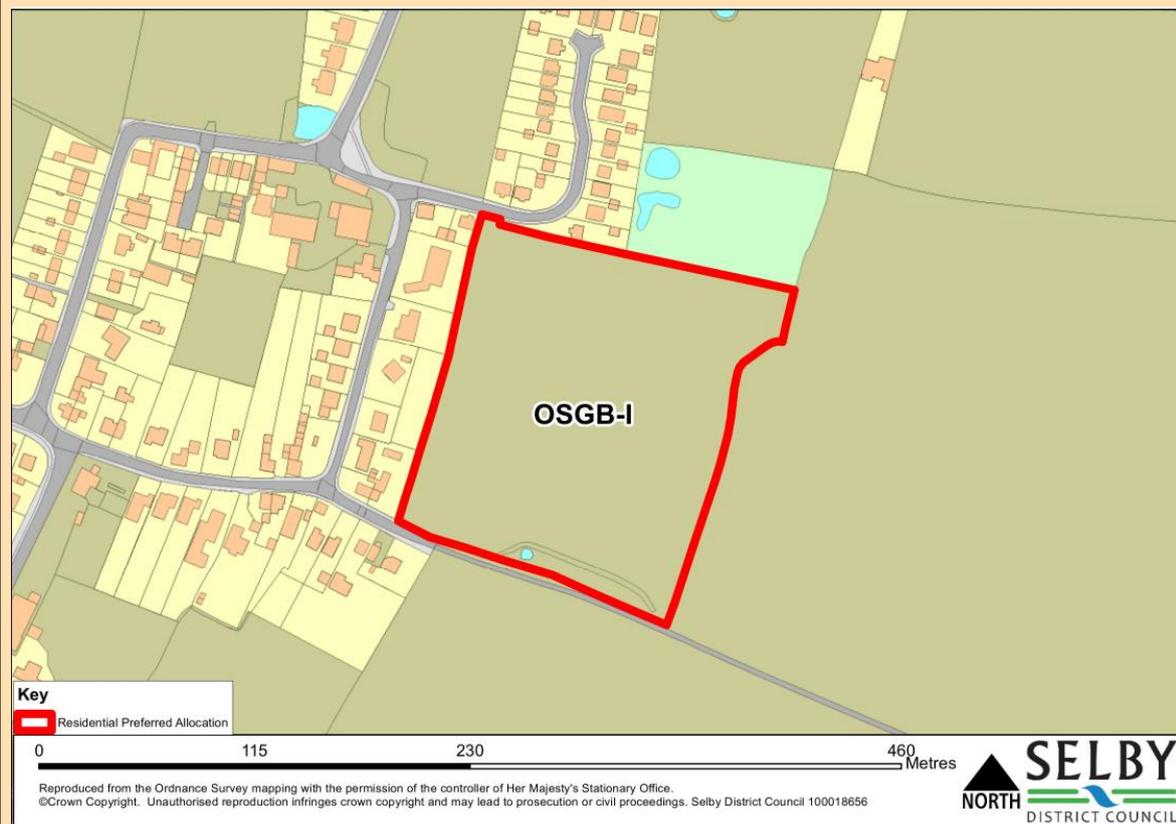
Do you agree with the proposed allocation of site OSGB-G for residential development? If not, please give the reason for your answer and explain how you would like to see it changed.

12 Barlby & Osgodby

OSGB-I

Location: Land east of Sand Lane, Osgodby

Total Site Area: 2.81 hectares



This site is a preferred allocation for residential development

Indicative capacity of the site: up to 72 dwellings.

In addition to satisfying the requirements of relevant planning policies, development proposals on the site will be required to:

1. Provide affordable dwellings on site, the percentage of which is to be determined by a viability study, in accordance with the criteria set out in policy HG4.
2. Provide vehicular access from The Hollies to the north of the site or from Sand Lane to the south of the site.
3. Provide appropriate landscaped screening to the site's eastern and southern boundaries.
4. Not have adverse impact on any protected species or their habitats and be supported by an Ecological Survey.
5. Remediate any contaminated land that is present on the site.

Barlby & Osgodby 12

Explanation

- 12.13** The site is a preferred allocation for residential use and has the capacity to accommodate up to 72 new dwellings. Access to the site should be taken from The Hollies to the north or from Sand Lane to the south.
- 12.14** Landscape screening will be required to the eastern and southern boundaries of the site. The site currently has established boundary hedgerows and mature trees, especially along the southern boundary, which should be retained, where possible.
- 12.15** The site lies within close proximity to an area of semi-natural habitat to the north which contains a pond which might support amphibians. Proposals to develop the site will therefore need to be supported by an Ecological Survey. The site may be subject to contamination which will need to be satisfactorily addressed prior to any development commencing on site.

Reason for Allocation

- 12.16** Development of the site would mark a logical eastern extension to the settlement of Osgodby, without significant detriment to the character and form of the village. The site is also located wholly in Flood Zone 1.

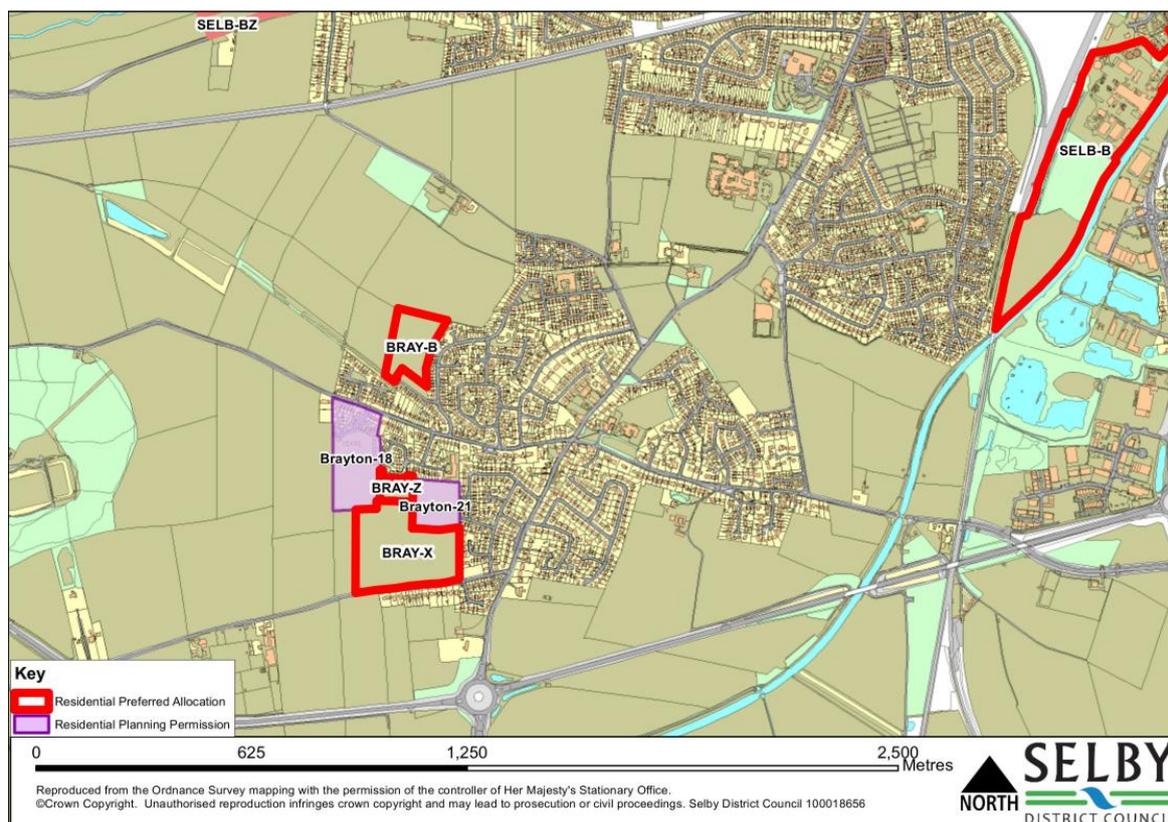
Question OSGB-I

Do you agree with the proposed allocation of site OSGB-I for residential development? If not, please give the reason for your answer and explain how you would like to see it changed.

13 Brayton

13 Brayton

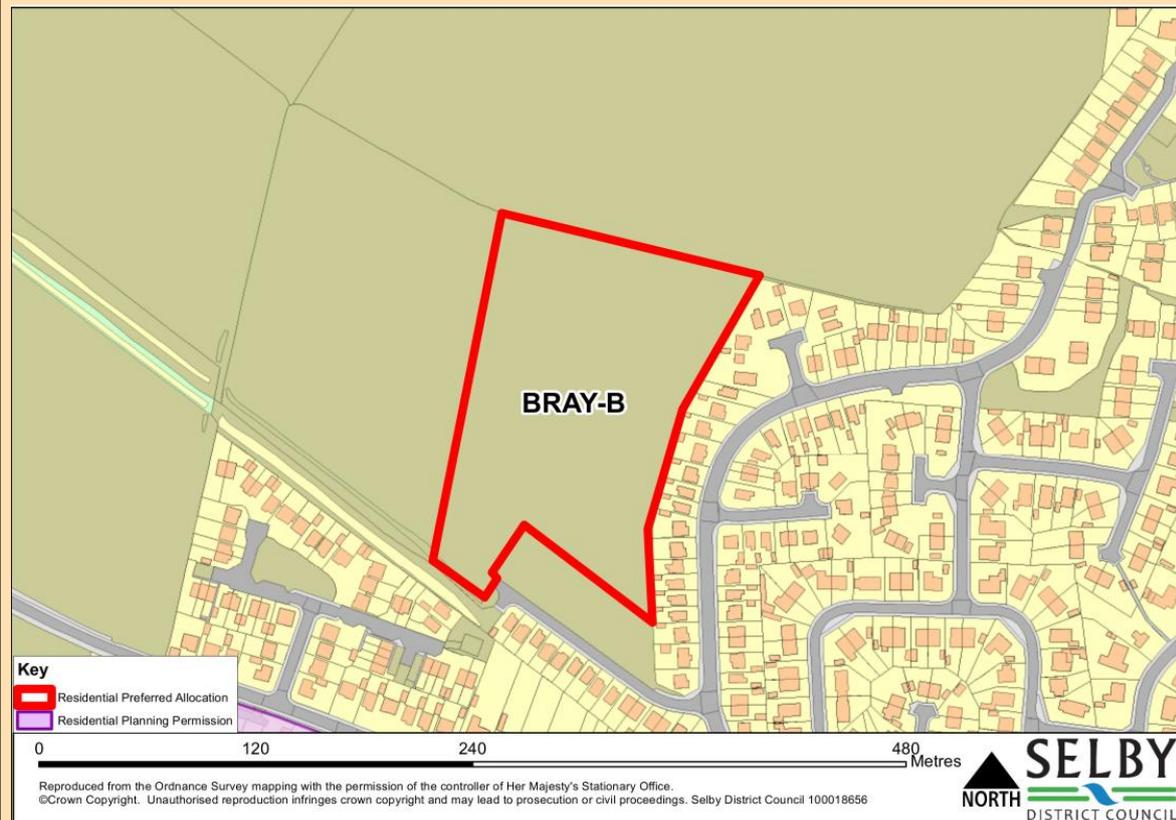
- 13.1** Brayton is defined as a Tier 1 Village in the preferred settlement hierarchy and is located just to the south of Selby. The village has a population of 5,300 (2019 ONS) and is well-served by a range of local facilities, including 2 primary schools, a secondary school, a healthcare facility, a convenience store and a village hall/ meeting room. The village is well served by public transport, four bus routes pass through Brayton running Monday to Saturday. The village is also in close proximity to Selby with further bus routes and a train station. Brayton is located adjacent to the A63 and A19 with quick access north towards York, west towards Leeds and southwards heading towards the M62.
- 13.2** Brayton is surrounded by two Strategic Countryside Gaps: one to the north and east separating it from Selby, and one to the west separating it from Thorpe Willoughby. The village is also constrained by the A63 to the south, Brayton Barff to the west and the Canal to the east. The buildings within the settlement are relatively uniform in character and style, although more recent developments reflect the late 20th-century estate cul-de-sac style development. The historic part of the village is designated as a Conservation Area.
- 13.3** The major factors affecting the selection of sites for allocation in Brayton include: Flood Zone 3 to the south and east; the Conservation Area; various Listed buildings such as the Grade I Church of St Wilfred, and Grade II Vicarage; Brayton Barff Ancient Woodland; the Locally Important Landscape Area (LILA); the Sites of Importance for Nature Conservation (Canal) to the south and east of the village and the two Strategic Countryside Gaps to the north, east and west.



BRAY-B

Location: Land South of Brackenhill Lane, Brayton

Total Site Area: 2.34 hectares



This site is a preferred allocated for residential development.

Indicative dwelling capacity: up to 60 dwellings.

In addition to satisfying the requirements of relevant planning policies, development proposals on the site will be required to:

1. Provide affordable dwellings on site, the percentage of which is to be determined by a viability study, in accordance with the criteria set out in policy HG4.
2. Provide vehicular access from Evergreen Way to the south of the site.
3. Provide a landscaped screening on the northern and western boundaries of the site.
4. Remediate any contaminated land that is present on the site.

Explanation

- 13.4** The site is a preferred allocation for residential use and has the capacity to accommodate up to 60 new dwellings. Access to the site should be taken from Evergreen Way to the south of the site. In order to minimise visual impact, development will need to provide landscape screening to the northern and western boundaries of the site. The site may be subject to contamination which will need to be satisfactorily addressed prior to any development commencing on site.

13 Brayton

Reason for Allocation

- 13.5** The development of the site would form a rounding-off of the village of Brayton on its north western edge, without significant detriment to the form or appearance of the village.

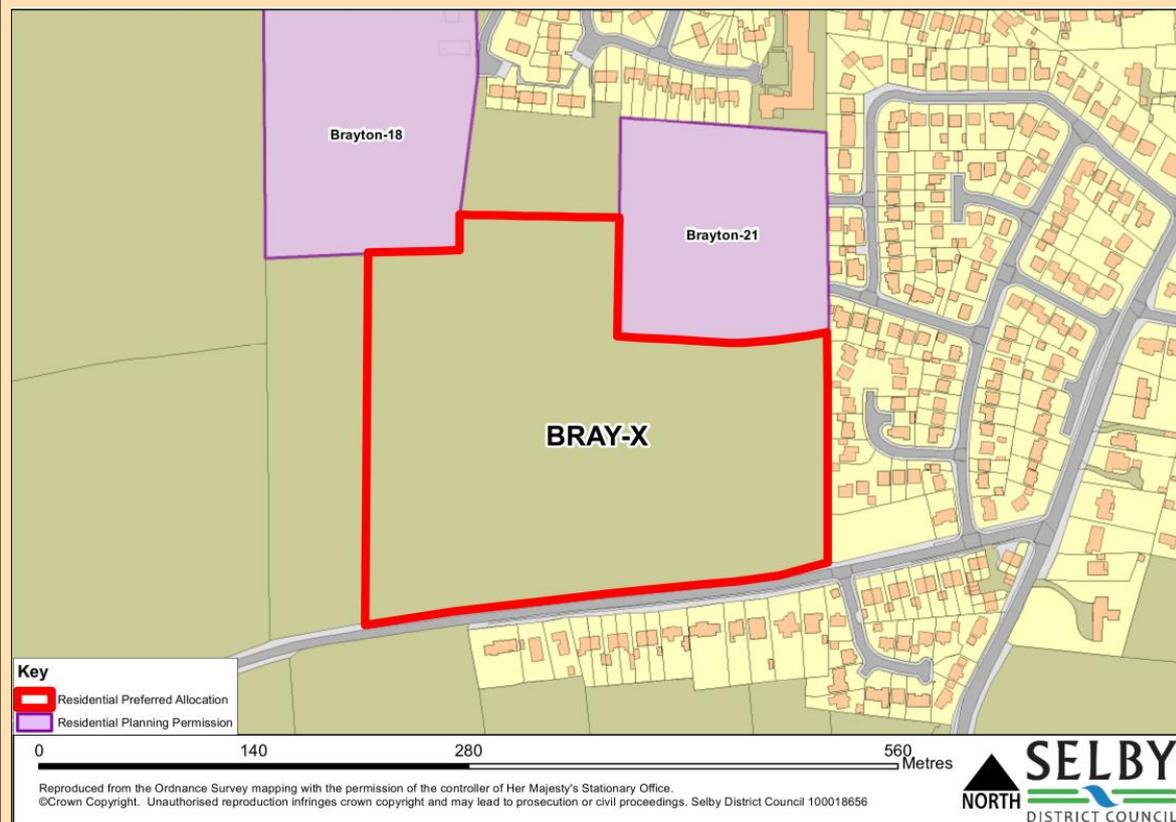
Question BRAY-B

Do you agree with the proposed allocation of site BRAY-B for residential development? If not, please give the reason for your answer and explain how you would like to see it changed.

BRAY-X

Location: Land north of Mill Lane, Brayton

Total Site Area: 6.24 hectares



This site is a preferred allocation for residential development.

Indicative dwelling capacity: up to 150 dwellings.

In addition to satisfying the requirements of relevant planning policies, development proposals on the site will be required to:

1. Provide affordable dwellings on site, the percentage of which is to be determined by a viability study, in accordance with the criteria set out in policy HG4.
2. Provide vehicular access from Mill Lane to the south of the site.
3. Provide landscape screening to the western boundary of the site.

Explanation

- 13.6** The site is a preferred allocation for residential use and has the capacity to accommodate up to 150 new dwellings. The site is contained by Mill Lane to the south and it is expected that vehicular access will be taken from here.
- 13.7** Development of the site will need to ensure sufficient landscape screening to the western boundary of the site to offset the impacts of development on the open countryside and Brayton Barff which lie to the west of the site.

13 Brayton

Reason for Allocation

- 13.8** The site marks a logical extension to the southern end of Brayton. It is currently surrounded by residential properties on its eastern and southern boundary, along with a housing site which is currently being built out on its northern boundary. Development of this site would form a natural infill to the built form. The site is also located wholly in Flood Zone 1.

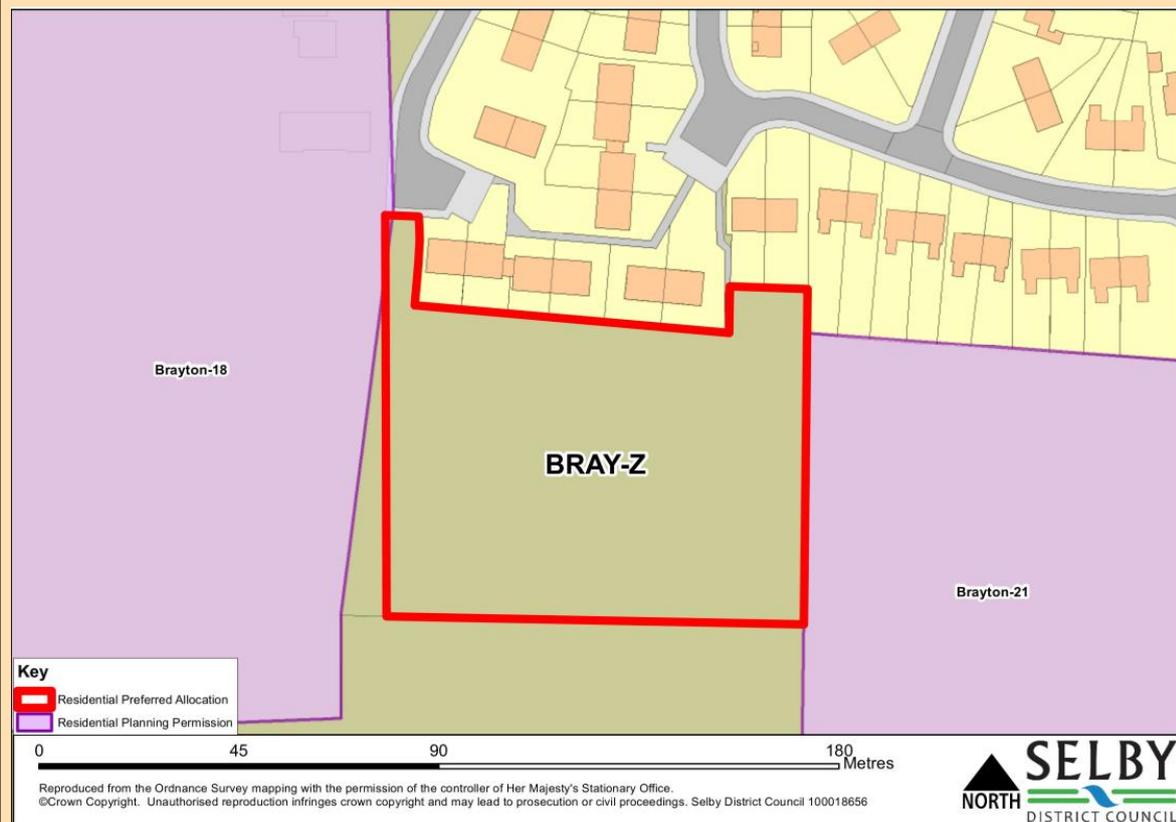
Question BRAY-X

Do you agree with the proposed allocation of site BRAY-X for residential development? If not, please give the reason for your answer and explain how you would like to see it changed.

BRAY-Z

Location: Land south of St Wilfred's Close

Total Site Area: 0.67 hectares



This site is a preferred allocation for residential development.

Indicative dwelling capacity: up to 20 dwellings

In addition to satisfying the requirements of relevant planning policies, development proposals on the site will be required to:

1. Provide affordable dwellings on site, the percentage of which is to be determined by a viability study, in accordance with the criteria set out in policy HG4.
2. Provide vehicular access through Peregrine Square to the west of the site or through BRAY-X and Mill Lane to the south of the site.
3. Provide a walking and cycling access to St Wilfred's Close on the northern boundary of the site.
4. Provide a landscaped screening to the western boundary of the site.

Explanation

- 13.9** The site is a preferred allocation for residential use and has the capacity to accommodate up to 20 new dwellings. Vehicular access to the site will need to be taken from either Peregrine Square to the west of or through the neighbouring

13 Brayton

preferred allocation (BRAY-X) which is located immediately south of the site. A walking / cycling route will also be expected to be provided to the site's northern boundary, providing access to St Wilfrid's Close.

- 13.10** Development of the site will need to incorporate landscape screening on the site's western boundary to safeguard the amenity of existing and future residents.

Reason for Allocation

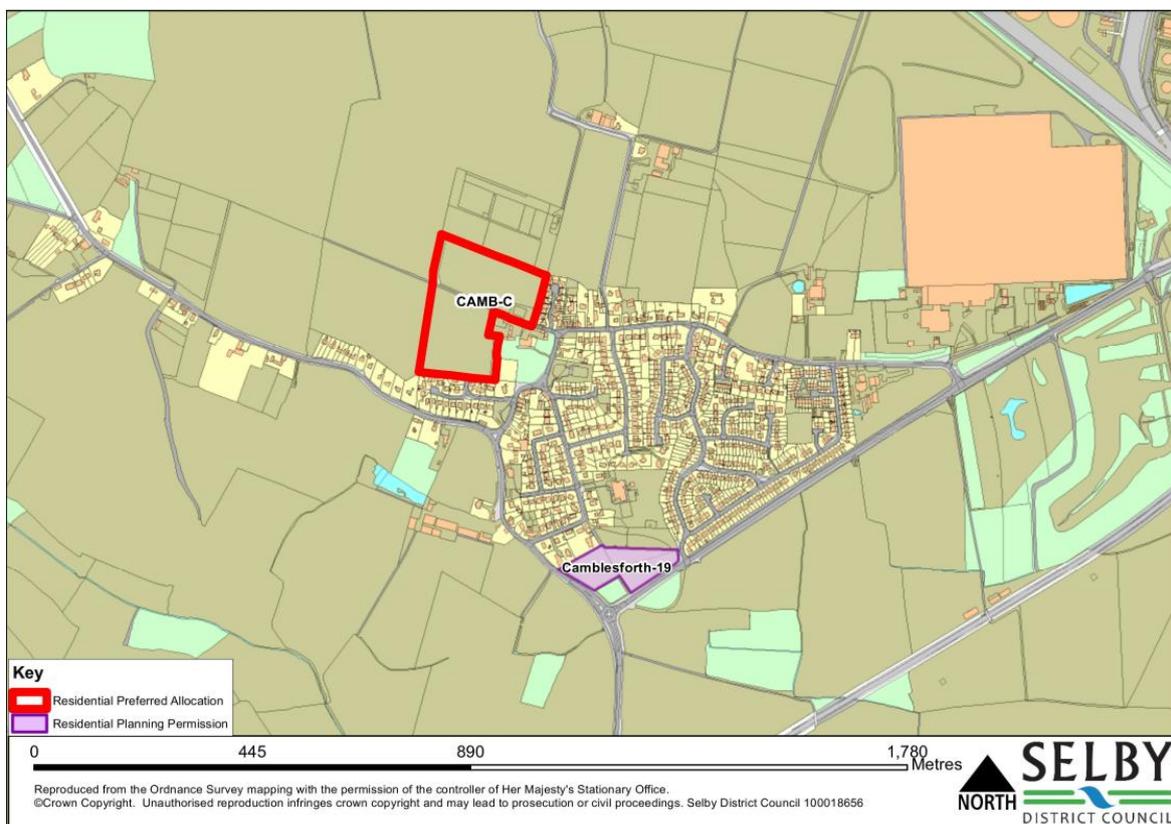
- 13.11** The site marks a logical southern infill extension on the western edge of Brayton and it is surrounded by residential properties on its northern, eastern and western boundaries.
- 13.12** The site is currently agricultural however, the site marks a logical southern infill extension on the western edge of Brayton with it being adjacent to residential properties on its north, east and western edge and a preferred site for residential development to its south. The site is also located wholly within Flood Zone 1.
- 13.13** The NPPF requires that land is identified on small sites (i.e. those under 1ha) to accommodate at least 10% of housing requirements. This site is able to contribute to this requirement.

Question BRAY-Z

Do you agree with the proposed allocation of site BRAY-Z for residential development? If not, please give the reason for your answer and explain how you would like to see it changed.

14 Camblesforth

- 14.1** Camblesforth is proposed as a Tier 2 Village in the preferred settlement hierarchy and is located approximately 3 miles to the north of Snaith and approximately 5 miles south of Selby. Camblesforth has a population of 1,538 (2019 ONS) and is well-served by local facilities, including a primary school, convenience store and a village hall/meeting room. The village is well served by public transport with two bus routes passing through Camblesforth running Monday to Saturday. Situated centrally between Snaith and Selby, Camblesforth is also well placed for access to further bus routes, train stations and services. The village is also within close proximity to the M62 for travel east and west.
- 14.2** Camblesforth is situated directly to the south west of Drax Power Station which dominates the landscape in this location. The village lies to the east of the A1041 and north of the A645 which effectively act as a village by-pass. This small compact village comprises a small traditional core with a number of modern estates giving a suburban character where the buildings are relatively uniform in style.
- 14.3** The major factors affecting the selection of sites for allocation in Camblesforth include: Flood Zone 3 with only a small area to the north east not located in Flood Zone 3; the proximity to Drax power station and associated infrastructure such as railway lines; Listed buildings such as the Grade I listed Camblesforth Hall and associated Grade II listed Dovecote to the Hall; and the four Sites of Importance for Nature Conservation that form Camblesforth Common.

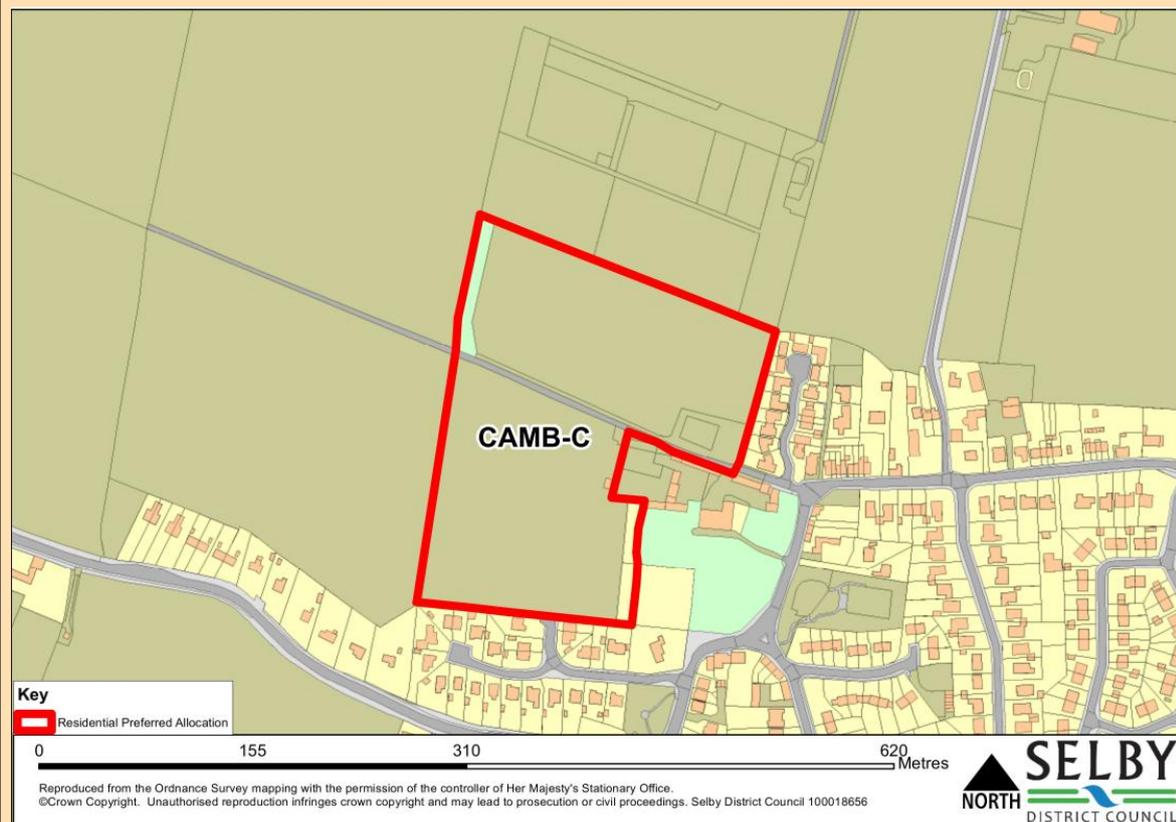


14 Camblesforth

CAMB-C

Location: Land north of Beech Grove, Camblesforth

Total Site Area: 4.73 hectares



This site is a preferred allocation for residential development

Indicative dwelling capacity: up to 121 dwellings

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Provide affordable dwellings on site, the percentage of which is to be determined by a viability study, in accordance with the criteria set out in policy HG4.
2. Provide vehicle access to the site from Brigg Lane and Beach Tree Lane.
3. Protect or enhance those features which contribute to the special architectural or historic interest of the Grade I listed Camblesforth Hall and Grade II listed Dovecote to the Hall which are located immediately east of the site.
4. Establish permanent landscaped boundaries to the western and northern boundaries of the site.
5. Retain mature trees and hedgerows present on site.
6. Not impact on any protected species or their habitats and be supported by an Ecological Assessment.
7. Be supported by an Heritage Impact Assessment.

Explanation

- 14.4** The site is a preferred allocation for residential use and has the capacity to accommodate up to 121 new dwellings. Access to the site should be taken from the A1041.
- 14.5** The Grade I listed Camblesforth Hall and associated Grade II listed Dovecote are located immediately east of the site, however these are primarily screened from the site due to the deciduous woodland to the south/ south east of the site. The listed buildings will need screening on the eastern part of the site and any development must be supported by an Heritage Impact Assessment.
- 14.6** Permanent landscape boundaries should be established on the northern and western boundaries of the site. The site currently contains boundary hedgerows and some mature trees located within the hedgerows which should be retained.
- 14.7** The site is visible from Camblesforth Common which contains 4 Sites of Importance for Nature Conservation located to the west of the site and so any visual impacts of the development on the Common will need to be considered. To the north east of the site Drax power station is prominent and any potential impacts from this will need screening.

Reasons for Allocation

- 14.8** The site marks a logical north western extension to the village of Camblesforth. It is currently surrounded by residential properties on its southern and eastern boundary and development of this site would ensure the sustainability of local services. The site is also located primarily in Flood Zone 1 with only a small proportion falling in Flood Zone 3a (0.4%), whilst the remainder of land surrounding Camblesforth is located in Flood Zone 3. Furthermore, the site is situated close to the A1041 which provides easy access to Selby, Snaith and the M62.

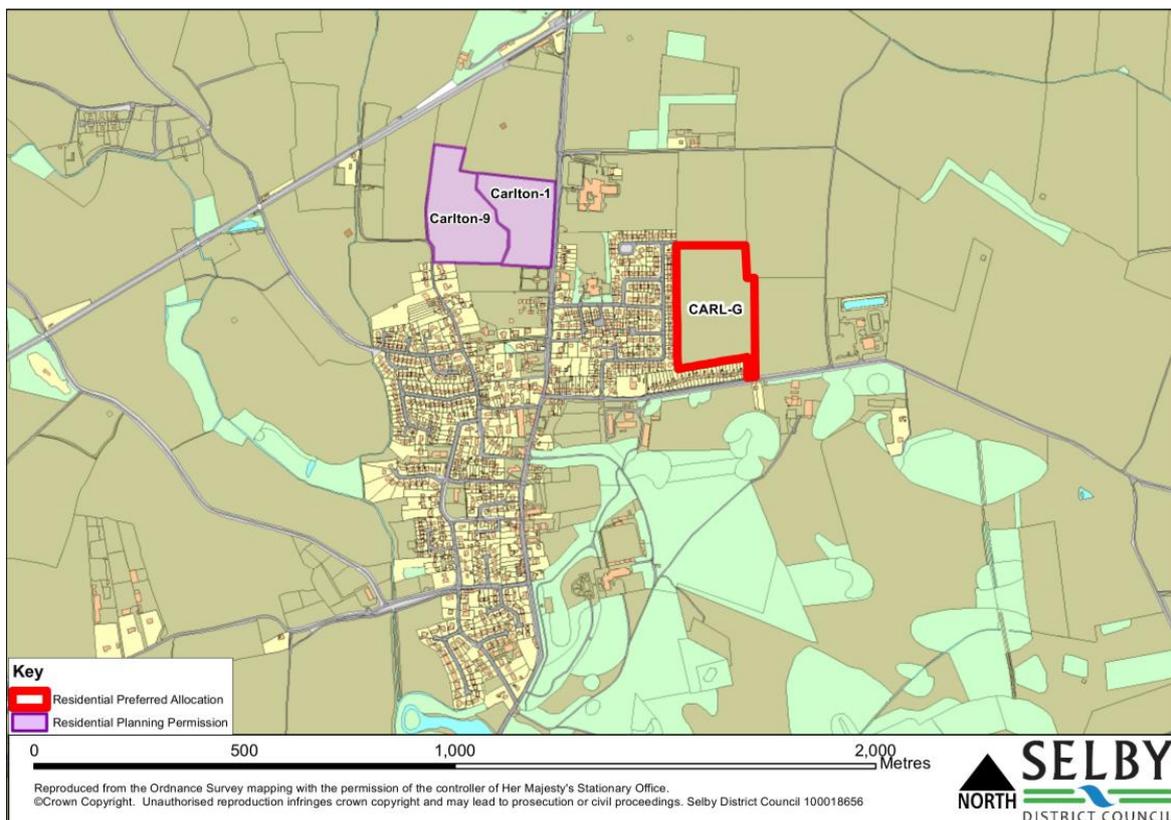
Question CAMB-C

Do you agree with the proposed allocation of site CAMB-C for residential development? If not, please give the reason for your answer and explain how you would like to see it changed.

15 Carlton

15 Carlton

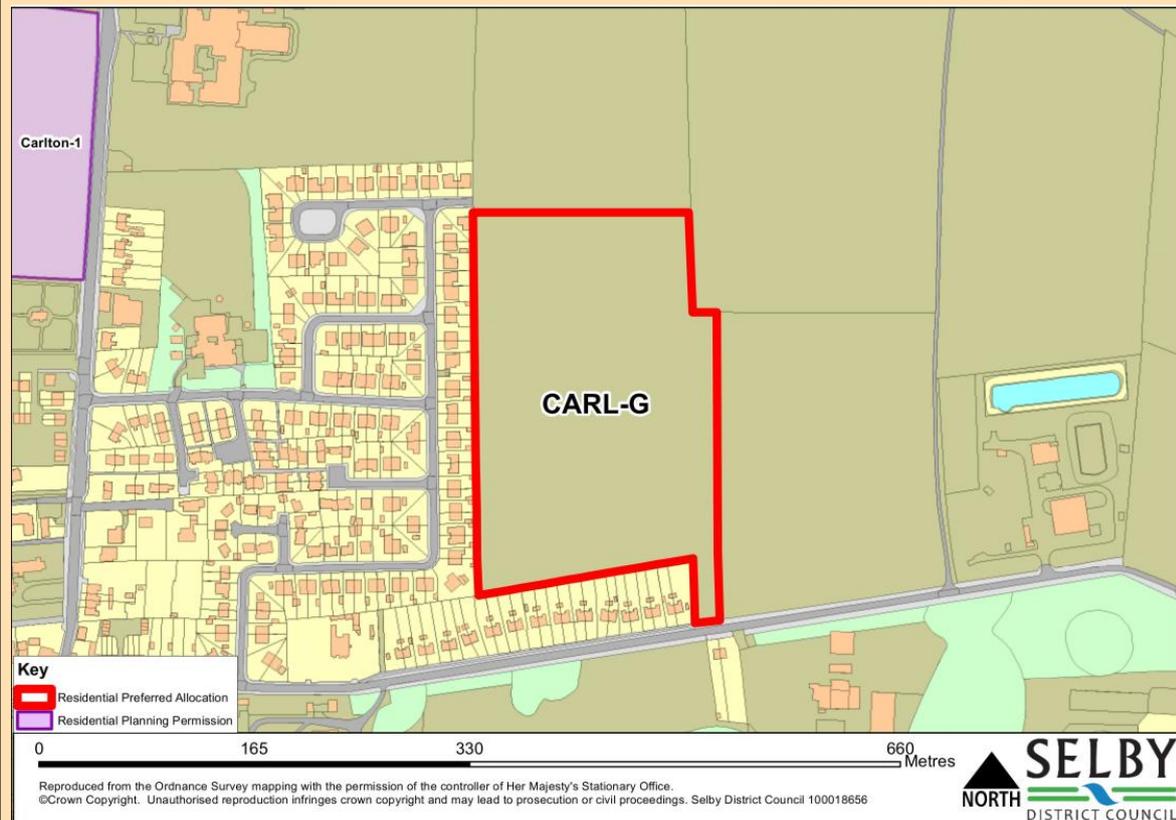
- 15.1** Carlton is proposed as a Tier 2 village in the preferred settlement hierarchy and is located approximately seven miles south-east of Selby and two miles north of Snaith. The village has a population of 1,988 (2019 ONS) and is well-served by local facilities, including a primary and secondary school, a healthcare facility, convenience store and 2 village halls/ meeting rooms. The village is well served by public transport, two bus routes pass through Carlton running Monday to Saturday. The village's location between Snaith and Selby also creates access to further bus routes and train stations. The village is also within close proximity to the M62 for travel east and west. The National Cycle Network route 62 and the Trans-Pennine Long Distance Footpath also passes through the village.
- 15.2** Carlton village is relatively well-integrated into the landscape, with generally positive boundaries. The village is historically rich and has developed in a linear form along the A1041 which is also the village Main Street. Most of the historic village is located along Main Street and to the west along Low Street. More recent estate development constrained by the historic grounds of the Carlton Towers estate has taken place to the east of the High street and north of Mill Lane. The buildings within the settlement are relatively uniform in style.
- 15.3** The major factors affecting the selection of sites for allocation in Carlton include: Flood Zone 3 which surrounds the village and affects the properties on the west of the village; the River Aire to the south; the proximity to Drax power station and associated infrastructure such as railway lines; and Listed Buildings including Carlton Towers and associated parkland to the east of Main Street.



CARL-G

Location: Land north of Mill Lane, Carlton

Total Site Area: 5.12 hectares



This site is a preferred allocation for residential development.

Indicative Dwelling Capacity: up to 123 dwellings

In addition to satisfying the requirements of relevant planning policies, development proposals will be required to:

1. Provide affordable dwellings on site, the percentage of which is to be determined by a viability study, in accordance with the criteria set out in policy HG4.
2. Provide vehicular and pedestrian access off Mill Lane to the south including the provision of a new footpath along Mill Lane fronting the site.
3. Provide vehicular and pedestrian access into Broadacres.
4. Retain the existing Public Right of Way which traverses the south-eastern part of the site, and link into the Public Right of Way that is to the north and east.
5. Provide a footpath link to the school to the north-east of the site
6. Not extend into the HSE Consultation Zone around the pipeline which is located in the north east of the site
7. Provide permanent landscaped screening to the north and east of the site
8. Be supported by a Heritage Impact Assessment.

15 Carlton

Explanation

- 15.4** The site is allocated for residential development and can accommodate up to 123 dwellings. Access to the site is to be taken primarily from Mill Lane in the south, with the provision of a new footpath along the north side of Mill Lane. Mill Lane will need to be improved to facilitate and accommodate vehicular movements to the development. Vehicular and pedestrian access can also be made into the northern part of the site from Broadacres to the west. Due to the proximity of the site to the school, a footpath link should be provided to the school from the north of the site. A Public Right of Way crosses the south-eastern part of the site. This route should be maintained and links provided into the adjoining Public Right of Way to the north and east.
- 15.5** The development of the site must not extend into the HSE Consultation Zone around the pipeline in the north east of the site. Together with this constraint and due to the proximity of Drax Power Station dominating the landscape to the north east, a permanent landscaping buffer is to be provided to the north and east of the site.
- 15.6** The Carlton Towers estate lies to the south of the site, whilst the Conservation Area is to the south west. To ensure that there are no adverse negative impacts on the Listed Buildings and their settings a Heritage Impact Assessment will be required for this development.

Reason for Allocation

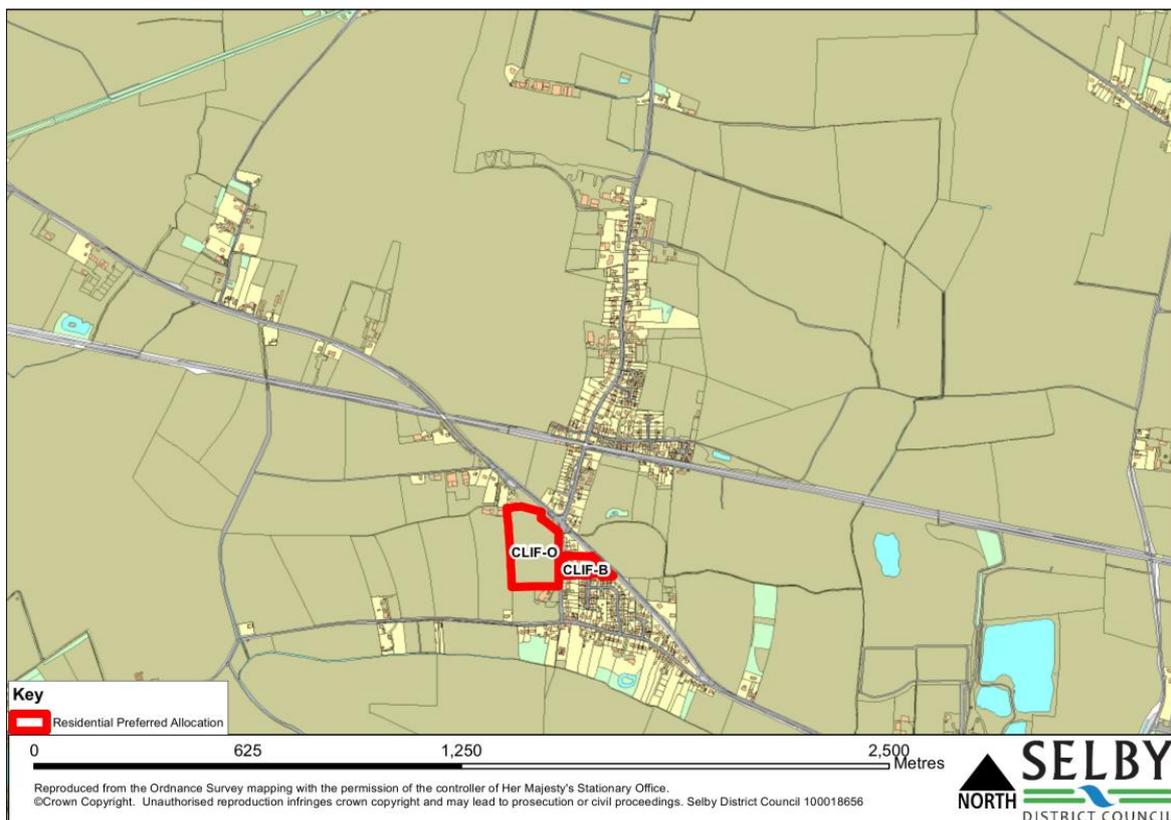
- 15.7** The site forms a logical extension to the village in this location. It is a flat greenfield site within Flood Zone 1. The village has good access to the road network and access to employment opportunities.

Question CARL-G

Do you agree with the proposed allocation of site CARL-G for residential development? If not, please give the reason for your answer and explain how you would like to see it changed.

16 Cliffe

- 16.1** Cliffe is proposed as a Tier 2 Village in the preferred settlement hierarchy and is located approximately four miles north east of Selby. The village has a population of 1,460 (2019 ONS) and is well-served by local facilities, including a primary school, convenience store, and village hall. The village is served by public transport. Two bus routes pass through Cliffe running Monday to Saturday but there are only two journeys per day. The village's proximity to Selby provides access to further bus routes, train stations and other services. The village is also located on the A63 with westwards travel towards the A19 and eastern travel to the M62. The National Cycle Network route 65 and the Trans-Pennine Long Distance Footpath also passes through the village.
- 16.2** Cliffe village is well integrated with the landscape, with harder boundaries along the A63 main access road. This linear village is situated north of the River Ouse and is bisected by the A63. A Strategic Countryside Gap separates the village from Hemingbrough to the east. Cliffe comprises mainly frontage development extending both north and south of the A63 for nearly a kilometre in total. The southern part of the village displays a more compact form along the route of the old A63, whilst the linear style of development continues north of the A63 along York Road. The buildings within the settlement show a degree of unity of style and colour. The Selby to Hull Railway crosses the northern part of the village.
- 16.3** The major factors affecting the selection of sites for allocation in Cliffe include: Flood Zone 3 to the south and west; various Listed buildings mostly focussed along Hull Road and the Strategic Countryside Gap.

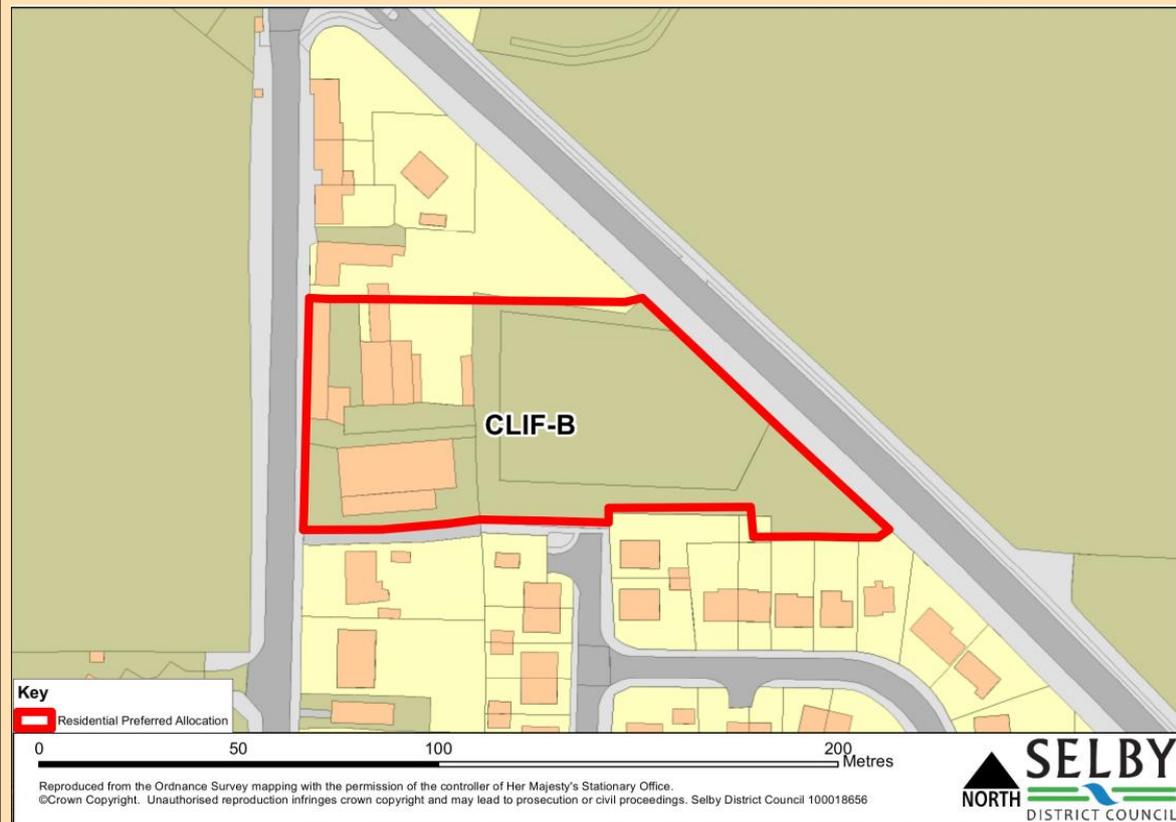


16 Cliffe

CLIF-B

Location: Bon Accord Farm, Main Street, Cliffe

Total Site Area: : 0.64 hectares



This site is a preferred allocation for residential development

Indicative dwelling capacity: up to 19 dwellings

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Provide affordable dwellings on site, the percentage of which is to be determined by a viability study, in accordance with the criteria set out in policy HG4.
2. Retain, where possible, existing tree planting on the eastern boundary adjacent to the A63 in the interests of amenity.
3. Remediate any potential contamination from the existing agricultural use.
4. Provide a single access onto the site from Main Street.

Explanation

- 16.4** The site is a preferred allocation for residential development with the capacity to provide approximately 19 dwellings. A permanent landscaped boundary will be required on the eastern boundary of the site, adjacent to the A63, in order to ensure the amenity of existing and future residents.
- 16.5** Main access should be taken from Main Street, however there is the potential for an additional vehicular access via The Shrubberies to the south of the site. Due to the existing use of the site as an operational farmyard and grazing land any potential contamination found on the site would require remediation works to be undertaken prior to any redevelopment.

Reason for Allocation

- 16.6** Development of this site would result in the redevelopment of a farmyard and grazing land set within the context of the existing built form of the settlement. The site is set between residential development to both its north and south. The topography of the site and wider landscape is flat in nature, however by virtue of the position of the site within the existing built form of the settlement of the settlement it is not considered the redevelopment of the site would materially impact the visual amenity of the wider landscape.
- 16.7** The NPPF requires that land is identified on small sites (i.e. those under 1ha) to accommodate at least 10% of housing requirements. This site is able to contribute to this requirement.

Question CLIF-B

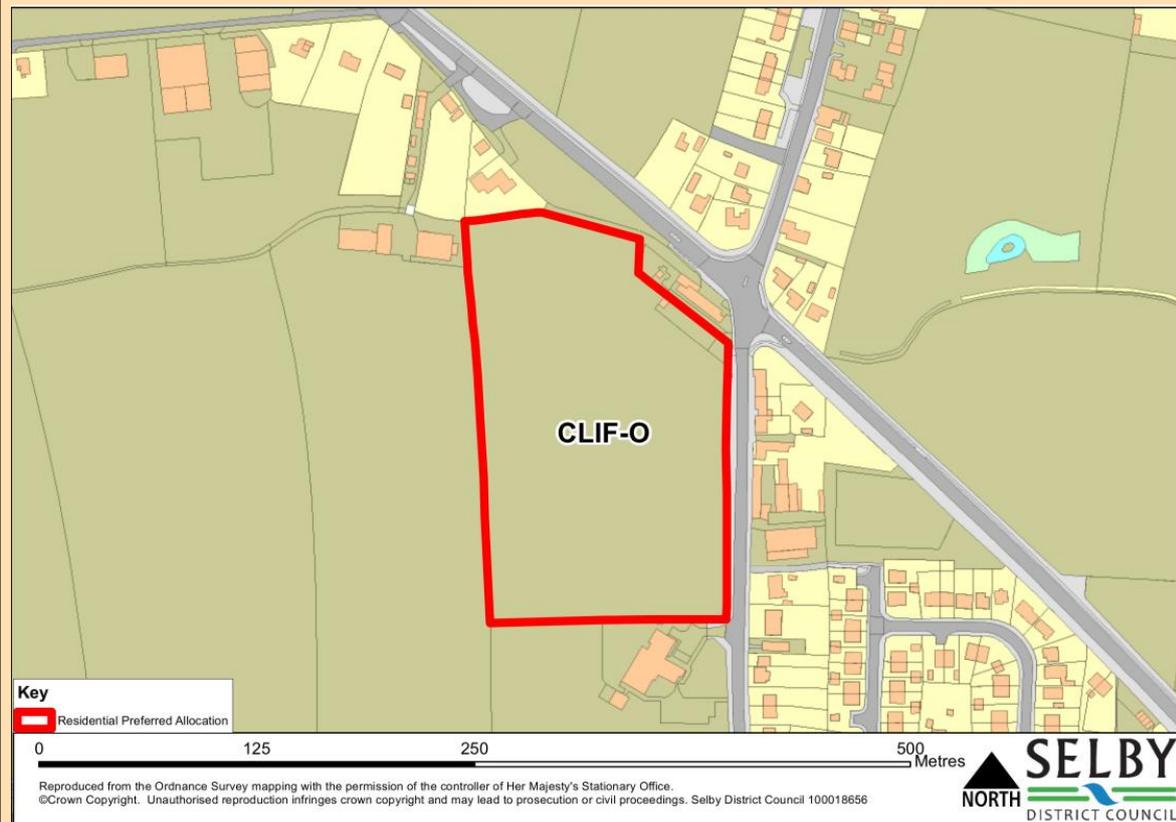
Do you agree with the proposed allocation of CLIF-B for residential development. If not, please give the reason for your answer and explain how you would like to see it changed.

16 Cliffe

CLIF-O

Location: Land north of Cliffe Primary School, Main Street, Cliffe

Total Site Area: 3.03



This site is a preferred allocation for residential development

Indicative dwelling capacity: up to 77 dwellings

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Provide affordable dwellings on site, the percentage of which is to be determined by a viability study, in accordance with the criteria set out in policy HG4.
2. Where possible, retain existing trees on the site's eastern boundary.
3. Ensure appropriate landscape screening is provided to the south of the site.

Explanation

- 16.8** The site is a preferred allocation for residential use and has the capacity to accommodate up to 77 new dwellings. The existing boundary trees on the eastern side of the site should be retained, where possible. Furthermore, a landscaping scheme will be required to screen the site from Cliffe Primary School to the south of the site.

Reasons for Allocation

- 16.9** The site is located adjacent to existing properties on Main Street and its development will form a logical infilling of the settlement between Cliffe Pre School to the north of the site and Cliffe Primary School to the south of the site. Furthermore, the site is located close to the A63 which provides it with easy access to Selby in the west and the M62 to the east.

Question CLIF-O

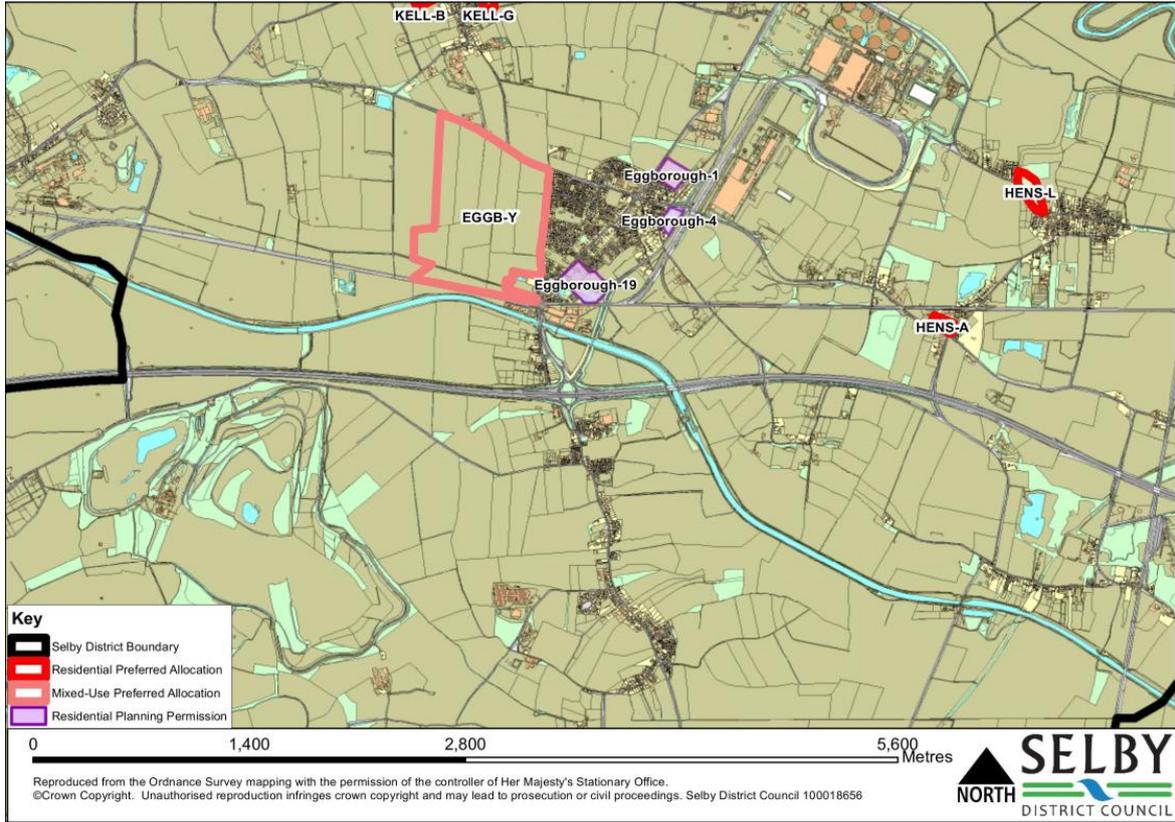
Do you agree with the proposed allocation of CLIF-O for residential development? If not, please give the reason for your answer and explain how you would like to see it changed.

17 Eggborough & Whitley

17 Eggborough & Whitley

- 17.1** Eggborough & Whitley are two settlements which are combined as a Tier 1 village in the preferred settlement hierarchy. These villages are located approximately 6 miles to the south of Selby on the A19, the two villages share several services but they are physically split by the M62 and the Aire and Calder Navigation Canal. Eggborough & Whitley have a combined population of 3,329 (2019 ONS) and they are well-served by local facilities, sixteen different services are provided, which include a primary school, healthcare facility, two local convenience stores and a village hall/ meeting room.
- 17.2** The villages have good transport links being located on both the A19 and M62. Whitley Bridge railway station is located immediately to the south of the village, but trains that stop are infrequent. Eggborough & Whitley are within the proposed M62 Energy Corridor, which is an area identified for future growth by the Local Enterprise Partnership. Located within close proximity to Eggborough Village are the strategic employment sites of Eggborough Power Station and the former Kellingley Konnect employment park.
- 17.3** Whitley is a long and open linear village located to the south of the M62, whilst Eggborough, which is located to the north of the M62, has a much more compact form of existing development. Modern residential development characterises both villages with the buildings showing unity of style and colour. The landscape in this part of the District is open and not subject to significant changes in elevation. Eggborough Power Station and its associated infrastructure of railways and powerlines dominates the landscape and is situated to the north east of Eggborough.
- 17.4** The major factors affecting the selection of sites for allocation in Eggborough and Whitley include: the Aire and Calder Navigation; the proximity to the former Eggborough power station and associated infrastructure such as railway lines and power lines; the scheduled monument (Whitley Thorpe moated Templar grange) located to the south west of Whitley; the Green Belt to the south of Eggborough and surrounding the settlement of Whitley; and the Strategic Countryside Gap between Kellington and Eggborough.

Eggborough & Whitley 17

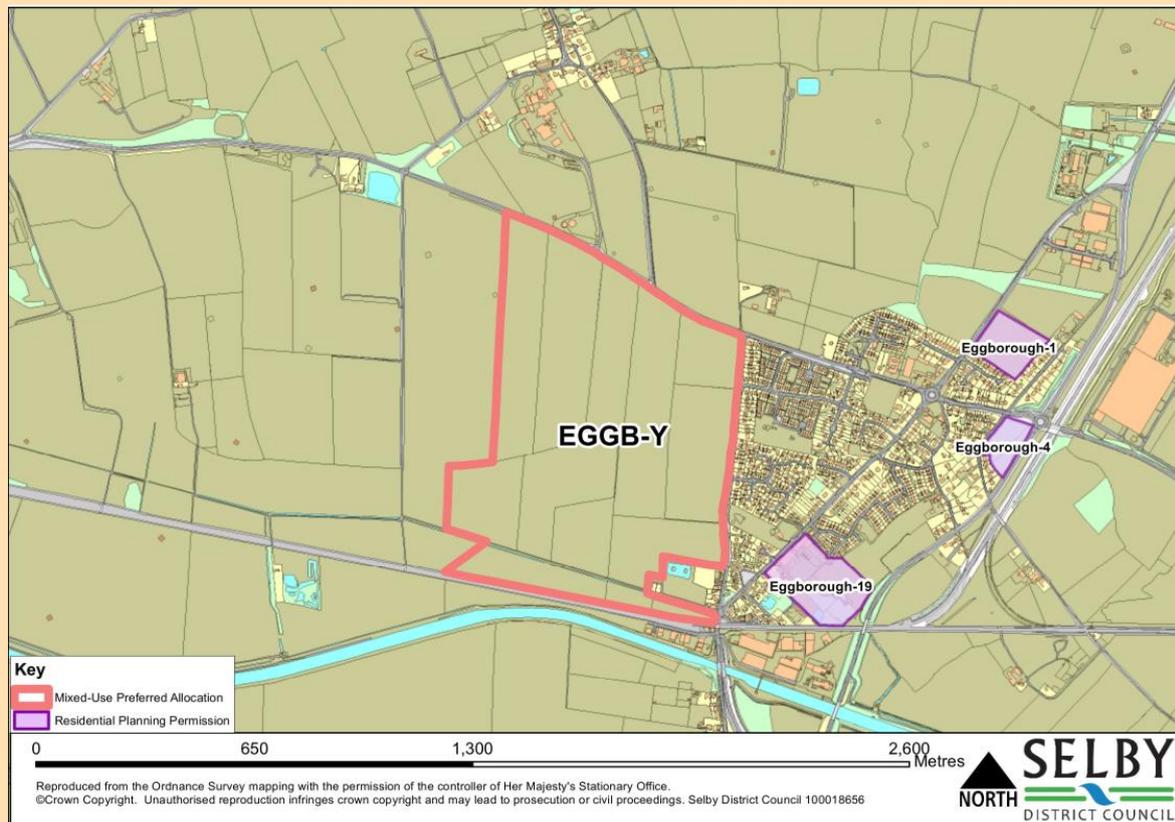


17 Eggborough & Whitley

EGGB-Y

Location: Land west of Kellington Lane, Eggborough

Total Site Area: 70.82 hectares



This site is a preferred allocation for mixed use development comprising residential, open space and education.

Indicative dwelling capacity: up to 1350 dwellings

Eggborough & Whitley 17

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Follow a comprehensive, phased approach to development in accordance with a masterplan which covers the entire site.
2. Each residential phase of development will be expected to contribute towards affordable housing provision, the precise type and tenure of each phase to be determined at the application stage for each phase.
3. Provide affordable dwellings on site, the percentage of which is to be determined by a viability study, in accordance with the criteria set out in policy HG4.
4. Provide vehicular access to the site from Weeland Road and Kellington Lane
5. Provide an interlinked system of amenity space, footpaths and cycle paths, maximising links to Whitley Bridge Railway Station and existing bus stops on Kellington Lane.
6. Provide land for the provision of new single form primary school on the site.
7. Provide land for the provision of appropriate community and local shopping facilities on the site, in accordance with policy EM7.
8. Retain, where possible, existing established hedgerows and provide green buffers to the site's northern, western and southern boundaries.
9. Ensure the high-voltage power lines that traverse the site's north western corner are subject to suitable landscape buffering.
10. Provide a new station gateway, accessible by car, foot and cycle, in the south east corner of the site adjacent to Whitley Bridge Railway Station.

Explanation

- 17.5** The site is allocated for mixed use development, but the predominant use should be residential. In order to ensure that the appropriate infrastructure is delivered, the site will need to be developed in a coordinated way, in accordance with a masterplan.
- 17.6** Cyclepaths and footpaths must be fully integrated into the site, these must connect to the core of Eggborough village and its existing community facilities, the existing train station south east of the site and beyond this the adjoining village of Whitley and its range of existing community facilities. The number of new residents on the site will trigger the need for a new primary school, so the masterplan must include the provision of land for this purpose.

17 Eggborough & Whitley

- 17.7** A site of this size can also provide an element of small scale local shops or community facilities, these should be located and designed to encourage trips by pedestrians and cyclists, this would place them on the eastern edge of the site, so that they are also of benefit to the existing residents of Eggborough. The shops should be of a type that meets localised daily needs; as per policy EM7.
- 17.8** The site must have substantial landscaped areas on its northern, western and southern boundaries and in the north western corner of the site to satisfactorily provide a landscape buffer to the existing high-voltage powerlines that cross the site. Where established trees and hedgerows exist in these locations they must be retained and added to with new vegetation.

Reason for Allocation

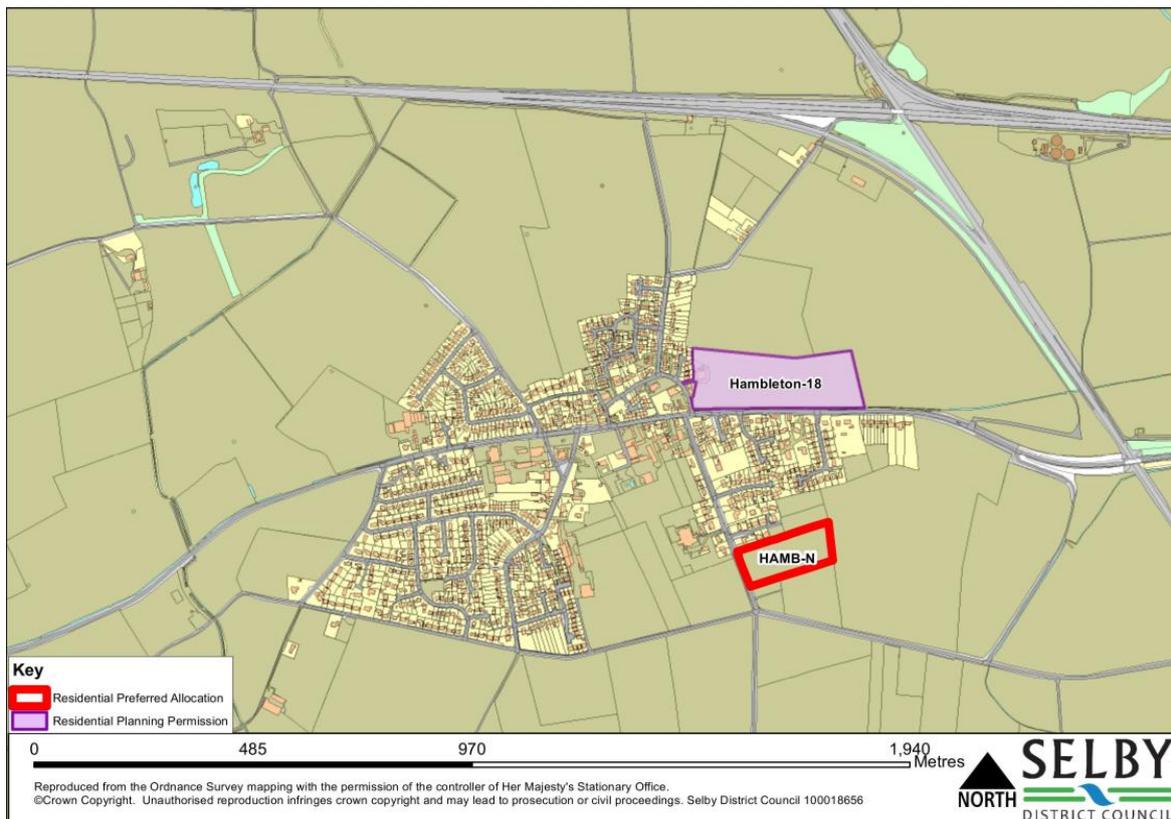
- 17.9** The site is greenfield but relatively unconstrained; it is flat, lies beyond the Green Belt and the site is also located primarily in Flood Zone 1 with only a small proportion falling in Flood Zone 2 (5.39%). The site benefits from its proximity to both the rail and road network, including the M62 motorway and A19 and will also benefit from the proposed new Knottingley Link Road (identified in the Wakefield Publication Local Plan) which will bypass the town of Knottingley, providing a link to the Kellingley Colliery site and beyond. Whitley Bridge railway station lies immediately to the south of the site and opportunities exist to create a new station gateway on the site which is accessible by car, foot and cycle.
- 17.10** The allocation of a large area for development presents opportunities for place making, such as the provision of new community facilities including the provision of a new primary school. It is envisaged that these new facilities will support and enhance existing village facilities.

Question EGGB-Y

Do you agree with the proposed allocation of site EGGB-Y for an Urban Extension? If not, please give the reason for your answer and explain how you would like to see it changed.

18 Hambleton

- 18.1** Hambleton is proposed as a Tier 2 Village in the preferred settlement hierarchy and is located approximately 5 miles to the west of Selby. It has a population of 2,048 (2019 ONS). The village is well-served by local facilities, including a primary school, convenience store, and a village hall/ meeting room. The village is well served by public transport, with one frequent bus route running Monday to Saturday between Selby and Leeds. The village is situated in close proximity to Selby and Sherburn in Elmet with further bus routes and train stations.
- 18.2** Hambleton is situated in the Vale of York between Hambleton Hough and the Leeds to Selby Railway line. The Hambleton Hough in the surrounding flat landscape is considered as "high ground". Hambleton is a compact, historic village situated either side of the A63. Its central core retains a strong rural character due to a number of surviving farm complexes. The buildings in the settlement are relatively uniform in character and style, though with variations reflecting the late 20th-century estate developments which has resulted in the village having abrupt linear boundaries.
- 18.3** The major factors affecting the selection of sites for allocation in Hambleton include: Flood Zone 3 to the west; Hambleton Hough to the south; Brayton Barff Ancient Woodland to the east, and various Grade II listed buildings within the settlement.

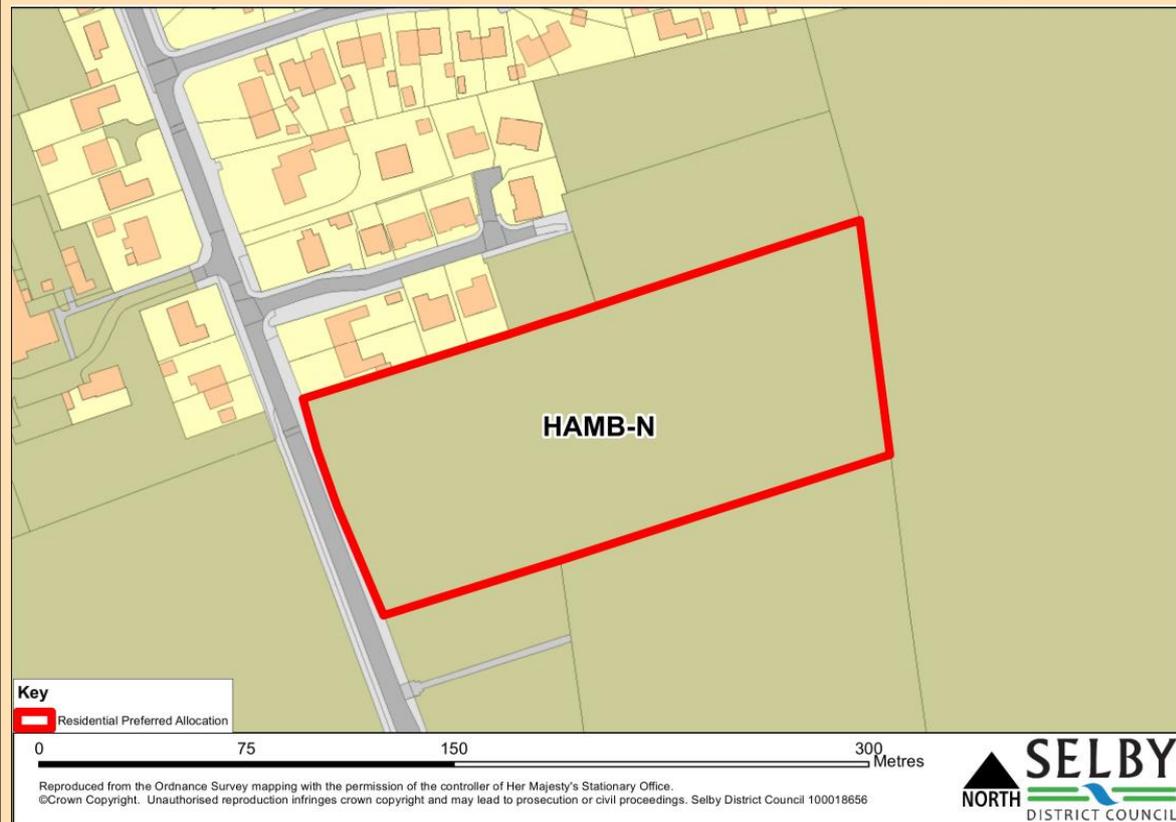


18 Hambleton

HAMB-N

Location: Land east of Gateforth Lane, Hambleton

Total Site Area: 1.71 hectares



This site is a preferred allocation for residential development

Indicative dwelling capacity: up to 44 dwellings

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Provide affordable dwellings on site, the percentage of which is to be determined by a viability study, in accordance with the criteria set out in policy HG4.
2. Provide improved vehicle access to the site from Gateforth Lane and consider the need for traffic calming measures on Gateforth Lane.
3. Ensure that the proposal preserves and enhances the character of Hambleton Hough and Brayton Barff.
4. Establish permanent landscaped boundaries on the northern, eastern, and southern edges of the site.
5. Not impact on any protected species or their habitats.
6. Retain mature hedgerows present on site.

Explanation

- 18.4** The site is a preferred allocation for residential use and has the capacity to accommodate up to 44 new dwellings. Access to the site should be taken from Gateforth Lane and traffic calming measures into the site will need to be considered given the nearby bend onto Field Lane to the south of the site.
- 18.5** Both Hambleton Hough and Brayton Barff are visible from the site and therefore any proposals must provide appropriate screening to ensure that development preserves and enhances the character of these landscape features. Permanent landscape boundaries should be provided on the site's northern, southern and eastern boundaries and existing mature hedgerows should be retained, where possible.
- 18.6** The potential for development to disturb protected species and habitats means that proposals to development the site will need to be supported by an Ecological Survey.

Reasons for Allocation

- 18.7** The site represents a southern extension to the village of Hambleton, extending the built form towards the cemetery which is located to the south of the site. The site is also located wholly in Flood Zone 1 and is situated close to the A63 which provides convenient access to both Selby and Leeds.

Question HAMB-N

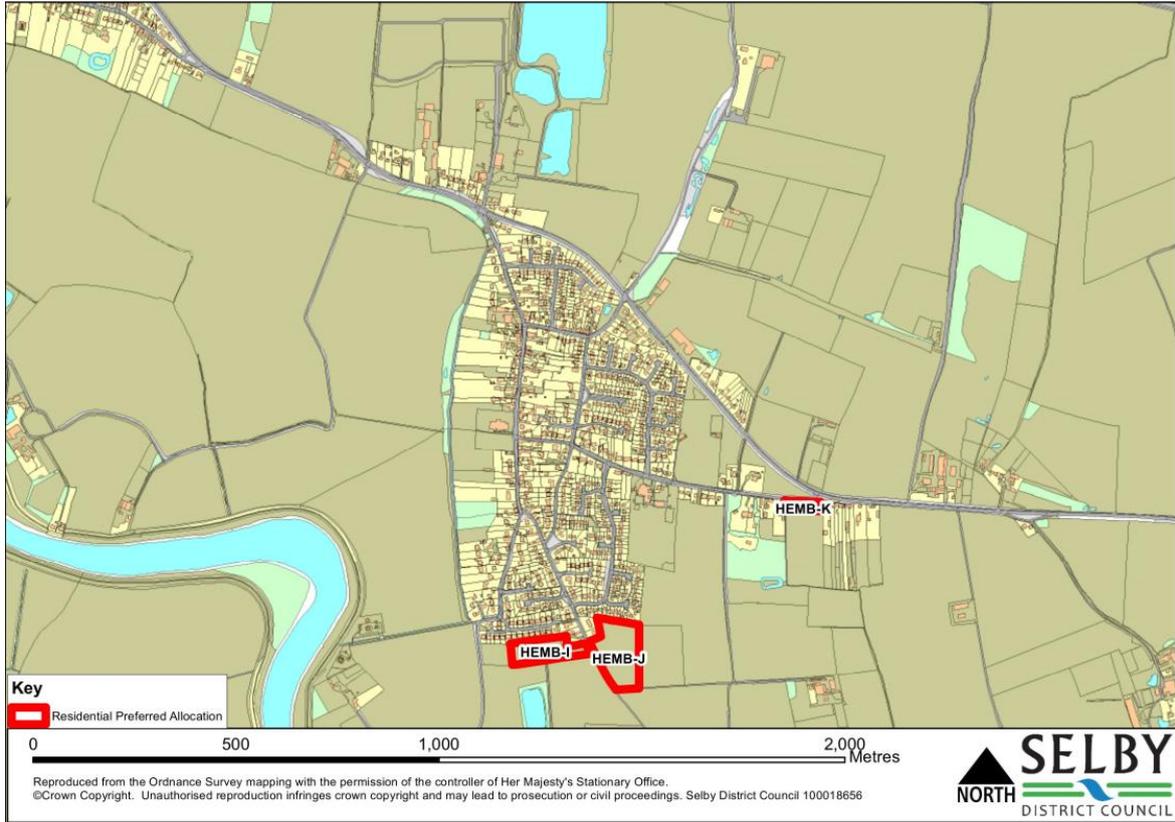
Do you agree with the proposed allocation of site HAMB-N for residential development? If not, please give the reason for your answer and explain how you would like to see it changed.

19 Hemingbrough

19 Hemingbrough

- 19.1** Hemingbrough is a Tier 1 village in the preferred settlement hierarchy located approximately 5 miles to the east of Selby, with a population of 2,040 (2019 ONS). The village is well-served by local facilities, which include a primary school, healthcare facility, convenience store and a village hall/ meeting room. The village is well served by public transport, with two bus routes passing through the village running Monday to Saturday. The village is situated in close proximity to Selby with further bus routes and train stations. Being located on the A63 allows for quick access towards Selby to the west and towards Howden and the M62 to the east. The National Cycle Network route 65 and the Trans-Pennine Long Distance Footpath also pass through the village.
- 19.2** The A63 Hull Road defines the northern boundary of the village, and with only a few exceptions, most of the present-day village is still located to the south of the A63. The village of Hemingbrough originally developed on an area of higher ground alongside the River Ouse, having changed its course southwards in the Middle Ages, the River Ouse is now located 500m south-west from the historical core of the village and Conservation Area. The historic part of the village is designated as a conservation area and primarily covers the western portion of the village along Main Street.
- 19.3** The current village is compact and centres on Main Street, a collection of Georgian and Victorian buildings built of brick and of modest design. Newer development to the east of Main Street comprises low density estate development. Features in the landscape offer a sense of place and are important in this relatively flat and open landscape. The spire of Hemingbrough Church and the chimneys and cooling towers of Drax power station on the opposite side of the river to the south are visible above the vegetation and buildings of the settlement.
- 19.4** The major factors affecting the selection of sites for allocation in Hemingbrough include an area of land within flood Zone 3 to the south and west; a Conservation Area; various Listed Buildings such as the Grade I Church of St Mary; the Site of Importance for Nature Conservation (SINC) Hagg Lane Green to the north; and the Strategic Countryside Gap separating Cliffe and Hemingbrough.

Hemingbrough 19

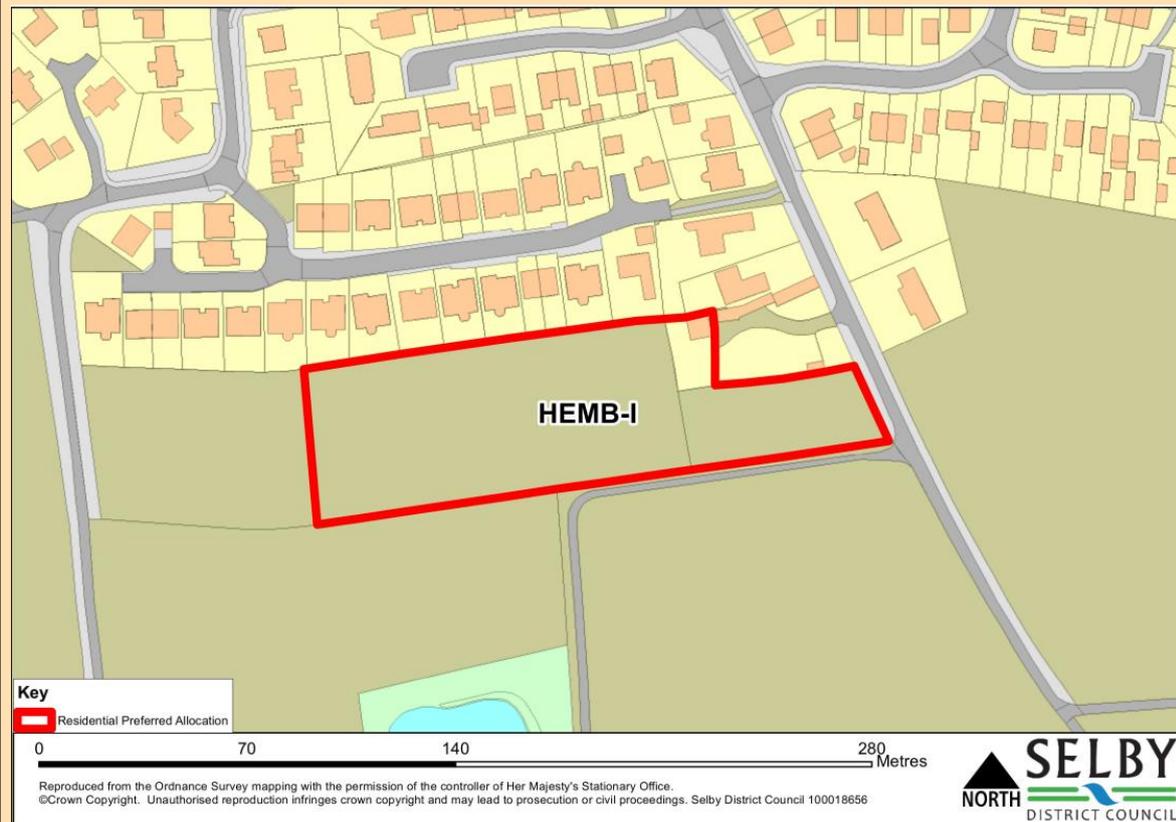


19 Hemingbrough

HEMB-I

Location: Land South of Orchard End, Hemingbrough

Total Site Area: 0.86 hectares



This site is a preferred allocation for residential development

Indicative dwelling capacity: up to 26 dwellings.

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Provide affordable dwellings on site, the percentage of which is to be determined by a viability study, in accordance with the criteria set out in policy HG4.
2. Provide vehicular and pedestrian access off Mill Lane / Barmby Ferry road, including the provision of a new footpath along Mill Lane / Barmby Ferry Road.
3. Retain and improve the hedge and tree boundary to the south of the site and provide a new hedge / permanent landscaping boundary treatment to form the western boundary of the site.

Explanation

- 19.5** This site on the southern edge of Hemingbrough is a preferred allocation for residential development and can accommodate up to 26 dwellings. Access to the site is to be

Hemingbrough 19

taken from Mill Lane / Barmby Ferry Road. Mill Lane will need to be improved to facilitate and accommodate the vehicular movements to and from the development. The footpath provision along Mill Lane / Barmby Ferry Road stops north of Mill House, to ensure the safety of pedestrians a new footpath is to be provided along Mill Lane / Barmby Ferry Road.

- 19.6** The hedge and tree boundary to the south of the site provides an important feature in the landscape and should be retained and improved. Beyond the site, the landscape is open and flat and from the public footpath running immediately to the southern boundary of the site affords views to the flat and open countryside which is dominated by Drax power station further to the south. The hedge and tree boundary will help to retain this distinction of settlement and countryside. A new boundary needs to be provided along the western edge of the development site as the site does not meet the current field boundary on Landing Lane.

Reasons for Allocation

- 19.7** The site presents the opportunity to extend the settlement within strong field boundaries. The NPPF requires that land is identified on small sites (i.e. those under 1ha) to accommodate at least 10% of housing requirements and this site is able to contribute to this requirement. Development on this site will have a lesser impact on the built and natural landscape than in other locations in the village due to its compact nature and meagre extension into the Countryside. The site is also located primarily in Flood Zone 1 with only a small proportion falling in Flood Zone 3a (2%) and Flood Zone 2 (2.12%)

Question HEMB-I

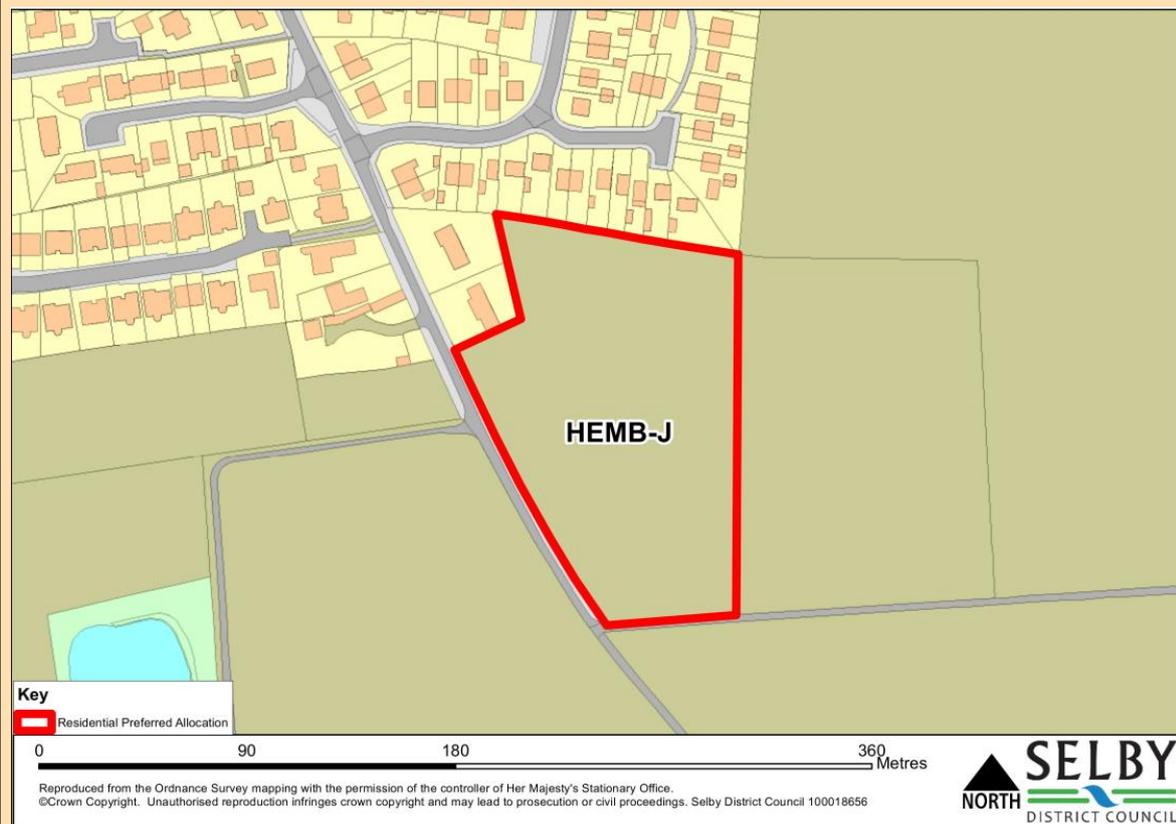
Do you agree with the proposed allocation of site HEMB-I for residential development? If not, please give the reason for your answer and explain how you would like to see it changed.

19 Hemingbrough

HEMB-J

Location: Land East of Mill Lane, Hemingbrough

Total Site Area: 1.59 hectares



The site is a preferred allocation for residential development

Indicative dwelling capacity: up to 41 dwellings.

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Provide affordable dwellings on site, the percentage of which is to be determined by a viability study, in accordance with the criteria set out in policy HG4.
2. Provide vehicular and pedestrian access off Mill Lane / Barmby Ferry road, including the provision of a new footpath along Mill Lane / Barmby Ferry Road.
3. Protect the mature hedges and trees on the western edge of the site.
4. Provide a landscaping boundary to the southern and eastern edges of the site.

Explanation

- 19.8** This flat, mainly level and open site on the south of Hemingbrough is a preferred allocation for residential development and can accommodate up to 41 dwellings.

Hemingbrough 19

- 19.9** Access to the site is to be taken from Mill Lane / Barmby Ferry Road. Mill Lane will need to be improved to facilitate and accommodate the vehicular movements to and from the development. The footpath provision along Mill Lane / Barmby Ferry Road stops north of Mill House, to ensure the safety of pedestrians a new footpath is to be provided along Mill Lane / Barmby Ferry Road.
- 19.10** The hedge and tree boundary to the west of the site provides an important feature in the landscape and should be retained and improved. The boundary to the south of the site is a slightly elevated single track road. There is no defined boundary to the east. Beyond the site, the landscape is open and flat and affords views of the flat and open countryside which is dominated by Drax power station further to the south. A hedge and tree boundary along the southern and eastern edges of the site will help to retain the distinction of settlement and countryside.

Reasons for Allocation

- 19.11** The site presents the opportunity to extend the settlement within strong field boundaries. Development on this site will have a lesser impact on the built and natural landscape than in other locations in the village due to its compact nature and meagre extension into the Countryside. The site is also located wholly in Flood Zone 1.

Question HEMB-J

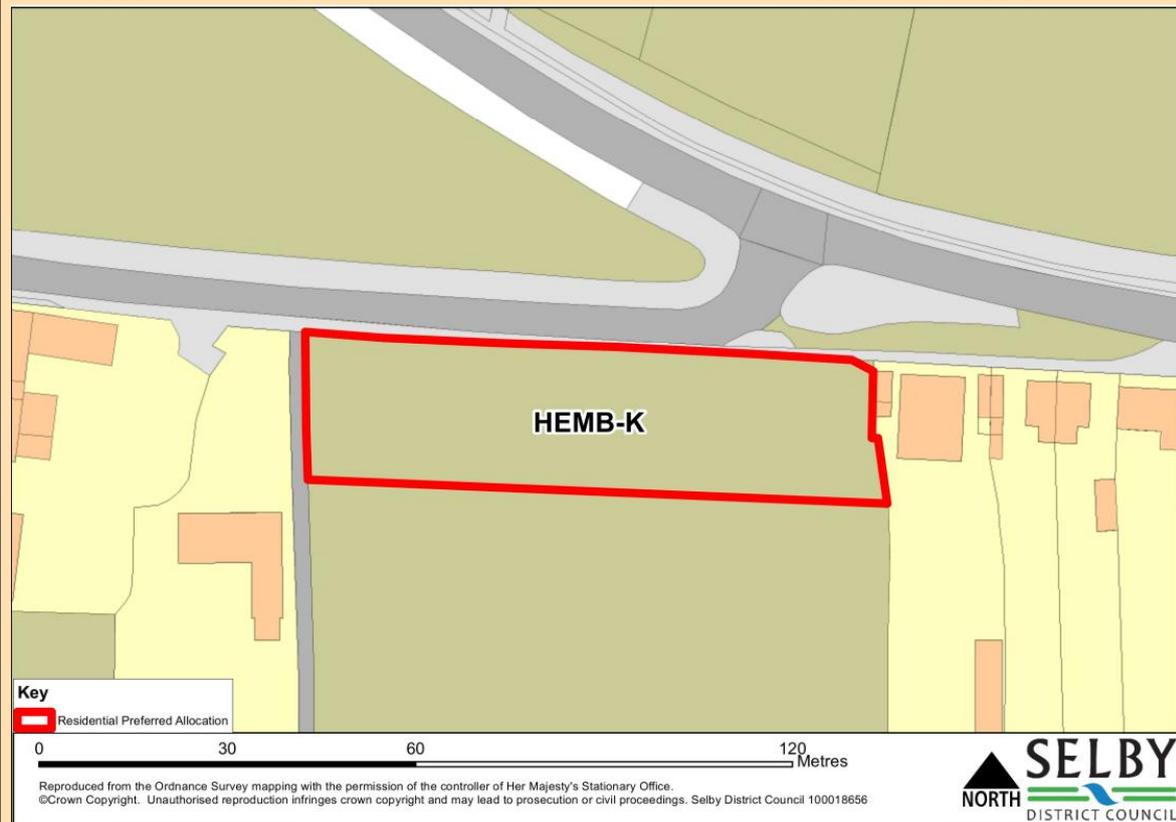
Do you agree with the proposed allocation of site HEMB-J for residential development? If not, please give the reason for your answer and explain how you would like to see it changed.

19 Hemingbrough

HEMB-K

Location: Land South of School Road, Hemingbrough

Total Site Area: 0.21 hectares



The site is a preferred allocation for residential development

Indicative dwelling capacity: up to 8 dwellings.

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Provide affordable dwellings on site, the percentage of which is to be determined by a viability study, in accordance with the criteria set out in policy HG4.
2. Provide vehicular and pedestrian access from School Road to the north.
3. The development should consist only of frontage plots onto School Road.
4. Respect and retain the character of properties in the area by setting development back a short distance from the frontage of the site.
5. Retain the mature tree at the front of the site adjacent School Road.

Explanation

- 19.12** This flat, mainly level and open site on the eastern edge of Hemingbrough is a preferred allocation for residential development and can accommodate up to 8 dwellings. In order to reflect and respect the built character of development in this part of Hemingbrough, which consists of a long line of frontage plots along School Road to the west of the site and the A63 to the east, the development of the site is to feature only frontage plots along School Road.
- 19.13** It is considered beneficial to set the frontage plots a short distance of 10 metres back from School Road. Doing this allows for a single access point of access onto School Road for all properties and retains the corridor of green, which is a feature of this entrance into Hemingbrough. The northern edge of the site also features a mature tree which should be retained.

Reasons for Allocation

- 19.14** The site presents the opportunity to provide additional dwellings within the village boundaries on a site that is located wholly within Flood Zone 1 and that can also respect and reflect the historical features of the village. The NPPF requires that land is identified on small sites (i.e. those under 1ha) to accommodate at least 10% of housing requirements and this site is able to contribute to this requirement.

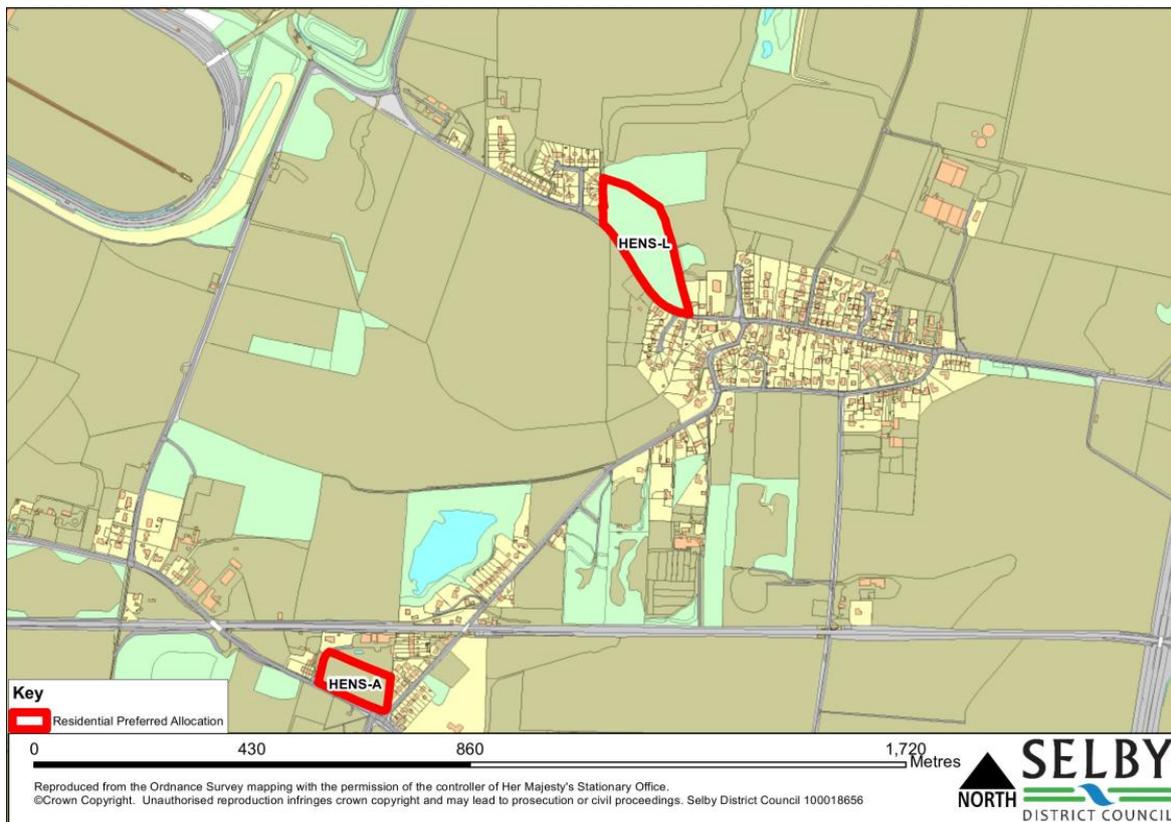
Question HEMB-K

Do you agree with the proposed allocation of site HEMB-K for residential development? If not, please give the reason for your answer and explain how you would like to see it changed.

20 Hensall

20 Hensall

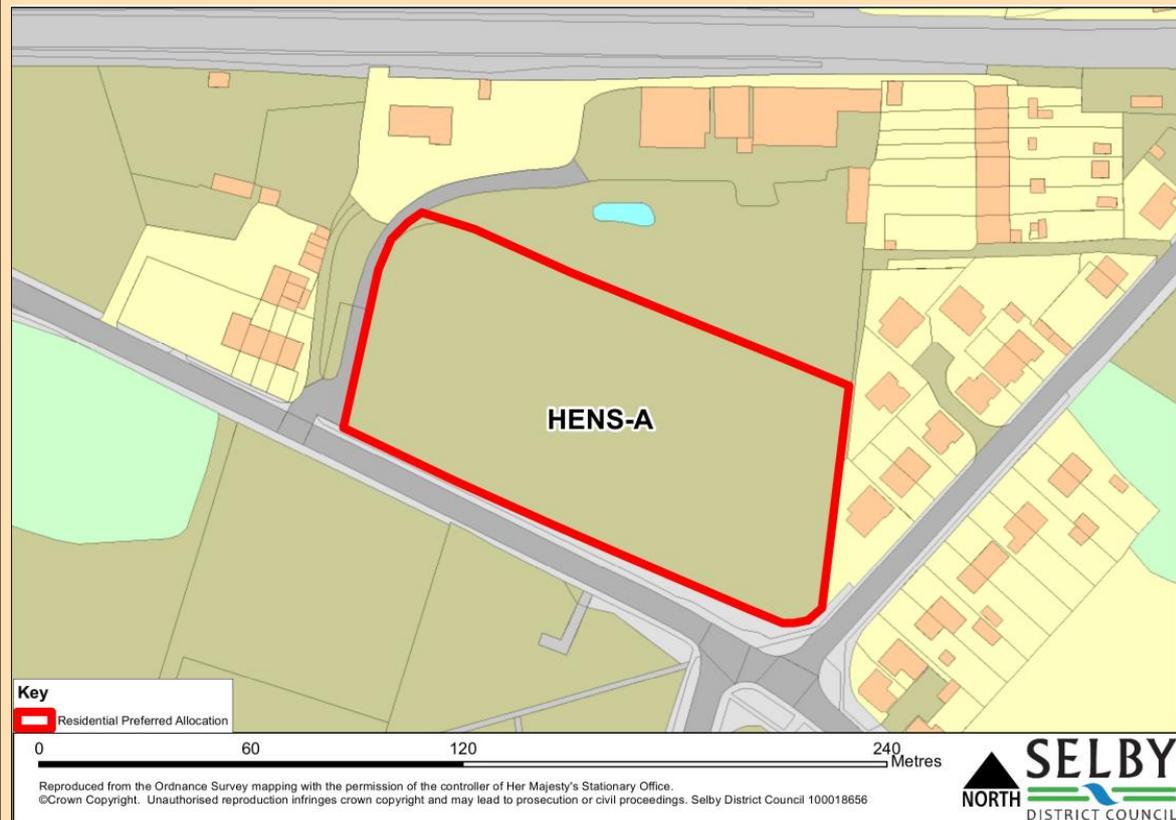
- 20.1** Hensall is a Tier 2 village in the preferred settlement hierarchy located approximately 2 miles to the east of Eggborough. Hensall has a population of 842 (2019 ONS). The village is well-served by local facilities which include a primary school and village hall/ meeting room. There are two separate and distinct areas to the village. The historic and more compact North Hensall is due east of Eggborough Power Station, whilst the more linear South Hensall has developed along the road to Hensall train station and the road junction on the A645. Former quarries separate the two parts of the village.
- 20.2** The village lies close to both the M62 motorway and A19 and close to the proposed M62 Energy Corridor, an area which has been identified for future growth by the Local Enterprise Partnership. The village is served by three bus routes that pass through Hensall, running Monday to Saturday. However there are only two journeys per day, although more bus routes are available nearby in Eggborough. The village is also on a train line and is served by a railway station, but trains are infrequent.
- 20.3** The major factors affecting the selection of sites for allocation in Hensall include an area of flood zone 3 to the north and west; and various listed buildings such as the Grade II* Church of St Paul.



HENS-A

Location: Land north of Weeland Road, Hensall

Total Site Area: 0.97 hectares



This site is a preferred allocation for residential development

Indicative dwelling capacity: up to 24 dwellings.

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Provide affordable dwellings on site, the percentage of which is to be determined by a viability study, in accordance with the criteria set out in policy HG4.
2. Provide vehicle access from Weeland Road.
3. Retain mature trees and hedgerows on the edges of the site wherever possible.
4. Be supported by a Heritage Impact Assessment.

Explanation

- 20.4** The site is a preferred allocation for residential use and has the capacity to accommodate up to 24 dwellings. Access to the site should be taken from Weeland Road, but should be sited as far as possible from the existing junction with Station

20 Hensall

Road and Church Lane. This site benefits from mature trees and hedgerows on its edges and these should be retained wherever possible, for the amenity and well being of existing and future residents.

- 20.5** Opposite to the site, to the south of Weeland Road, lies St Paul's Church which is a Listed Building set within a wooded church yard. Beyond this are two further Listed Buildings (Red House and Hensall Primary School Masters House). Development of this site will be required to preserve or enhance the character and setting of these nearby heritage assets. A heritage impact assessment will therefore be required for proposals on this site.

Reason for Allocation

- 20.6** The site marks a logical extension to the southern end of Hensall village. It is currently surrounded by a mixture of residential and commercial properties on its northern, western and southern boundaries and its redevelopment would form a natural infill to the built form. The site's proximity to Hensall railway station could help towards ensuring sustainable patterns of development are created. The NPPF requires that land is identified on small sites (i.e. those under 1ha) to accommodate at least 10% of housing requirements and this site is able to contribute to this requirement.

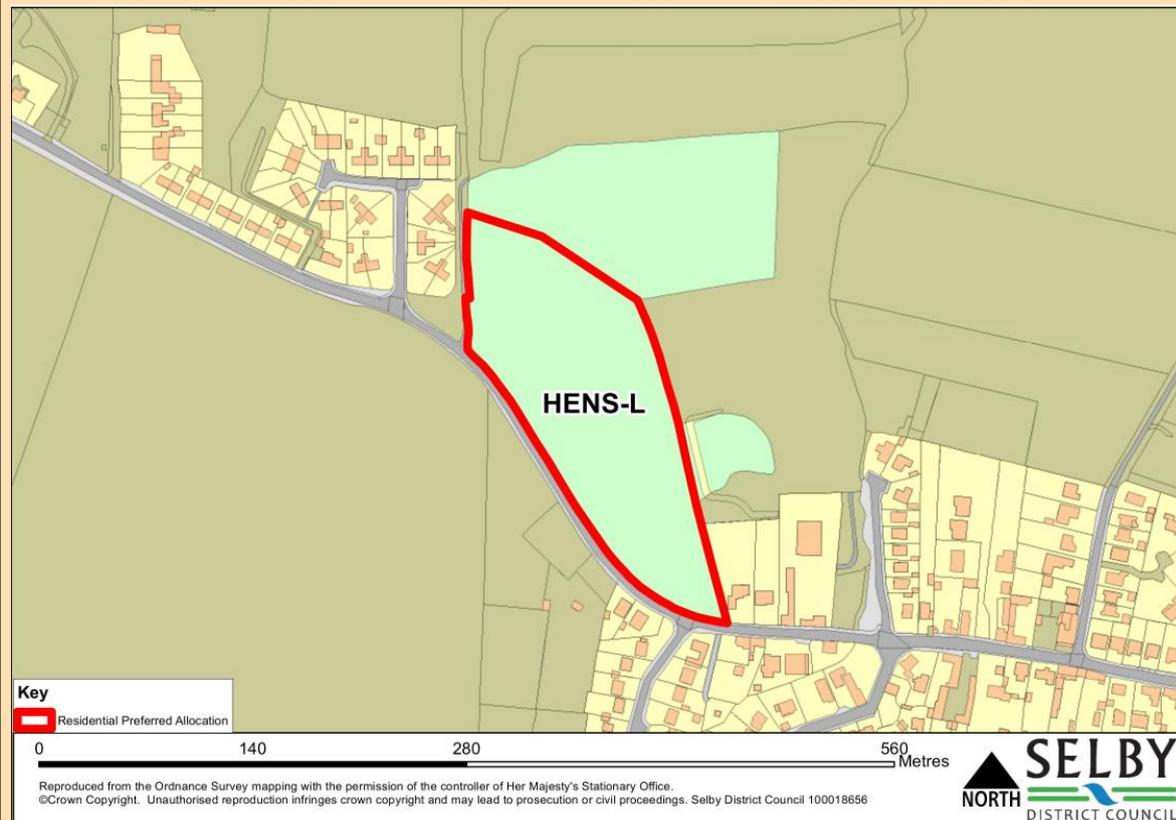
Question HENS-A

Do you agree with the proposed allocation of site HENS-A for residential development? If not, please give the reason for your answer and explain how you would like to see it changed.

HENS-L

Location: Land north of Weeland Road, Hensall

Total Site Area: 2.22 hectares



This site is a preferred allocation for residential development

Indicative dwelling capacity: up to 57 dwellings

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Provide affordable dwellings on site, the percentage of which is to be determined by a viability study, in accordance with the criteria set out in policy HG4.
2. Provide vehicular access from Wand Lane.
3. Address any contamination issues before development commences.
4. Add a landscaped screening to the eastern and northern boundaries of the site.

Explanation

- 20.7** The site is a preferred allocation for residential use and has the capacity to accommodate up to 57 dwellings. Access to the site should be taken from Wand Lane. There is evidence of a previous gravel pit and refuse tip on site. Therefore,

20 Hensall

any on-site contamination will require addressing before development commences. A landscaped boundary including hedgerows and trees should be added to the eastern and northern edges of the site in order to screen the new development and limit the impact on the surrounding landscape.

Reason for Allocation

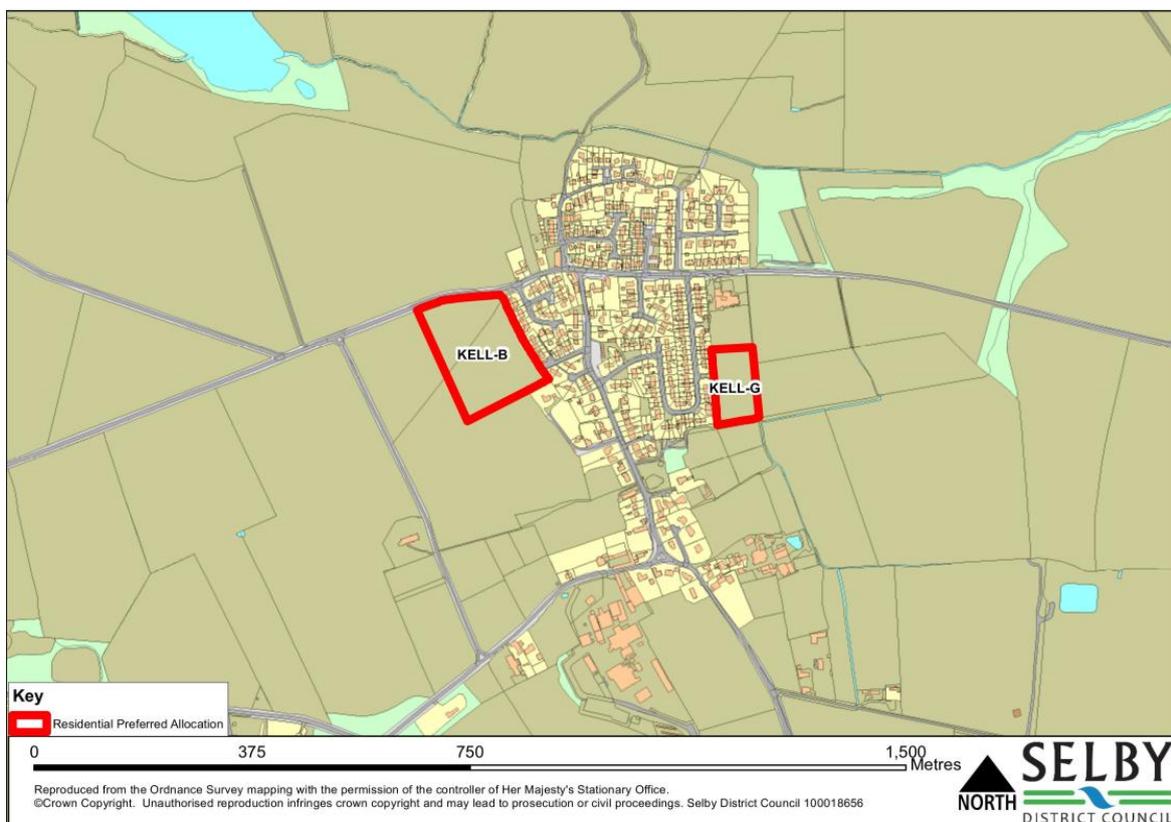
- 20.8** The site is located wholly within Flood Zone 1 and would provide a logical extension to the west of North Hensall. The development of residential dwellings along Wand Lane would link the development in the main body of the village to the cluster of dwellings located on Dene Close.

Question HENS-L

Do you agree with the proposed allocation of HENS-L for residential development? If not, please give the reason for your answer and explain how you would like to see it changed.

21 Kellington

- 21.1** Kellington is a Tier 2 village in the preferred settlement hierarchy located approximately a mile to the north west of Eggborough. Kellington has a population of 974 (2019 ONS). The village has a primary school and a village hall/ meeting room. Kellington has one bus route running Monday to Saturday but with only two journeys per day, although there are more routes and a train station available in nearby Eggborough. The village lies reasonably close to good transport links with both the M62 motorway and A19 within a few miles of the village.
- 21.2** Kellington is an historic, compact village with more modern estate development in the north. The landscape surrounding the village is relatively flat and open. On a slightly elevated position, St Edmund's Church immediately to the west of the village dominates the skyline when viewed from the village. This Grade I Listed Building which significantly contributes to the setting of the village has traditionally commanded extensive views over the landscape which is now dominated by Eggborough Power Station and associated infrastructure to the east.
- 21.3** The major factors affecting the selection of sites for allocation in Kellington include an area of land in flood zone 3 to the north; Green Belt to the north and west; various listed buildings such as Grade I Church of St Edmunds and the Strategic Countryside Gap between Kellington and Eggborough.



21 Kellington

KELL-B

Location: Land south of Lunn Lane, Kellington

Total Site Area: 2.84 hectares



This site is a preferred allocation for residential development

Indicative dwelling capacity: up to 72 dwellings.

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Provide affordable dwellings on site, the percentage of which is to be determined by a viability study, in accordance with the criteria set out in policy HG4.
2. Provide vehicular access from Lunn Lane.
3. Retain the existing Public Right of Way which traverses the site from the north east corner.
4. Be supported by a Heritage Impact Assessment which demonstrates that the proposal preserves or enhances the character and setting of the nearby Grade I Listed Church.
5. Establish a permanent landscaped buffer on the southern and western boundaries of the site.
6. Preserve the public right of way across the site.

Explanation

- 21.4** The site is a preferred allocation for residential use and has the capacity to accommodate up to 72 dwellings. Access to the site should be taken from Lunn Lane.
- 21.5** Owing to the flat topography of the site and surrounding area, there are long-range views from the site to the Grade I Listed Church of St Edmunds which is located directly to the west of the site. A planning application will therefore need to be supported by a Heritage Impact Assessment which can demonstrate that the setting of the Listed Building is not compromised by the development.
- 21.6** A permanent landscaped boundary of hedgerows will be required on the southern and western boundaries of the site, in order to mitigate the impact of the development on the landscape. However the landscape buffer must accord with the heritage impact statement and must not compromise the setting and views of the Listed Church.
- 21.7** There is an existing public right of way which runs across the site from Lunn Lane in the northeast corner of the site and southwest towards the St Edmunds Church, this must be preserved and factored into the design of the development.

Reason for Allocation

- 21.8** The site has no known constraints, it is within flood zone 1, and access can be taken directly from the main road.

Question KELL-B

Do you agree with the proposed allocation of site KELL-B for residential development? If not, please give the reason for your answer and explain how you would like to see it changed.

21 Kellington

KELL-G

Location: Land east of Manor Garth, Kellington

Total Site Area: 0.91 hectares



This site is a preferred allocation for residential development

Indicative dwelling capacity: up to 27 dwellings.

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Provide affordable dwellings on site, the percentage of which is to be determined by a viability study, in accordance with the criteria set out in policy HG4.
2. Provide vehicular access from Manor Garth
3. Retain the existing public right of way which runs across the southern boundary of the site.
4. Provide landscaping buffers to the northern and eastern boundaries, retaining existing hedgerows where possible.

Explanation

- 21.9** The site is a preferred allocation for residential use and has the capacity to accommodate up to 27 dwellings. Access to the site should be taken from Manor Garth and may require the demolition of existing garages which are located close to the entrance of the site.
- 21.10** An existing public right of way runs on the southern boundary of the site from east to west and should be retained. A landscaping scheme, including the retention of existing hedgerows where possible, will be required to screen the site from Kellington Primary School to the north and to protect long-range views of the village on its approach from the east.

Reason for Allocation

- 21.11** The site represents a logical extension to the built form of the village on its eastern boundary and its development would extend the settlement in line with the Primary School which lies directly to the north. The NPPF requires that land is identified on small sites (i.e. those under 1ha) to accommodate at least 10% of housing requirements. This site is able to contribute to this requirement.

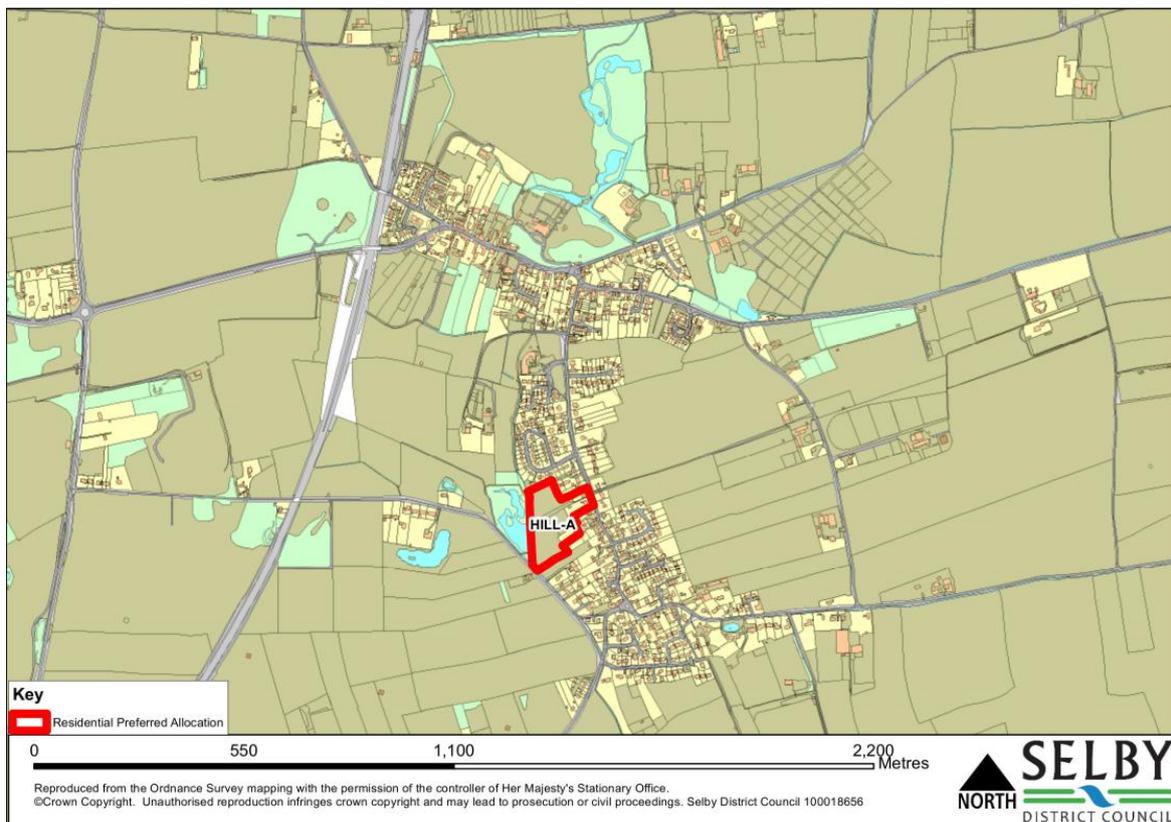
Question KELL-G

Do you agree with the proposed allocation of site KELL-G for residential development? If not, please give the reason for your answer and explain how you would like to see it changed.

22 Monk Fryston & Hillam

22 Monk Fryston & Hillam

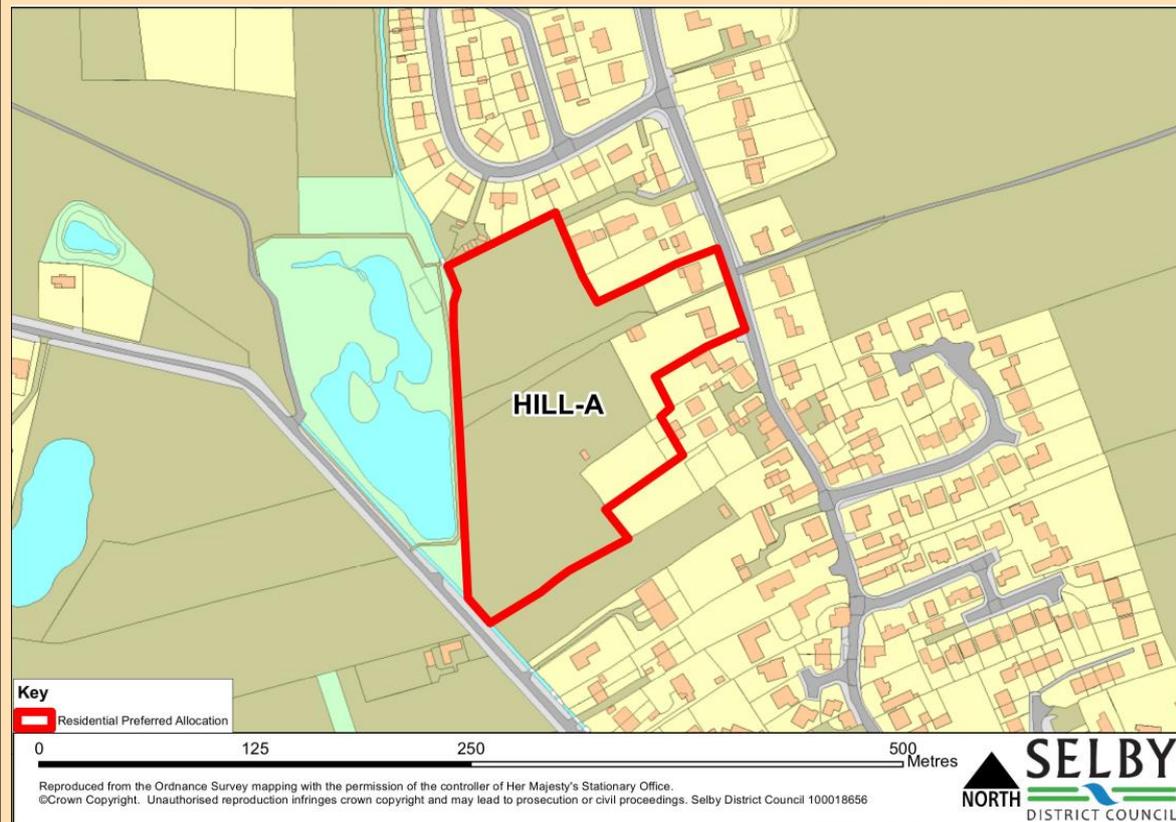
- 22.1** Monk Fryston and Hillam are a combined Tier 2 village within the preferred settlement hierarchy. These villages are in the west of the District approximately 2 miles south east of Sherburn In Elmet and 7 miles west of Selby. Together they have a combined population of 1,755 (2019 ONS). The combined villages are well-served by shared local facilities, including a primary school, healthcare facility, convenience store and two village halls/ meeting rooms. The villages are well served by public transport, 3 bus routes pass through Monk Fryston running Monday to Sunday. Both villages are in close proximity to Sherburn in Elmet with further bus routes and a train station. Monk Fryston straddles the A63 and is less than 2 miles from the A1 which runs along the western edge of the District.
- 22.2** Monk Fryston is a linear village which straddles the A63 whilst Hillam is a more compact village to its south. These village are well integrated within the landscape, with boundary vegetation creating positive settlement edges. The surrounding landscape is characterised by fairly flat open arable land. The Historic Park and Garden to the north of Monk Fryston consists of lakes, mature woodland and a former deer park. The historic parts of Hillam and Monk Fryston are designated as conservation areas.
- 22.3** The major factors affecting the selection of sites for allocation in Monk Fryston & Hillam include: Flood Zone 3 to the north; the two Conservation Areas; the Historic Park and Garden; the various Grade I and II listed buildings including Monk Fryston Hall and St Wilfrids Church, and the West Yorkshire Green Belt.



HILL-A

Location: Land West of Main Street, Hillam

Total Site Area: 2.34 hectares



This site is a preferred allocation for residential development

Indicative dwelling capacity: up to 33 dwellings

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Provide affordable dwellings on site, the percentage of which is to be determined by a viability study, in accordance with the criteria set out in policy HG4.
2. Provide vehicular access via Lumby Hill via the demolition of the property at 86 Lumby Hill.
3. Retain the existing Public Right of Way on the site.
4. Protect and enhance the character of the Hillam Conservation Area.
5. Protect and enhance the Site of Importance for Nature Conservation located to the west of the site.
6. Retain the mature trees on the western and southern boundaries of the site.

22 Monk Fryston & Hillam

Explanation

- 22.4** The site is a preferred allocation for residential use and has the capacity to accommodate up to 33 dwellings. The site is excluded from the Green Belt by virtue of its previous Safeguarded Land designation. Vehicular access should be taken from Lumby Hill following the demolition of the vacant bungalow at 86 Lumby Hill and the existing public footpath which crosses through the site should be retained to ensure its continued use and access to the public footpath which runs in a north-south direction to the west of the site.
- 22.5** Given the proximity of the site to the Hillam Conservation Area, a Heritage Impact Assessment will be required to ensure that proposals preserve or enhance the character and setting of the Conservation Area.
- 22.6** The site slopes gently towards the fishing pond to the west of the site which is identified as a Site of Importance for Nature Conservation. The existing mature planting along the western and southern edges of the site should be retained for protection of this nature assets and to reduce visual impacts upon the wider landscape.
- 22.7** The presence of Gypsum has been identified to the south west corner of the site with an identified geological fault line running north-south through the site, therefore reducing the developable area to land east of the identified fault line leading which has reduced the indicative net dwelling capacity of approximately 34 dwellings. Further investigations would be required to consider ground stability and the contamination extent from Gypsum in the south west corner of the site.

Reason for Allocation

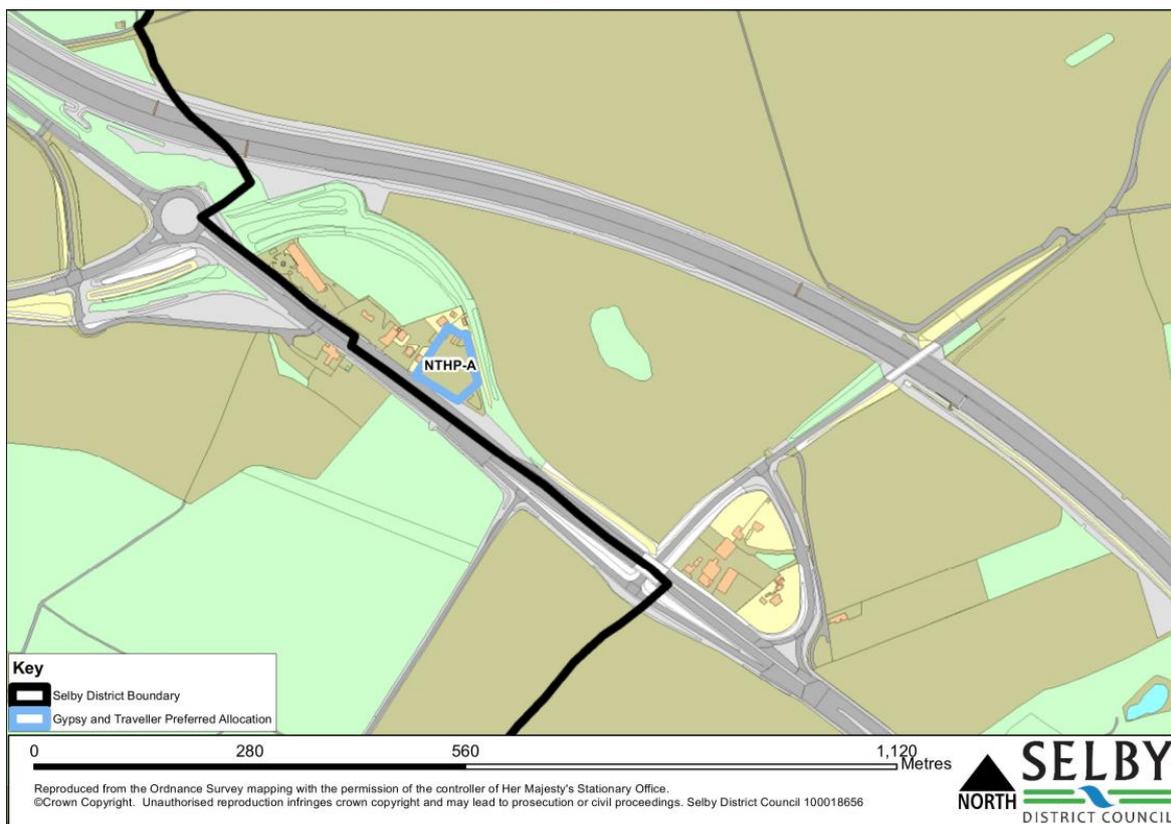
- 22.8** Development of this site would provide a logical infill extension to the west of the settlement between existing residential development to the north and south and is set within an area excluded from the Green Belt. Development of this site would effectively round off this part of the village.

Question HILL-A

Do you agree with the proposed allocation of HILL-A for residential development? If not, please give the reason for your answer and explain how you would like to see it changed.

23 Newthorpe

- 23.1** Newthorpe is a small linear village located approximately 2 miles west of Sherburn in Elmet and is situated in the Parish of Huddleston with Newthorpe which has a population of around 442 (2019 ONS). The village is situated near the B1222, and there is an employment area situated to the west adjacent to the A1(M) and A63.
- 23.2** The major factors affecting the selection of sites for allocation in Newthorpe include an area of flood zone 3 which partially affects land to the north. There is the Castle Hills prehistoric settlement, field system and medieval wood banks to the South West; the settlement is within the Green Belt and there is a lack of services in the village.

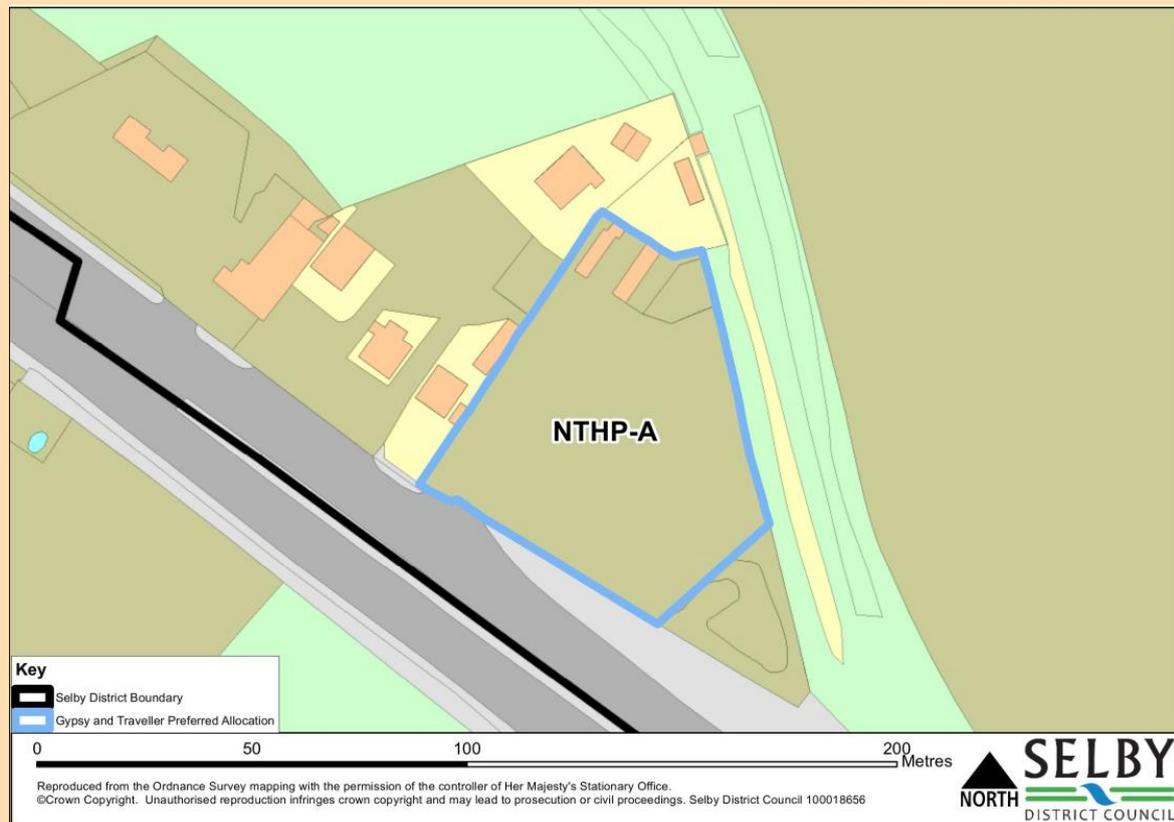


23 Newthorpe

NTHP-A

Location: Land at Hillcrest, Old Great North Road, Newthorpe

Total Site Area: 0.45 hectares



This site is a preferred allocation for a maximum of 12 Gypsy and Traveller pitches.

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. The Green Belt boundary has been amended specifically to accommodate a site for Gypsy and Traveller provision and development of the site should not extend further than the allocated boundary;
2. Accommodate no more than 2 caravans per pitch, of which only 1 should be a static caravan;
3. Provide satisfactory on-site utility buildings to support the site's occupants;
4. Retain existing hedgerows on the site's boundaries; and
5. Provide a satisfactory landscape scheme.

Explanation

- 23.3** The preferred approach is that the site is removed from the Green Belt and allocated to accommodate a maximum of 12 gypsy and traveller pitches, which will be restricted to no more than 2 caravans per pitch (of which, only one can be a static caravan). Each pitch should provide a utility building which contains shower and WC facilities. This is to reflect the site's current temporary consent (ref. 2019/0030/COU) which expires in June 2025. The removal of the site from the Green Belt will be considered as part of a Green Belt Review to be undertaken in 2021.
- 23.4** The existing hedges forming the site boundaries offer some screening of the caravans present on the site and of the existing hardstanding and should be retained. Any planning application for permanent consent should be supplemented with a landscape scheme to ensure protection of the character and appearance of the area and the visual amenity of the Green Belt.

Reason for Allocation

- 23.5** The removal of the site from the Green Belt is in accordance with paragraph 17 of Planning Policy for Traveller Sites (PPTS) which states that whilst inappropriate development is harmful to the Green Belt, limited alterations to Green Belt boundaries can be made in exceptional circumstances to meet a specific, identified need for a traveller site, through the plan-making process. The exceptional circumstances in this case are:
- The lack of deliverable alternative sites;
 - The site already benefits from an existing temporary consent, is privately owned, well established and provides a settled base that enable its occupants to access health, education, welfare and employment infrastructure; and
 - The site comprises previously developed land.
- 23.6** Whilst the site is located within a Locally Important Landscape Area, the site and area in the immediate vicinity is not reflective of, and does not contribute positively to the landscape quality of the wider area as it remains relatively commercial in appearance with a number of disused buildings and considerable areas of hardstanding. Existing development within and near the site has already changed the character of the countryside in this vicinity. In this respect, a permanent Gypsy and Traveller site at this location is not considered to have a significant negative impact on the landscape character of the wider area.

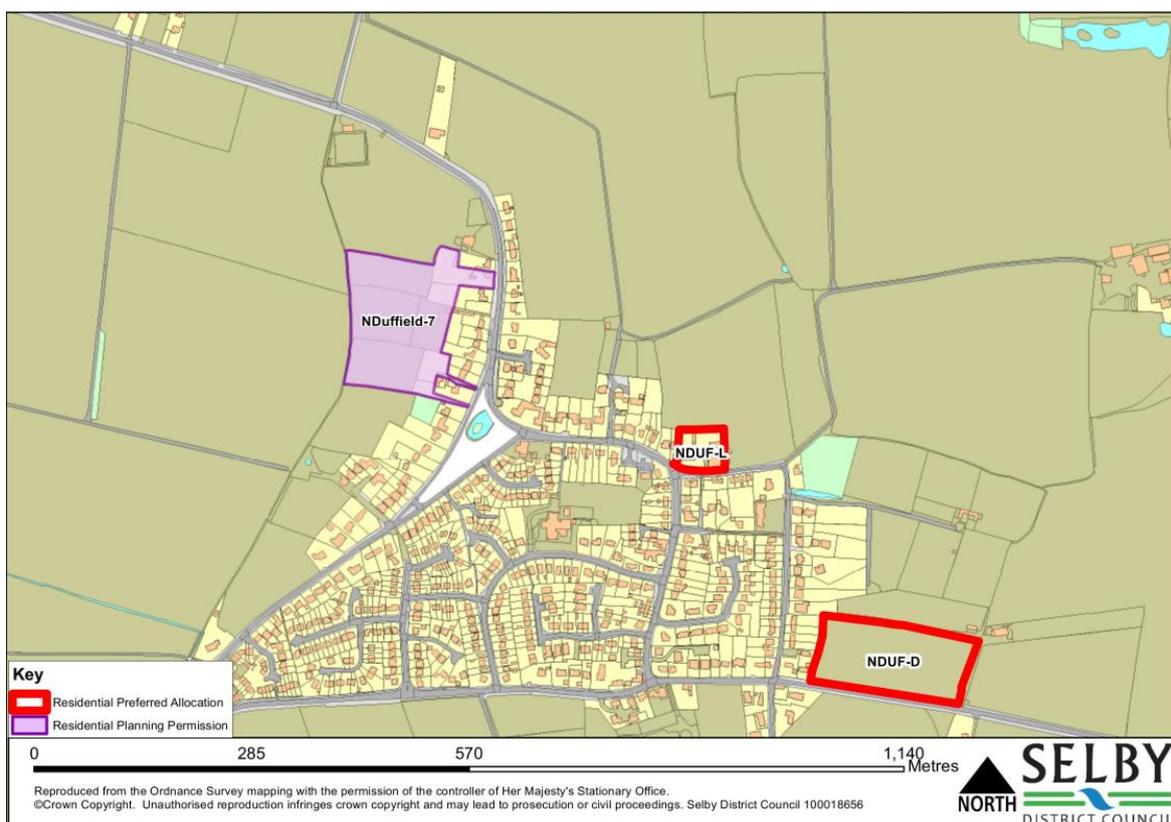
Question NTHP-A

Do you agree with the proposed allocation of NTHP-A for Gypsy and Traveller pitches? If not, please give the reason for your answer and explain how you would like to see it changed.

24 North Duffield

24 North Duffield

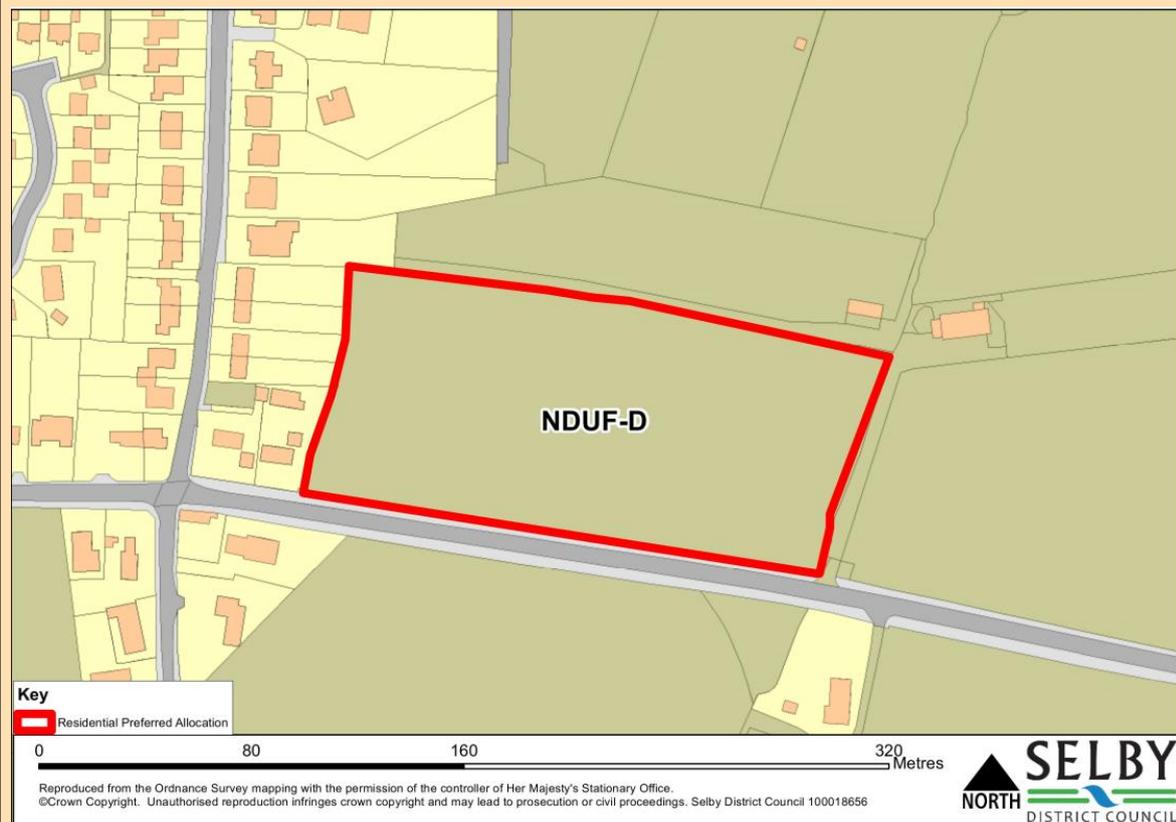
- 24.1** North Duffield is a Tier 2 village in the preferred settlement hierarchy located approximately 5.5 miles north east of Selby. North Duffield has a population of 1,374 (2019 ONS). Its community services include a primary school, a healthcare facility, a convenience store and two village halls/ meeting rooms. The village is well served by public transport, two bus routes passed through North Duffield running Monday to Friday, with up to 5 journeys per day.
- 24.2** North Duffield is a compact, nucleated village which is situated in flat and low-lying countryside mainly in agricultural use. The village originally developed around the village green and duck pond at a junction on the Selby to Market Weighton road with a road to Skipwith and York. In the eighteenth century new sections of the Selby to Market Weighton road were built to the south to by-pass the tight village bends and lead directly to a new River Derwent bridge crossing a mile to the east. This road, now the A163, forms the southern edge of the village and remains an important crossing point on the River Derwent.
- 24.3** Recent housing development has extended the village with cul-de-sac estates along the northern side of the A163. Various “snickets” or pedestrian routes linking the various parts of the village are a key feature of the village.
- 24.4** The major factors affecting the selection of sites for allocation in North Duffield include: Flood Zone 3 which partially affects to the south west; various International and National Designations including a Special Area of Conservation, a National Nature Reserve, a Special Protection Area, which are focussed around the Lower Derwent Valley to the east and the Skipwith Common to the west.



NDUF-D

Location: Land North of A163, North Duffield

Total Site Area: 1.76 hectares



The site is a preferred allocation for residential development

Indicative dwelling capacity: up to 45 dwellings.

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Provide affordable dwellings on site, the percentage of which is to be determined by a viability study, in accordance with the criteria set out in policy HG4.
2. Provide a vehicular access from the A163 to the south of the site
3. Retain and improve the hedge and tree boundaries as permanent boundaries to the east and north of the site.

24 North Duffield

Explanation

- 24.5** This level and flat site is a preferred allocation for residential use to accommodate up to 45 new dwellings. A single access point is to be taken from the A163 to the south. No direct access from the properties is to be made onto the A163, this is to be done to match the accesses to the existing properties on this road and to ensure highway safety.
- 24.6** The hedgerows to the north and east of the site will need to be retained and reinforced to create a landscaped boundary. This is to reduce the impact of the development on the openness of the surrounding flat landscape.

Reasons for Allocation

- 24.7** Development of this site provides a small-scale extension to the village in an area that is located wholly within Flood Zone 1, and is within strong field boundaries. Development on this site will have a lesser impact on the built and natural landscape than in other locations in the village due to its compact nature and meagre extension into the Countryside.

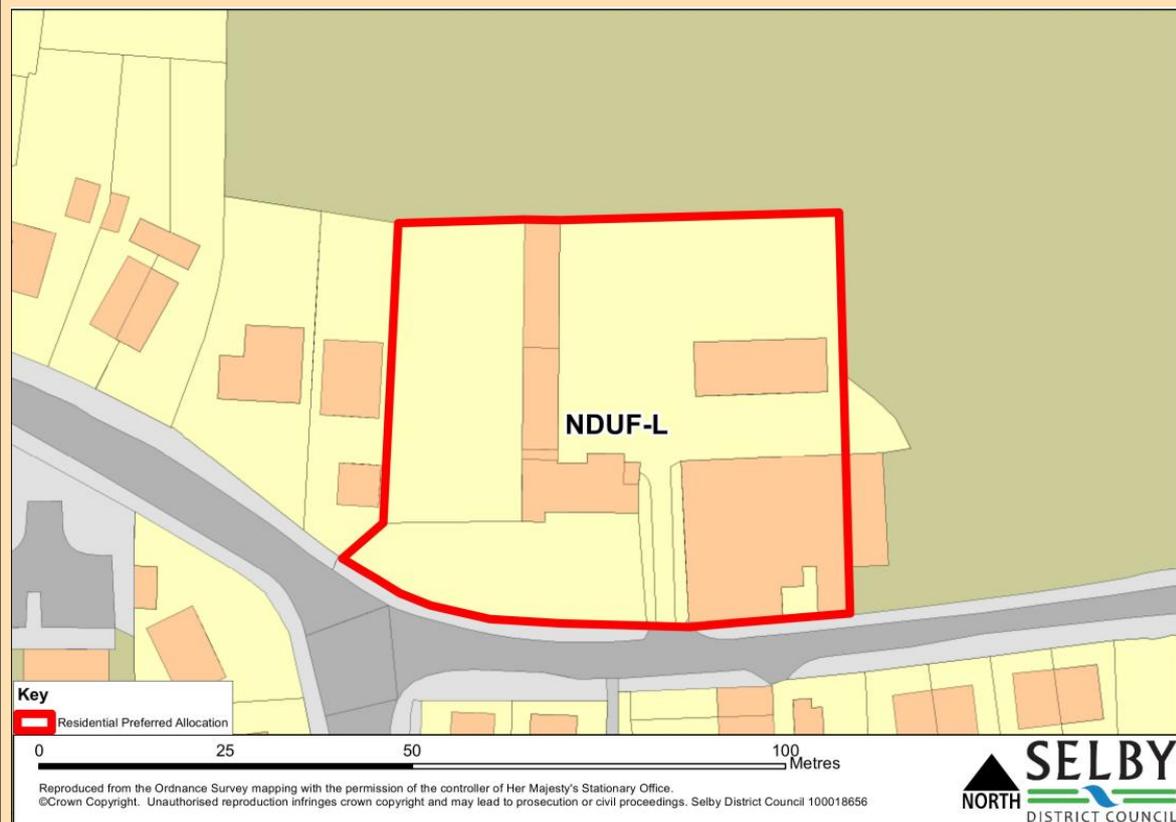
Question NDUF-D

Do you agree with the proposed allocation of site NDUF-D for residential development? If not, please give the reason for your answer and explain how you would like to see it changed.

NDUF-L

Location: Land at Gothic Farm, Back Lane, North Duffield

Total Site Area: 0.33 hectares



The site is a preferred allocation for residential development

Indicative dwelling capacity: up to 10 dwellings.

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Provide affordable dwellings on site, the percentage of which is to be determined by a viability study, in accordance with the criteria set out in policy HG4.
2. Provide vehicle access to the site from Back Lane.
3. Establish permanent landscaped boundaries to the eastern and northern edges of the site.
4. Retain mature trees and hedgerows present on site.

Explanation

- 24.8** At the time of writing there is an application on this site which is still waiting decision (2020/1041/FUL). If this application is approved and then lapses, or if it is

24 North Duffield

refused, then the following requirements of this policy apply to any new application on this site.

- 24.9** The site is a preferred allocation for residential use and has the capacity to accommodate up to 10 new dwellings. Access to the site should be taken from Back Lane.
- 24.10** The existing farmhouse and outbuildings will need to be demolished in order for the site to accommodate the dwellings, the mature trees to the rear of the site will need to be retained in order to reduce the impact of the development on the surrounding landscape.

Reason for Allocation

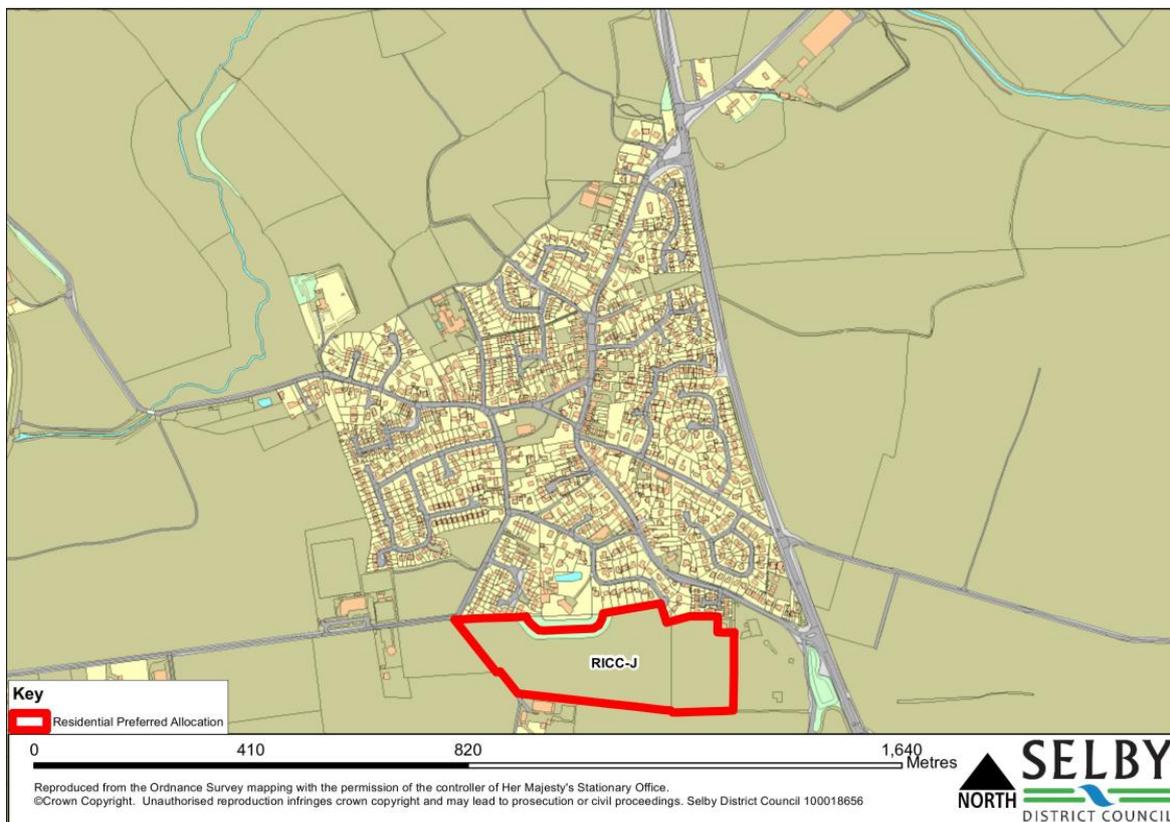
- 24.11** The site marks a logical small scale extension to North Duffield with it being adjacent to residential properties on its southern and western edge. The site is also located wholly within Flood Zone 1. The NPPF requires that land is identified on small sites (i.e. those under 1ha) to accommodate at least 10% of housing requirements and this site is able to contribute to this requirement.

Question NDUF-L

Do you agree with the proposed allocation of site NDUF-L for residential development? If not, please give the reason for your answer and explain how you would like to see it changed.

25 Riccall

- 25.1** Riccall is a proposed Tier 1 Village within the preferred settlement hierarchy and is located approximately 5 miles to the north of Selby. Riccall has a population of 2,396 (2019 ONS). The village is well-served by local facilities, including a primary school, health care facility, convenience store and 2 village halls/ meeting rooms. The village is well served by public transport, one bus route passes through Riccall running Monday to Sunday, with up to 17 journeys per day. The National Cycle Network route 65 and the Trans-Pennine Long Distance Footpath also passes though the village.
- 25.2** Riccall is a compact and historic village situated to the west of the A19. Modern residential estate development has taken place up to the A19 presenting a hard, eastern boundary to the settlement. The historic central part of the village is designated as a conservation area focused on Main Street and the Village Green. The majority of buildings on Main Street front directly onto the road, which coupled with the narrow streets creates a sense of enclosure.
- 25.3** The major factors affecting the selection of sites for allocation in Riccall include: Flood Zone 3 to the north, south and west; the Conservation Area; Various Grade I and Grade II* listed buildings; the National Nature Reserve and Special Area for Conservation at Skipwith Common to the east; and the Site of Importance for Nature Conservation located to the south; Holly Carrs Ancient Woodland to the north east and the A19 to the east.

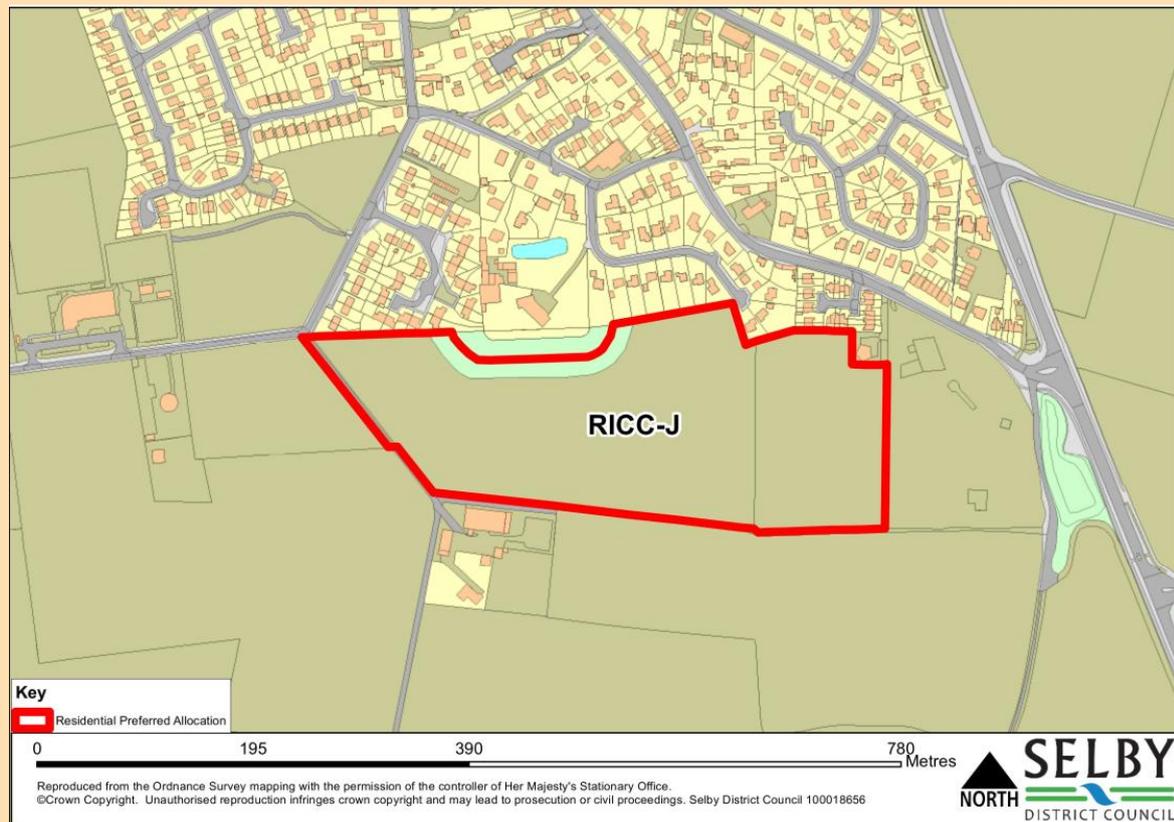


25 Riccall

RICC-J

Location: Land at Landing Lane Riccall

Total Site Area: 7.5 hectares



This site is a preferred allocation for residential development

Indicative dwelling capacity: up to 180 dwellings

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Provide affordable dwellings on site, the percentage of which is to be determined by a viability study, in accordance with the criteria set out in policy HG4.
2. Provide vehicular access from Landing Lane in the northwest corner of the site.
3. Provide a walking and cycling link to Main Street in the northeast corner of the site.
4. Protect or enhance those features which contribute to the special architectural or historic interest of the grade 2 listed Tower House building to the west of the site.
5. Provide landscaped screenings on the western, southern and eastern edges of the site.
6. Retain the mature trees to the south of Garden House.

Explanation

- 25.4** The site is a preferred allocation for residential use and has the capacity to accommodate up to 180 new dwellings. Vehicular access to the site can be taken from Landing Lane to the northwest corner of the site and it is expected that additional pedestrian / cycle linkages should be created in the north east corner of the site, linking the development to Main Street.
- 25.5** The site lies within close proximity to the Grade II Listed Tower House and development will be required to preserve or enhance the character and setting of this heritage asset. A heritage impact assessment will therefore be required for proposals on this site.
- 25.6** A permanent landscaped boundary will be required to the western, southern and eastern edges of the site and the mature trees to the south of Garden House should be retained.

Reason for Allocation

- 25.7** Development of the site marks a logical southern extension to the settlement of Riccall and the site is adjacent to residential properties on its northern edge. the edge of Riccall with it being adjacent to residential properties on its northern edge.

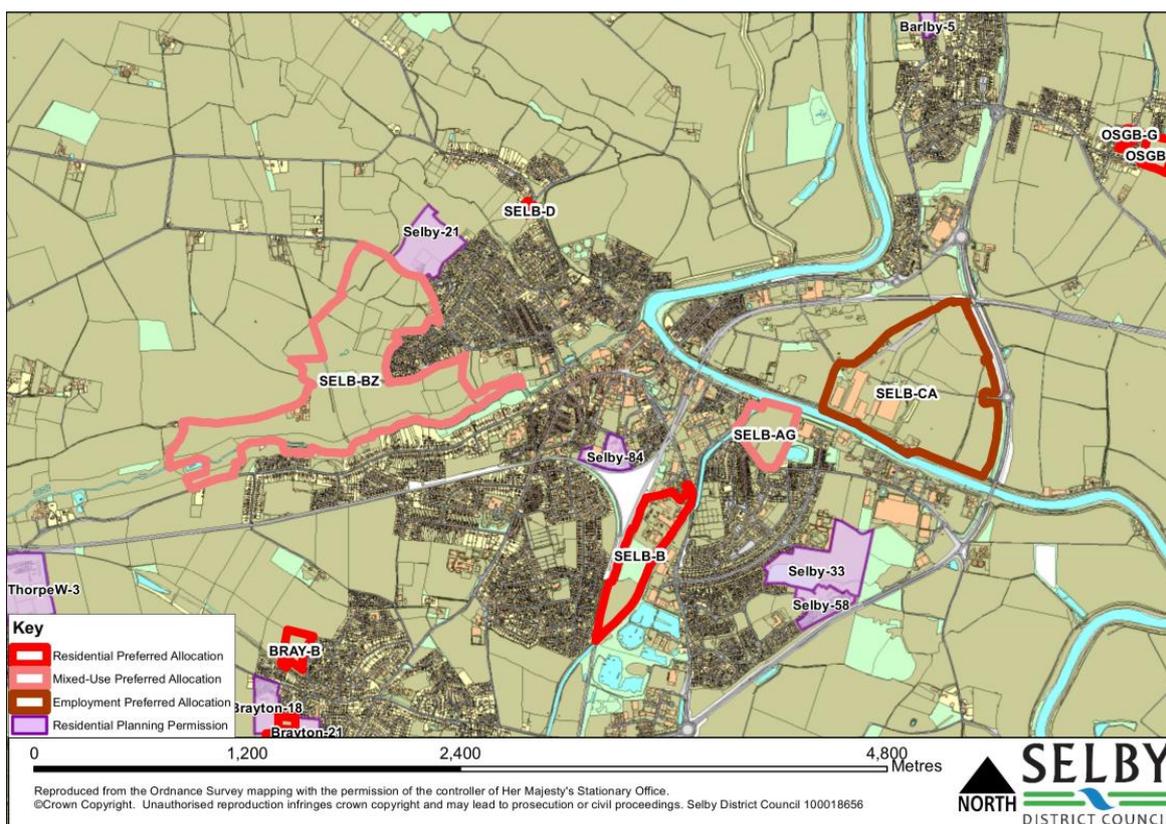
Question RICC-J

Do you agree with the proposed allocation of site RICC-J for residential development? If not, please give the reason for your answer and explain how you would like to see it changed.

26 Selby

26 Selby

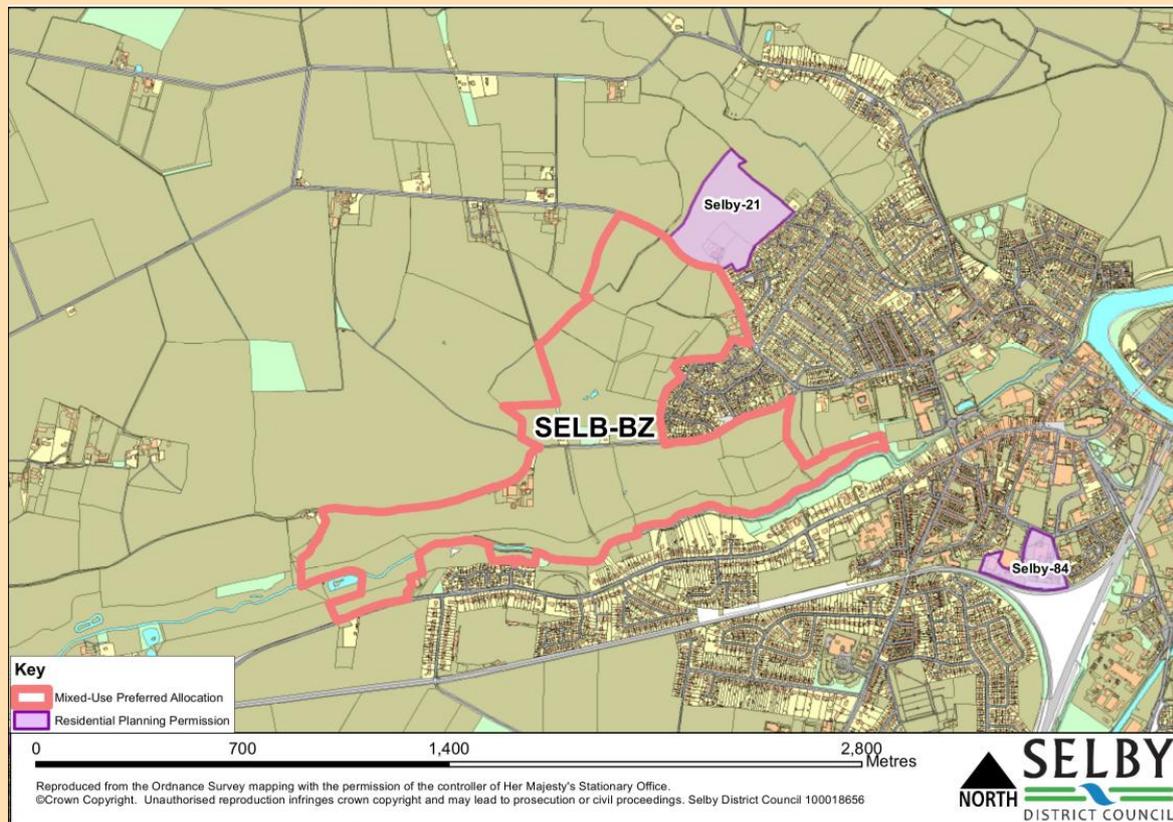
- 26.1** Selby Town is the largest town in the District with a population of 17,299 (2019 ONS) and is the main shopping centre, focus for housing, employment and local facilities. It is therefore placed at the top of the preferred settlement hierarchy and strategically where the largest portion of new development should be focused. The draft Policies Map identifies a 'Selby Urban Area', where this development will take place. This includes the parish of Selby Town, as well as the southern part of the Barlby with Osgodby parish, up to the Greencore Factory on Barlby Road, it also includes a part Brayton parish along Foxhill Lane and Doncaster Road. In the Selby Urban Area, it is required by the Spatial Strategy to identify sufficient deliverable and developable sites to accommodate a minimum of 2,532 new dwellings.
- 26.2** There are several major factors affecting the selection of sites for allocation in Selby, these include the two areas designated as Strategic Countryside Gaps that separate the Selby Urban Area from the village of Brayton to the southwest and the villages of Barlby and Osgodby to the northeast. Development which reduces the open nature of these gaps has been avoided. The Council, wherever possible, has sought to prioritise the development of brownfield land. There are several significant brownfield sites within the Selby urban area and issues regarding availability and viability have been carefully considered in selecting the preferred sites for allocation.
- 26.3** Flooding is a significant issue in the town of Selby, much of the town lies in Flood Zone 2 and 3, so development sites have been chosen with regard to minimising the risk from flooding and land uses within allocated sites have been distributed as to also minimise the level of flood risk. The protection and enhancement of open space, natural and historic assets such as the Selby Abbey has also informed the approach to site selection.



SELB-BZ

Location: Cross Hills Lane, Selby

Total Site Area: 80:38 hectares



This site is a preferred allocation for mixed use development, comprising: residential, open space, leisure and education.

Indicative dwelling capacity: up to 1270 dwellings

26 Selby

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Follow a comprehensive, phased approach to development in accordance with a masterplan which covers the entire site.
2. Provide affordable dwellings on site, the percentage of which is to be determined by a viability study, in accordance with the criteria set out in policy HG4.
3. Provide a new distributor road connecting the A63 Leeds Road, to Cross Hills Lane and Flaxley Road.
4. Upgrade Cross Hills Lane and improve the junction between Cross Hills Lane and Flaxley Road.
5. Provide an interlinked system of amenity space, cyclepaths and footpaths, providing access to adjoining residential areas and Selby town centre.
6. Enhance the Selby Dam, which should be landscaped and incorporate features to improve or create wildlife habitats in that area as a major area of new public open space.
7. Provide land for the provision of a new two form entry school primary school (2.4ha) on the site and other appropriate community and local shopping facilities.
8. Establish permanent landscaped boundaries on the western, northern and southern edges of the site to safeguard the amenities of the existing and future residents.
9. Use a sequential approach to residual flood risk when locating the various uses on the site, in accordance with the requirements set out in the Council's level 2 SFRA. Site specific flood risk assessments will be required to address relative vulnerabilities across the site.
10. Provide opportunities for local employment and training schemes during the construction process.

Explanation

- 26.4** The site is a preferred allocation for mixed use development, but the predominant use should be residential. This site comprises a collection of smaller sites, which cumulatively have the capacity to deliver up to 1270 new dwellings. In order to provide the appropriate infrastructure requirements, the site will need to be developed in a coordinated way, in accordance with a masterplan which covers the entire site. Although a large area is identified as the allocated site it is recognised the incorporation of the existing green infrastructure areas along Selby Dam will reduce the developable area. The level of flood risk will determine the layout of the site, a sequential approach will place development uses with the lowest risk from flooding in those areas worse affected, land levels may need to be raised and balancing ponds may be added in areas of the site.

- 26.5** It is expected that development proposals will provide a new distributor road connecting the A63 to Cross Hills Lane / Flaxley Road. An upgrade to Cross Hills Lane will be required, including junction improvements to the Cross Hills Lane and Flaxley Road junction.
- 26.6** This site must be fully integrated by cyclepaths and footpaths to the adjoining residential areas and particularly to Selby town centre, the amenity areas within the site, such as parks, must also be linked to these paths. The number of new residents on this site will trigger the need for a new primary school and so the masterplan for the area must include the provision of land for this purpose, along with land for local shopping and community facilities.
- 26.7** The site is adjacent to the Leeds Road Conservation area, and a couple of listed buildings on Leeds Road on its southern boundary. There are also listed buildings at Hempbridge Farm on its eastern boundary, all proposals must ensure that the proposal preserves or enhances the character of these heritage assets. This site must have landscaped areas with tree planting on its western, northern and southern edges, in order to safeguard the amenities of the existing and future residents.

Reasons for Allocation

- 26.8** The allocation of a large area for development presents opportunities for place making, such as the provision of new community facilities including the provision of a primary school, the creation of green infrastructure links to the town centre and the potential to contribute towards the creation of a north west relief road between Leeds Road and Flaxley Road, which will direct traffic away from the town centre. Development will enable a landscaped corridor of open space and environmental assets to be provided along the Selby Dam, views to the Selby Abbey from the west of the town will be enhanced as a result of this development.

Question SELB-BZ

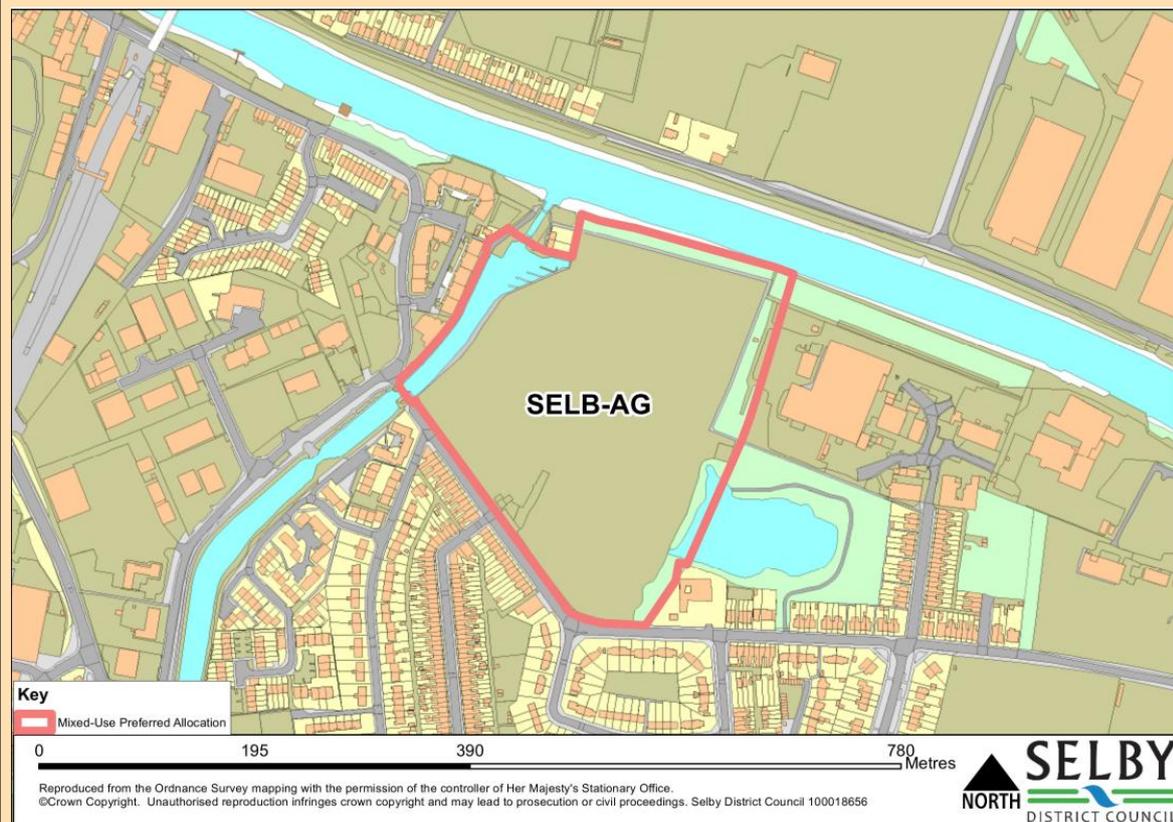
Do you agree with the proposed allocation of site SELB-BZ for mixed use development? If not, please give the reason for your answer and explain how you would like to see it changed.

26 Selby

SELB-AG

Location: Land on the former Rigid Paper site, Denison Road, Selby

Total Site Area: 7.53 hectares.



This site is a preferred allocation for a mixed use development comprising of residential and retail use.

Indicative dwelling capacity: up to 330 dwellings at 50dph.

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Provide site specific flood risk assessments, in accordance with the requirements set out in the Council's level 2 SFRA, to address relative vulnerabilities across the site.
2. Make improvements to the canal area, including new moorings and provide an attractive waterside development.
3. Provide affordable dwellings on site, the percentage of which is to be determined by a viability study, in accordance with the criteria set out in policy HG4.
4. Consideration should be given to a pedestrian bridge over the Selby Canal.
5. Incorporate the pond on the eastern edge of the site as a landscape feature.
6. Retain and enhance/Provide a walking and cycling path along the south bank of the river Ouse.
7. Provide a greater density of development of up to 50dph. A development of up to three or four storeys in height may be acceptable subject to design quality.
8. Provide vehicle access to the site from Denison Road.
9. Address any contamination before development commences.

Explanation

- 26.9** This site is a preferred allocation for mixed use development, but the predominate use should be residential. As the site is in close proximity to existing developments of a high density, such as the apartment buildings on Shipyard Road and the terraced houses on Denison Road, higher densities and developments of up to three to four storeys high may be appropriate in some areas of the site, subject to design quality and the amenity impact on existing residents. Vehicular access should be taken from Denison Road.
- 26.10** This site is situated along the Canal bank and there is an opportunity to provide an attractive waterside development, including the provision of new moorings for canal boats, amenity space and walking / cycling path along the south bank of the River Ouse. Other areas of the site which can be utilised as important amenity features, include the pond on the eastern edge of the site and the river bank on the northern edge of the site.
- 26.11** The site is located within Flood Zone 3. A Flood Risk Assessment will be therefore required in support of any planning application. Given the brownfield nature of the site, any potential contamination found on the site would require remediation works to be undertaken prior to any redevelopment.

26 Selby

- 26.12** Consideration should be given to the provision of a pedestrian bridge over the Canal to the west, in order to improve the accessibility of the site to the town centre and the railway station.

Reasons for Allocation

- 26.13** This is a brownfield site within the development limits of Selby. The site has been allocated in part for retail use because it occupies a location that is very close to Selby Town Centre, and is sequentially preferable to alternative sites, this allocation will enhance the health and well-being of the town centre. The site is located within a short distance of many services and employment opportunities and has no major constraints, this site also has the opportunity to add services which can be used by the local community.

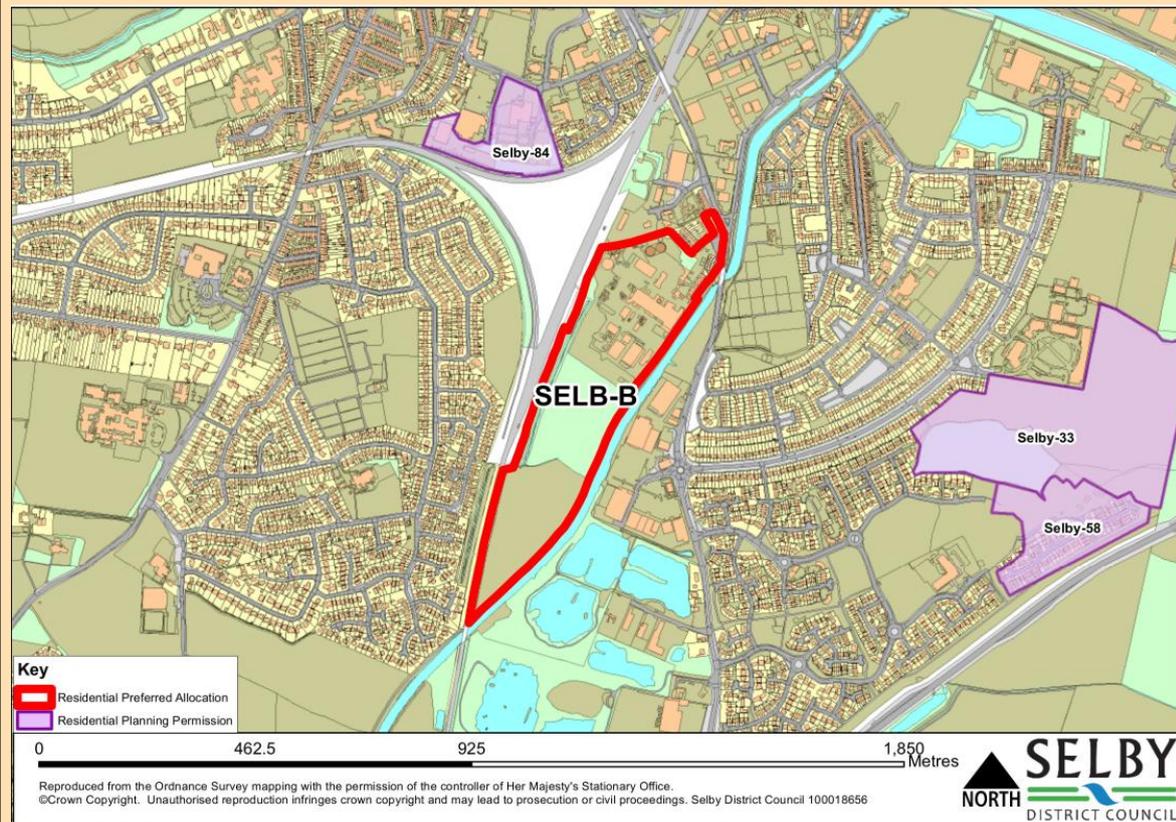
Question SELB-AG

Do you agree with the proposed allocation of site SELB-AG for mixed use development? If not, please give the reason for your answer and explain how you would like to see it changed.

SELB-B

Location: Industrial Chemicals Ltd, Canal View, Selby

Total Site Area: 15.02 hectares



This site is a preferred allocation for residential development

Indicative dwelling capacity: 450 at 50 dwellings per hectare

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Provide affordable dwellings on site, the percentage of which is to be determined by a viability study, in accordance with the criteria set out in policy HG4.
2. Provide site specific flood risk assessments, in accordance with the requirements set out in the Council's level 2 SFRA, to address relative vulnerabilities across the site.
3. Provide improvements to vehicular access from Canal View onto Bawtry Road.
4. Relocate the existing chemical works locally.
5. Remediate any contaminated land that is present on the site.
6. Maintain the public right of way on the eastern boundary of the site.
7. Retain the mature trees on the western boundary of the site.

Explanation

26 Selby

- 26.14** The site is a preferred allocation for residential use and has the capacity to accommodate up to 450 new dwellings. As the site is in close proximity to the Town Centre, higher densities and developments of up to three to four storeys high may be appropriate in some areas of the site, subject to design quality and the amenity impact on existing residents. Access to the site can be taken from Canal View onto Bawtry Road via a new roundabout.
- 26.15** Development of the site for residential will require that the existing industrial uses located on the northern portion of the site are relocated to elsewhere locally. Given the existing use of the site, any potential contamination found on the site would require remediation works to be undertaken prior to any redevelopment. The existing Public Rights of Way on the eastern boundary and mature trees located on the western boundary should be retained.

Reason for Allocation

- 26.16** The northern part of the site is previously developed and development of the overall site marks a logical infilling within Selby, with residential and commercial uses located beyond the site boundary on all sides. The site is constrained to the west by the railway line and to the east and south by the canal.

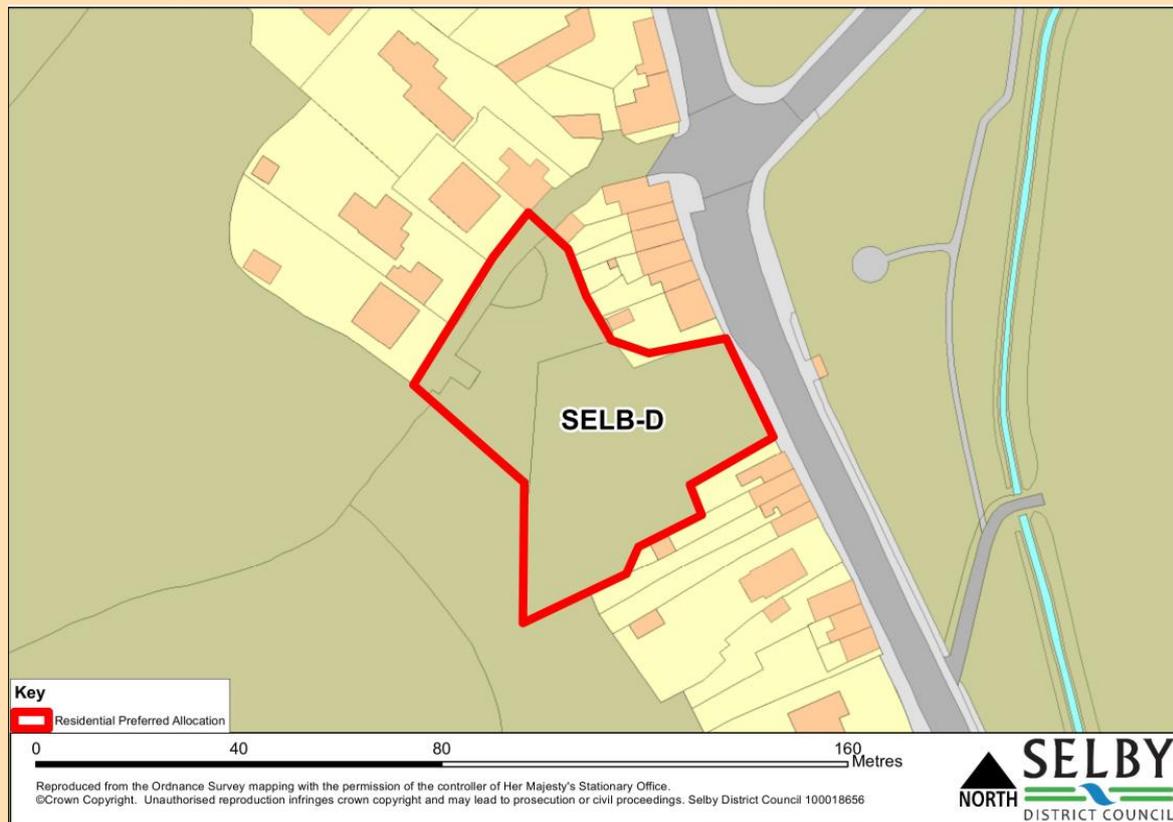
Question SELB-B

Do you agree with the proposed allocation of site SELB-B for residential development? If not, please give the reason for your answer and explain how you would like to see it changed.

SELB-D

Location: Land west of Bondgate, Selby.

Total Site Area: 0.27 hectares



The site is a preferred allocation for residential development.

Indicative dwelling capacity: 9 at 35 dwellings per hectare.

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Provide road access between 55 and 57 Bondgate.
2. Retain mature trees present on the site.
3. Provide landscape features on the western boundary of the site.
4. Provide frontage development onto Bondgate.

Explanation

26.17 This site is situated between properties on Bondgate and Monk Lane. A residential scheme should add a landscaped screening on its western edge and retain the mature trees in this location. Access should be taken from Bondgate, as Monk Lane

26 Selby

is too narrow for this purpose, the access should also be located as far away from the Monk Lane/Bondgate roundabout as possible. Dwellings should be added onto the Bondgate frontage, to match the existing linear development in this part of Selby.

Reasons for Allocation

- 26.18** The site comprises a small infill development in Selby and is adjacent to residential properties on its northern and southern boundaries. It is within a short distance to many services and employment opportunities and has no major physical constraints.
- 26.19** The NPPF requires that land is identified on small sites (i.e. those under 1ha) to accommodate at least 10% of housing requirements. This site is able to contribute to this requirement.

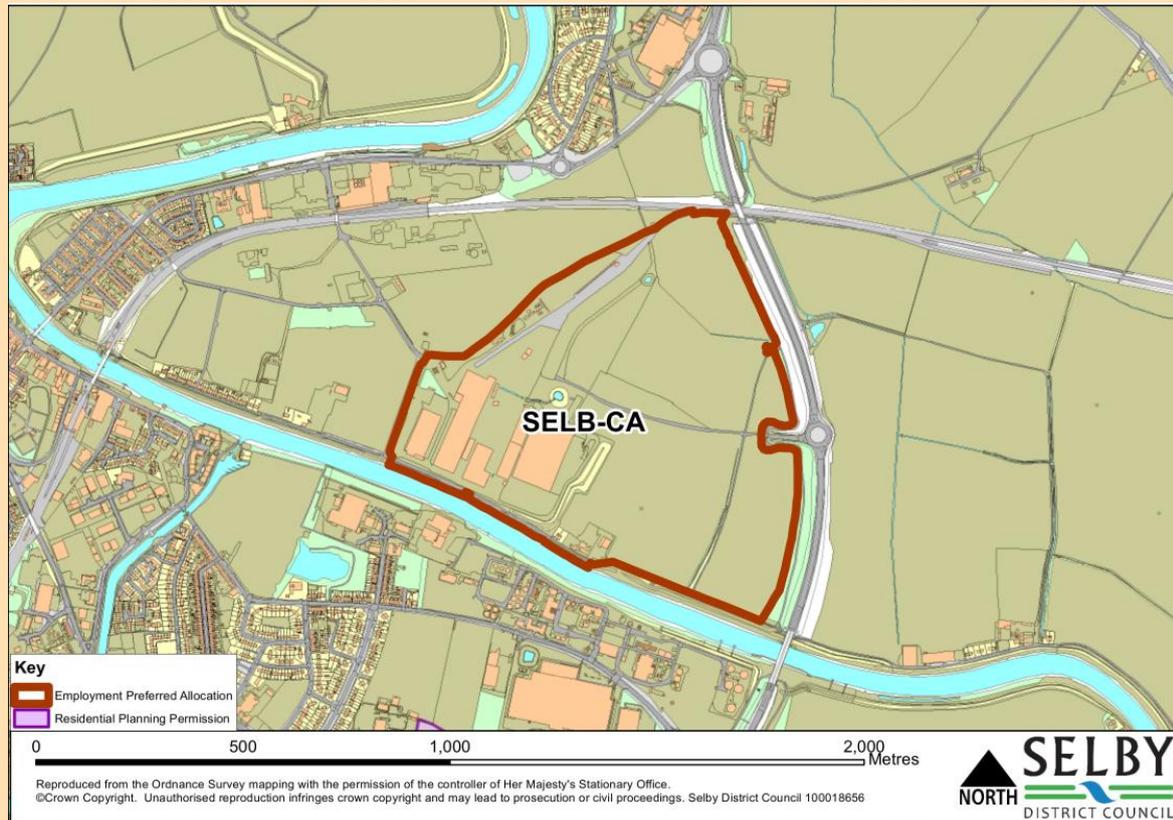
Question SELB-D

Do you agree with the proposed allocation of site SELB-D for residential development? If not, please give the reason for your answer and explain how you would like to see it changed.

SELB-CA

Location: Olympia Park, Barlby Road, Barlby

Total Site Area: 60.43 hectares (of which 33.6 hectares is available for development)



This site is a preferred allocation for employment uses.

The site will provide 33.6 hectares of employment development.

26 Selby

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Provide the main vehicular access from the existing roundabout on the A63 bypass, from this access point a main distributor road will be provided into the centre of the site. The access point and the distributor road must be constructed in advance of development.
2. The opportunities created through the development of this area should be maximised to enhance the riverside/Transpennine trail and general environment including the retention, enhancement and creation of green infrastructure and wildlife habitats.
3. Provision of new landscaping, including structural landscaping, will be required.
4. Address any decontamination on the site before development commences in those areas.
5. Provide opportunities for local employment and training schemes during the construction process.
6. Ensure safe, attractive and convenient pedestrian and cycle routes between the development and neighbouring areas.
7. New development should protect and enhance the character and setting of Selby Town Centre Conservation Area, including maximising views to the Abbey Church and ensuring Selby's skyline is not detrimentally impacted.

Explanation

- 26.20** The site is a preferred allocation for employment uses to create employment opportunities that assist in meeting the need generated by the town of Selby and the wider District. In order to ensure that the appropriate infrastructure is delivered, the site will need to be developed in a coordinated way, in accordance with a masterplan.
- 26.21** Access to the site should be taken from the existing roundabout on the A63 bypass, with a main distributor road providing access into the middle of the site and will need to be constructed prior to development of the site. Development should maximise opportunities for sustainable travel and ensure that satisfactory pedestrian and cycle linkages are created across the site, linking the development to neighbouring areas.
- 26.22** The site has had multiple historical uses including as an animal feed mill, by logistics companies, for agriculture, for recreation and as allotments. There are a number of infilled ponds in the centre of the site, one of which is designated as a historical landfill. Site investigations have previously been undertaken which have identified elevated concentrations of contaminants in soils and groundwater. Contamination will need to be remediated, as necessary, to ensure that the site is suitable for use.

- 26.23** The development of the site should pay special regard to the designated heritage assets within Selby Town Centre, including Selby Abbey, the listed buildings along Ousegate and Selby Conservation Area. The distinctive historic character of Selby must be used to inform new design proposals in order that they preserve the significance of designated heritage assets through development within their setting

Reason for Allocation

- 26.24** The site enjoys a unique location on the edge of the built-up area but close to Selby Town Centre and provides an opportunity to create a sustainable urban extension through the regeneration of former industrial land and premises.
- 26.25** Redevelopment of this key site would serve to enhance the landscape and marks a logical infilling within the wider Selby Urban Area. The site is located in a highly sustainable location, close to existing shops, services, employment opportunities and Selby Railway Station.

Question SELB-CA

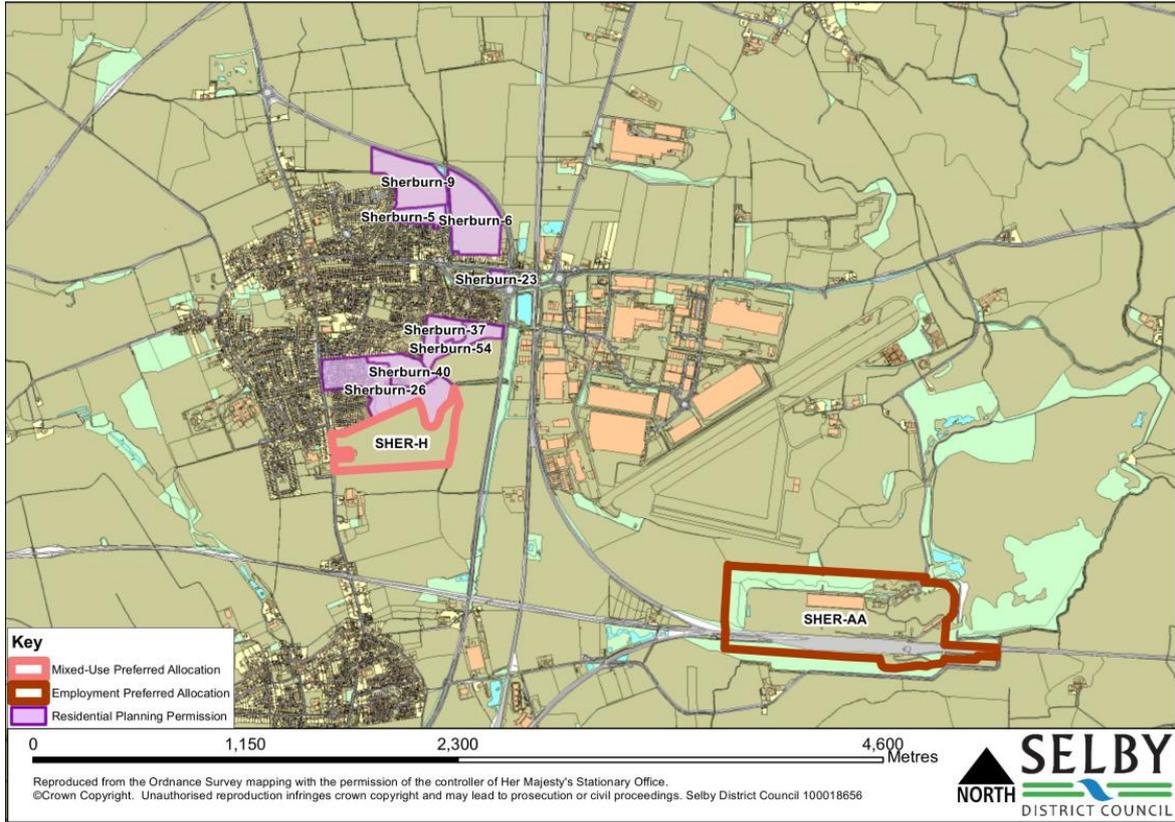
Do you agree with the proposed allocation of site SELB-CA for employment development? If not, please give the reason for your answer and explain how you would like to see it changed.

27 Sherburn in Elmet

27 Sherburn in Elmet

- 27.1** Sherburn in Elmet is one of the three main settlements in the District, it is located approximately 10 miles west of Selby and 6 miles south of Tadcaster and has a population of 7,854 (2019 ONS). The settlement benefits from a good range of facilities and services, albeit the level of services has failed to keep pace with the level of population and housing growth witnessed in recent years. These facilities and services include two primary schools, a secondary school, a health centre, three village halls/ meeting rooms and 2 convenience stores.
- 27.2** Sherburn in Elmet is situated at the junction of the A162 and the B1222 in the west of the District. The historic core of the settlement at the junction of Finkle Hill, Kirkgate and Moor Lane is surrounded by modern estate developments, but still retains a compact urban form. The A162 by-passes the main town to the east, separating it from the Sherburn in Elmet railway station and the employment and businesses also to the east. It has good transport links including a further railway station at South Milford to the south, the A63 also to the south and the A1(M) only 4 miles to the west off the A63. The two train stations together with 3 bus routes through Sherburn in Elmet and 2 through South Milford provide regular services throughout the day Monday to Sunday to Selby, Leeds, York, Hull and beyond.
- 27.3** The town is a focus for employment and has a large industrial estate on its eastern side which has planning permission for a large extension. In addition, Gascoigne Wood Interchange lies to the south east of Sherburn and represents a 57 ha site with regionally significant rail freight infrastructure.
- 27.4** The major factors affecting the selection of sites for allocation are the Green Belt, which surrounds the town on all sides, a designated Locally Important Landscape Area which abuts the town on its western boundary. These features, whilst important constraints to development, also make a significant contribution to the context of the town. The town is also constrained by areas of zone 2 and 3 flood risk on its eastern and north-eastern edges.

Sherburn in Elmet 27

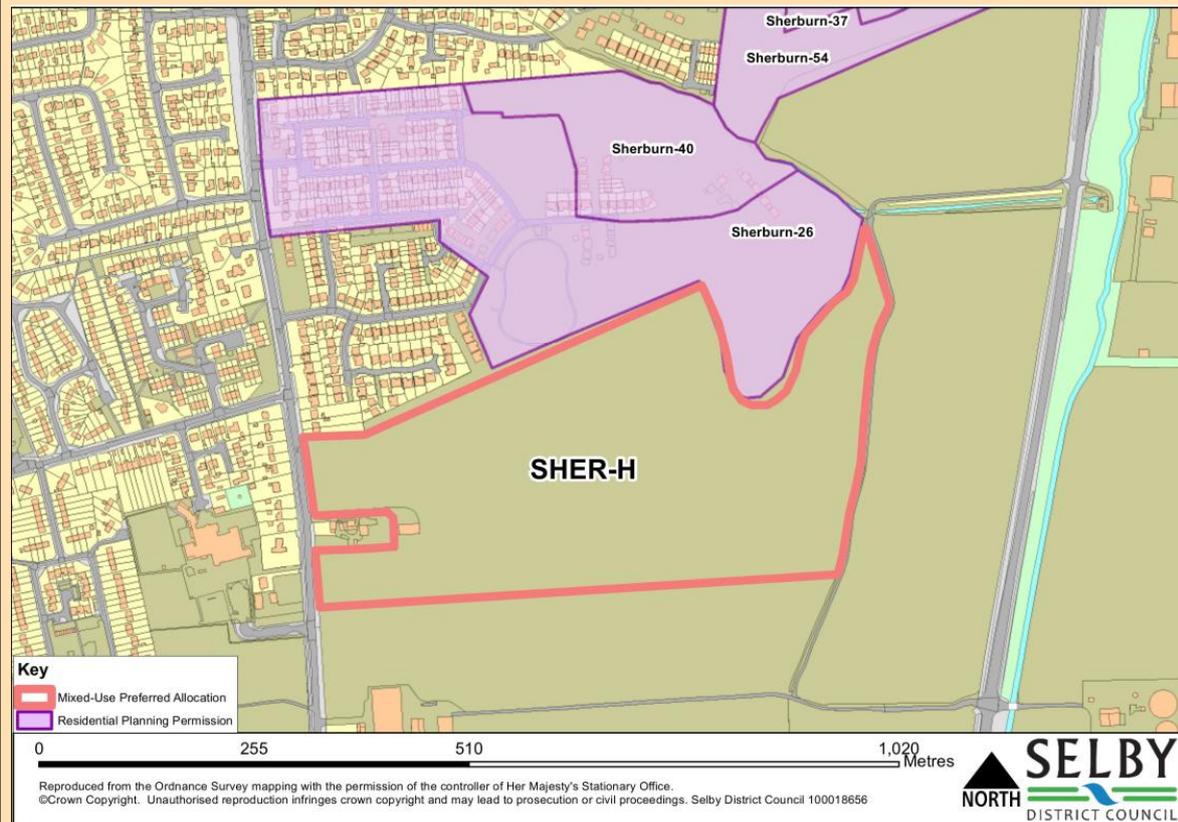


27 Sherburn in Elmet

SHER-H

Location: Land adjacent to Prospect Farm, Low Street, Sherburn in Elmet

Total Site Area: 17.39 hectares



This site is a preferred allocation for mixed use development comprising residential and community facilities.

Indicative dwelling capacity: up to 300 dwellings

Sherburn in Elmet 27

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Provide affordable dwellings on site, the percentage of which is to be determined by a viability study, in accordance with the criteria set out in policy HG4.
2. Provide vehicular access from Low Street.
3. Provide an interlinked system of amenity space, footpaths and cycle paths, maximising links to Low Street and the residential development located directly north of the site.
4. Provide land for appropriate community facilities.
5. Retain key mature trees along the site's western boundary.
6. Provide landscaped edges to the site's southern and eastern boundaries.
7. Address any contamination before development commences.

Explanation

- 27.5** The site is allocated for mixed use development, but the predominant use should be residential and this site has the capacity to accommodate up to 300 dwellings. The main access for the site will be taken from Low Street on the sites western edge. To support existing and new residents, it is important that any proposal for the site includes the provision of appropriate community facilities.
- 27.6** This site must be fully integrated with cyclepaths and footpaths which link areas of amenity open space and link the site to Low Street and also the housing development to the north. There are a number of mature trees on Low Lane, on the site's western boundary, which should be protected. Landscaped edges featuring trees and hedges should be added to the site's southern and eastern boundaries, in order to mitigate the site's impact on the landscape.

Reason for Allocation

- 27.7** The site provides a logical extension to the housing site which is located directly to the north and is now nearly complete. The development of this site will extend the settlement of Sherburn in Elmet south in line with the built form that exists on the western side of Low Lane and in this respect is regarded as an appropriate rounding off of the town. The site is also located primarily in Flood Zone 1 with only a small proportion falling in Flood Zone 3a (4.53%) and Flood Zone 2 (1.55%) and has no other constraints.
- 27.8** The site was previously designated as Safeguarded Land in the Selby District Local Plan which acknowledged that it had potential for future development.

27 Sherburn in Elmet

Question SHER-H

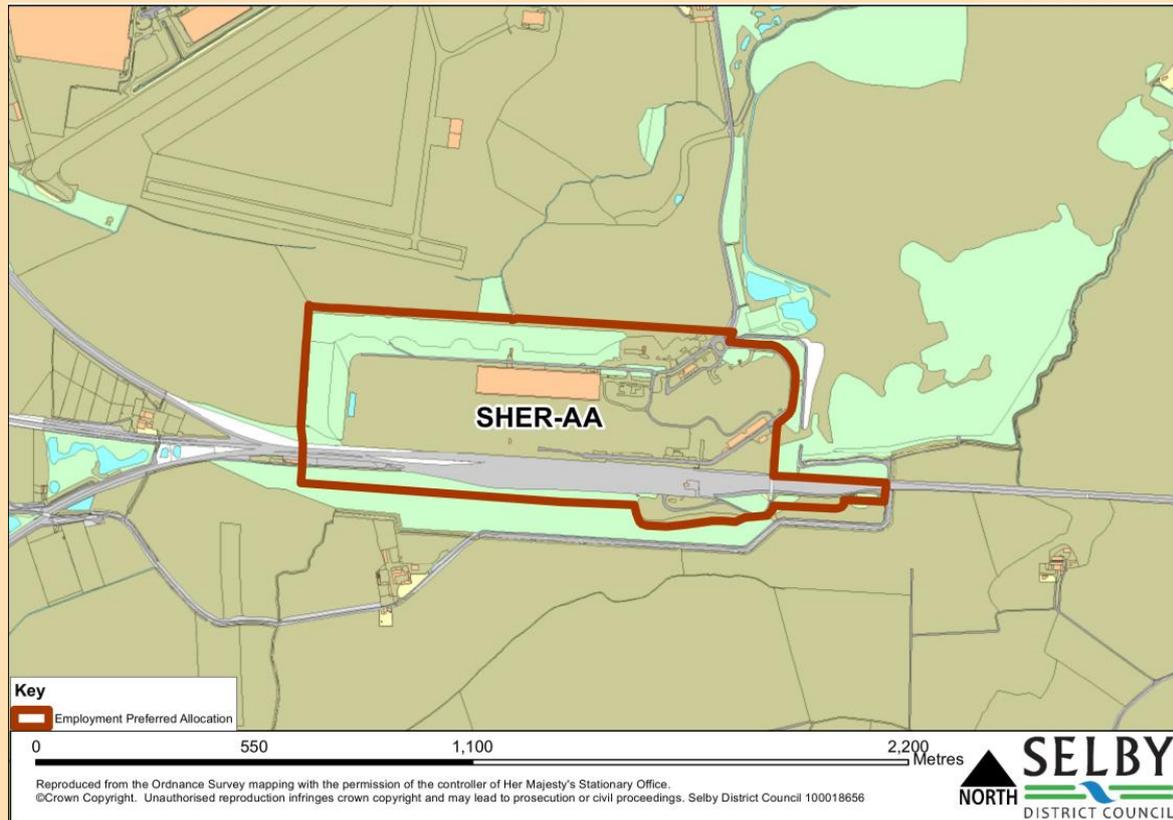
Do you agree with the proposed allocation of site SHER-H for mixed use development? If not, please give the reason for your answer and explain how you would like to see it changed.

Sherburn in Elmet 27

SHER-AA

Location: Land adjacent to Prospect Farm, Low Street, Sherburn in Elmet

Total Site Area: 57.35 hectares



This site is allocated for employment use.

Indicative capacity: 57.35 hectares

27 Sherburn in Elmet

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Propose a re-use which utilises the existing rail infrastructure which exists at the site;
2. Address any on-site contamination on the site before development commences;
3. Utilise the existing vehicular access from New Lennerton Lane;
4. Retain existing landscaped bunds on the southern and western boundaries of the site;
5. Provide new landscaping, including structural landscaping;
6. Ensure safe, attractive and convenient pedestrian and cycle routes are provided within the site;
7. Where possible enhance accessibility between the site, Sherburn Town Centre and the train stations at Sherburn in Elmet and South Milford;
8. Ensure that air safety and aviation impacts are satisfactorily considered; and
9. Provide opportunities for local employment and training schemes during the construction period.

Explanation

- 27.9** The site is a preferred allocation for employment (B2 / B8) uses. The former colliery site has rail infrastructure relating to its former role as a hub for the local coal mine network which is recognised as being a unique asset to the District and any redevelopment of the site must utilise this existing infrastructure which provides the opportunity to access local and national markets via the rail network.
- 27.10** Measures should be taken to improve the sustainability of the site by ensuring that safe, attractive and convenient pedestrian and cycle routes are provided from the site to Sherburn Enterprise Park and the consented Sherburn 2 scheme which lie to the north west of the Gascoigne Wood site. Measures should also be implemented to improve accessibility between the site, Sherburn in Elmet Town Centre and the train stations at Sherburn in Elmet and South Milford.
- 27.11** Due to the site's history as a former colliery site, ground investigations and remediation (if required) would need to be undertaken prior to the commencement of any development of the site. Existing landscaped bunds exist on the southern and western boundaries of the site and these should be retained, along with the provision of new landscaping across the site.
- 27.12** Sherburn Aeroclub is located to the north west of site. Any proposal will need to satisfactorily address any aviation and air safety impacts.

Reason for Allocation

27.13 This site represents a unique opportunity to deliver the redevelopment of a key brownfield site with regionally significant rail freight infrastructure, close to the settlement of Sherburn in Elmet and a significant area of existing employment land to the north west of the site. It is considered that there are significant benefits in bringing the site back into employment use that can make use of the existing rail connections and foster the movement of goods by more sustainable means. The redevelopment of the site for rail-related purposes would meet Government objectives to increase the role of rail in the movement of freight to support wider environmental objectives.

Question SHER-AA

Do you agree with the proposed allocation of site SHER-AA for rail-related employment development? If not, please give the reason for your answer and explain how you would like to see it changed.

28 Tadcaster

28 Tadcaster

Introduction

- 28.1** Tadcaster is one of three main settlements in the District and benefits from a wide range of facilities and services, with a population of 5,979 (2019 ONS). The town has rich historic assets with its Conservation Area, Listed Buildings and Scheduled Monuments. The three breweries in the town contribute to its unique character. The surrounding Green Belt and designated Locally Important Landscape Area, along with the important green wedge along the river side, next to the River Wharfe also make a significant contribution to the context of the town.
- 28.2** The Council designated the Tadcaster Neighbourhood Plan Area in May 2020, and the Tadcaster Neighbourhood Plan Group in the town, which is progressing the Plan will need to ensure it contains policies and proposals which plan positively for growth in line with the Local Plan.
- 28.3** Behind Selby, and along side Sherburn in Elmet, Tadcaster performs an important town role for this part of the District. Sufficient land is required to deliver sites to accommodate a minimum of 400 new dwellings.

Preferred Approach

- 28.4** The Local Plan preferred approach is to regenerate the town through allocating land to provide approximately 447 dwellings in the town with additional stock being provided through bringing empty homes back into use. A key element of the proposals is the re-development of the Central Area Car Park, off Chapel Street to return it to town centre residential use, based on its historical footprint. The car park is owned by Selby District Council. The importance of the car park to the town's continued viability is recognised and therefore the Council will not dispose of this asset unless a like-for-like alternative is provided elsewhere in the town. The Council has been working with a key local landowner to identify suitable alternative car parking provision and although further technical work is needed, the preferred option is that replacement public car parking is provided through the creation of a number of new car parking sites around the town to fully meet the identified needs of residents, workers, shoppers and visitors. As part of these proposals there is an opportunity to enhance overall parking provision to consider appropriate locations for different types of off-street parking provision such as short and long stay, visual quality, use of technology, signposting, safe and attractive routes from the car parks to the town centre as well as improvements to time-limited on-street car parking improvements to support access to local shops.
- 28.5** The proposal for the redevelopment of the Central Area Car Park is for housing with a 'gentle densification' style reflecting the previous historical form which had a higher residential density but also reflecting modern space standards. The intention is this approach will bring more in-town living that would help the vitality of the centre. It will also have the benefits of a largely 'car-free' development with off-site car parking for residents provided nearby at Robin Hood Yard. There is also an ambition, to maximise the regeneration effects and improve the town centre experience for users by creating

a safe and attractive pedestrian priority scheme along Kirkgate which may also include associated amendments to vehicle routes and junctions elsewhere in the town centre to facilitate a revised vehicle circulation pattern.

- 28.6** Together, the sites represent an interdependent package of proposals which form a comprehensive, phased, regeneration project for the town. The primary aim is to regenerate the centre of Tadcaster through a careful and considered suite of proposals that reflect the historic patterns of development and complement existing heritage assets. The overall regeneration scheme links with, but is not reliant upon, emerging plans for a Sports Park and Community Hub off London Road to the south of the town centre.
- 28.7** The preferred approach aims to reinvigorate the social, environmental and economic prospects of the town, as well as provide an exemplar of heritage-led regeneration. The approach is intended to act as a catalyst for the refurbishment and redevelopment of several other smaller projects, so in addition to these preferred allocated sites, the regeneration scheme will include the restoration of a number of disused and vacant properties within the town centre. This will bring back into use about 30 dwellings above those identified as preferred housing allocations. The environmental improvements and obvious investment in the town centre that this will bring, will further enhance the regeneration effects of the overall scheme.
- 28.8** While the principle of the site allocations has been established through the site assessment work already undertaken, further technical work will need to be carried out and fed into the next stage of the plan to establish deliverability; for example traffic and highways and flood risk assessment.

Reasons for Preferred Option

- 28.9** The Local Plan seeks to enhance the role of the three market towns and support regeneration to deliver increased prosperity for the whole community. It seeks to concentrate new development in the most sustainable locations and promote the efficient use of land including the re-use of existing buildings and previously developed land. Further, it seeks to protect and enhance the historic environment and acknowledge the contribution of the District's heritage to economic prosperity, local distinctiveness and community well-being.
- 28.10** The proposed portfolio of sites closely meets the above strategic approach. All the sites in this package are well related to the built up area of Tadcaster. This approach provides a mix of sites in the town and facilitates bringing back into use a number of vacant buildings and sites which will have significant positive benefits for the buildings and sites themselves as well as the immediate surroundings and, together with the wider town centre strategy, contribute to a lasting positive enhancement for the town as a whole. This also meets Policy EM6 (town centre and retailing) which supports Tadcaster's important role serving more localised catchments and that priority will be given to the regeneration of the town centre in a way which utilises the town's high quality built heritage and attractive riverside location.
- 28.11** The preferred approach is that the sites will be delivered in a phased programme of development with a view to achieving the overall plan with minimal disruption to existing residents and businesses. The town centre sites will be brought forward in

28 Tadcaster

Phase 1 (with the new car parks operational prior to the Central Area Car Park closing) and the greenfield sites further from the centre developed under Phase 2. The sequence of events is complex and could take the whole Plan Period to fully implement.

28.12 The preferred allocations are presented as a 'package' of sites as they are closely related to each other in terms of ownership and availability and form part of a wider comprehensive regeneration approach for the town. This preferred option:

- Brings much needed housing back into the centre of the town
- Is heritage-led; protecting and enhancing the town's rich historic fabric
- Brings forward brownfield sites before greenfield land in a planned and phased approach
- Provides a comprehensive and flexible car parking strategy to support shoppers, workers, residents and visitors
- Delivers replacement car parking prior to the redevelopment of the Central Area Car Park
- Will be a catalyst for bringing back into use a number of empty properties and sites for housing and commercial use
- Supports a new Sports Park and Community Hub, significantly enhancing sports and recreation provision for the community
- Can be delivered within the Plan period to 2040
- Avoids releasing land from the Green Belt

Preferred Approach to Housing Allocations

Housing Site Reference	Size (hectares)	Site Address	Indicative Yield	Phase
TADC-H	0.66	Central Area Car Park, Chapel Street	43	1
TADC-I	2.23	Land at Mill Lane	248	1
TADC-AD	1.19	Fircroft and Barnado's Home, Wighill Lane	5	1
TADC-L	0.31	46 Wighill Lane and Former Coal Yard	17	1
TADC-AE	1.0	Land off Hill Crest Court	30	2
TADC-J	3.46	Land North of Station Road	104	2
		Total Homes	447	

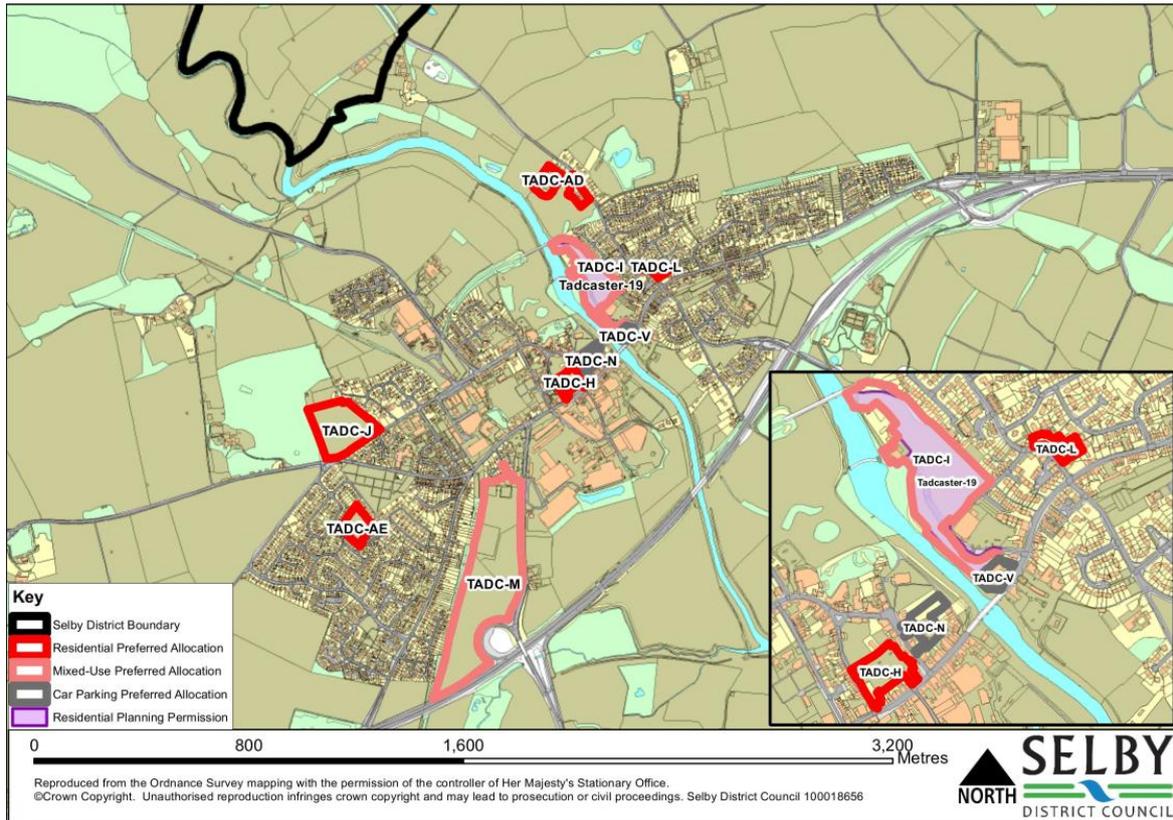
Table 28.1

Alternative Options Considered

28.13 Three sites have been submitted to the north-west of the town, which are currently within the Green Belt. Together these sites could deliver about 600 homes. This option is not considered a reasonable alternative at this stage because the National Planning Policy Framework states that Green Belt boundaries can only be altered if there are 'exceptional circumstances'. As there are sufficient suitable, available and deliverable sites within and around Tadcaster, which are outside of the Green Belt, which together make up the preferred option, those exceptional circumstances do not currently exist.

Question 70

Do you support the preferred approach to the delivery of the homes needed in Tadcaster, based around a comprehensive heritage-led regeneration approach? Please explain your reasons for this. If not, please give the reason for your answer and explain how you would like to see it changed.

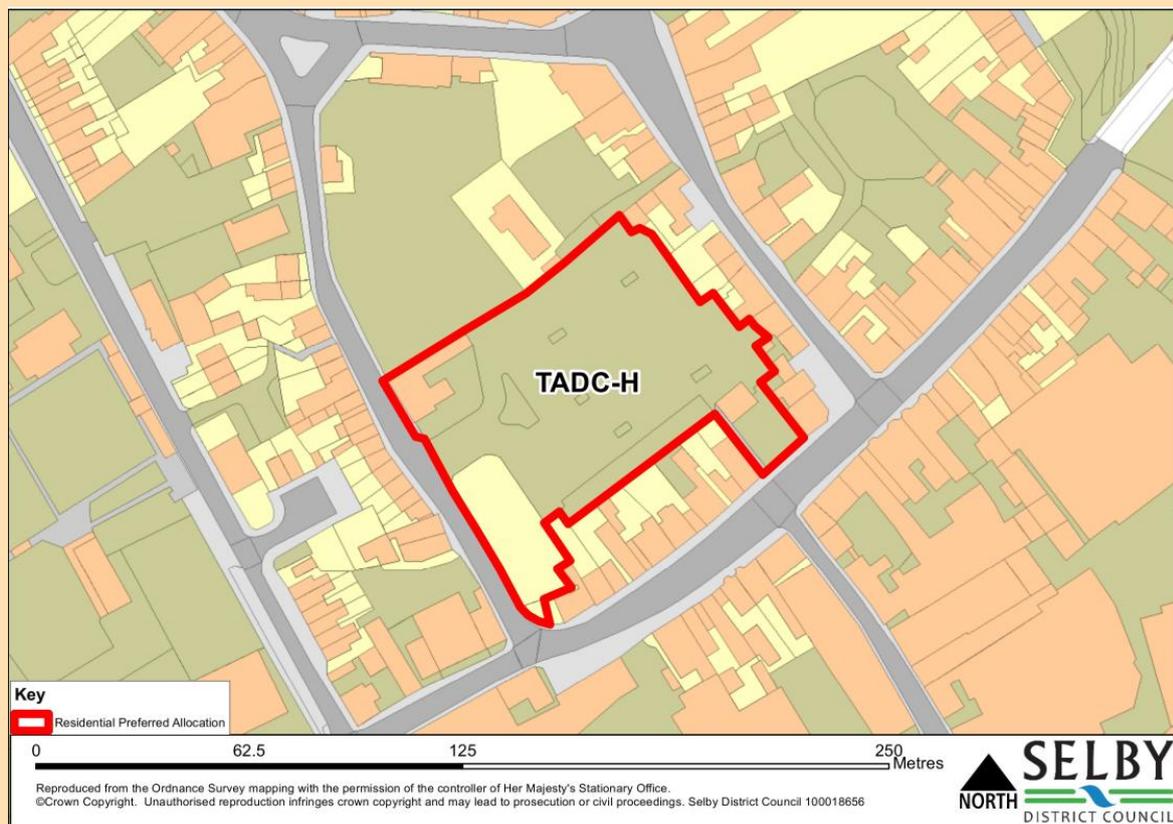


28 Tadcaster

TADC-H

Location: Chapel Street/Central Area Car Park.

Total Site Area: 0.66 hectares.



This site is a preferred allocation for residential development.

Indicative dwelling capacity 43 dwellings.

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Provide affordable dwellings on site, the percentage of which is to be determined by a viability study, in accordance with the criteria set out in policy HG4.
2. Provide and bring into use, prior to the housing development commencing; sufficient and suitable replacement public parking on sites set out in Policy TP-1 and as shown on the Policies Map or appropriate alternatives as agreed with the Planning Authority.
3. Provide and bring into use, under appropriate management arrangements, safely accessed and suitably designed residents' parking on land at Robin Hood Yard, as shown on the Policies Map, prior to the first dwelling being occupied.
4. Provide sufficient on-site disabled and parent/carer/child parking spaces and suitable dedicated residents' car parking.
5. Provide safe vehicle access to Chapel Street and within the site layout for emergency and service vehicles including refuse and recycling vehicles and delivery vehicles.
6. Retain and enhance the historic pedestrian 'ginnels' to High Street and Kirkgate.
7. Secure a high-quality design and layout to protect residential amenity of future residents and surrounding occupiers, in particular to prevent over-looking and to provide suitable, usable outdoor space for the health and well-being of residents.
8. Ensure that those elements which contribute to the significance of the designated historic assets are not harmed, and preserve or enhance the Conservation Area.
9. Provide access for rear servicing of adjacent properties on High Street and Kirkgate reflecting what currently exists.
10. Provide sufficient information to demonstrate that the risks to groundwater in this SPZ2 location can be managed.
11. Address potential contamination.

Explanation

- 28.14** The majority of the site comprises a Council-owned public car park accessed from Chapel Street, with a public house in the western corner, a small green infill plot off the High Street in the east and a vacant plot of land at the site entrance. The car park serves mainly shoppers and visitors using the services and facilities in the town centre. The periphery of the site provides rear servicing and parking for businesses on High Street and Kirkgate.

28 Tadcaster

Reasons for Proposed Allocation

- 28.15** This is a brownfield site within Development Limits in the centre of the town and due to its location provides an opportunity for an enhancement of this site through the redevelopment for a high-density residential scheme.
- 28.16** The site is located within the historic core of the town and falls within the Conservation Area and is surrounded by Listed Buildings of which two are Grade II* (The Old Vicarage and The Ark). Any proposals will therefore need to be heritage led in order to ensure there are no harmful impacts on the significance of the listed buildings. A Heritage Impact Assessment will need to be undertaken for this site.
- 28.17** The proposal provides an opportunity to redevelop the existing car park for a high density residential scheme, which will reinstate the historic residential land use on this site and attract new residents to the town centre. Given its central location it is considered acceptable for car parking provision other than disabled parking to be provided off-site at a new area to be provided for residents off Kirkgate within Robin Hood Yard.
- 28.18** The car park is owned by the District Council and will only be considered acceptable for disposal if alternative like-for-like car parking is provided elsewhere in the town centre. Legal agreements will need to have been secured in order for the redevelopment of the Central Area Car Park for housing to be included in the Plan prior to consultation on the Publication Draft Local Plan.

Question TADC-H

Do you agree with the proposed allocation of site TADC-H for residential development? If not, please give the reason for your answer and explain how you would like to see it changed.

TP-1 Replacement Car Parking associated with Policy TADC-H

The following sites, as shown on the Policies Map, are the preferred locations for public car and coach parking to meet the identified needs of the town in advance of the redevelopment of the Central Area Car Park for housing:

Site Ref	Location	Proposed Use	Site Requirements
TADC-N	Robin Hood Yard	Principally for town centre residents parking with an element of disabled / other special needs facilities for shoppers.	Protect and enhance Public Right of Way Flood Risk Assessment Conservation Area and Listed Buildings
TADC-I	Land at Mill Lane	Part of the site alongside TADC-V for public car parking to meet some of the needs following the development of the Central Area car park.	Flood Risk Assessment Conservation Area
TADC-V	Commercial Street	Public car parking, alongside TADC-I to meet some of the needs following the development of the Central Area car park.	Protect and enhance bridleway. Conservation Area and Listed Buildings
TADC-M	London Road	Public car parking to meet some of the needs following the development of the Central area car park - particularly for daytime, weekday car and coach park for town centre users when not needed for Community Sports Hub users.	See preferred allocation TADC-M

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In addition to satisfying the requirements of relevant planning policies, development proposals on these sites, and any alternative locations put forward will be required to:

1. Be brought into use prior to the loss of the Central Area Car Park for redevelopment for residential use.
2. Secure a high quality design and layout to protect residential amenity and surrounding occupiers and ensure that those elements which contribute to the significance of the designated historic assets are not harmed and preserve or enhance the Conservation Area.
3. Meet national and local car park design standards.
4. Provide sufficient spaces for electric vehicle charging to meet identified needs over the plan period.
5. Provide safe access and egress for vehicles and pedestrians.
6. Be available for public car parking in perpetuity free or at reasonable cost.
7. Protect existing Public Rights of Way and Bridleways.
8. Undertake a Flood Risk Assessment and incorporate necessary requirements.
9. Provide sufficient information to demonstrate that the risks to groundwater in the Source Protection Zone can be managed.
10. Address potential contamination.

Explanation

28.19 The suite of sites provide a range of opportunities to meet the identified needs for public car and coach parking in the town, related to and in advance of the redevelopment of the Central Area Car Park for housing.

Reasons for Proposed Allocation

28.20 This consolidation and relocation of parking capacity provides an opportunity to provide for different parking needs in a variety of locations across the town.

Question 71

1. a. Please indicate whether you support or object to the preferred approach for replacement parking at each of the following suggested locations:

1. TADC-N
2. TADC-I
3. TADC-V
4. TADC-M

b. Please give the reason for your answers.

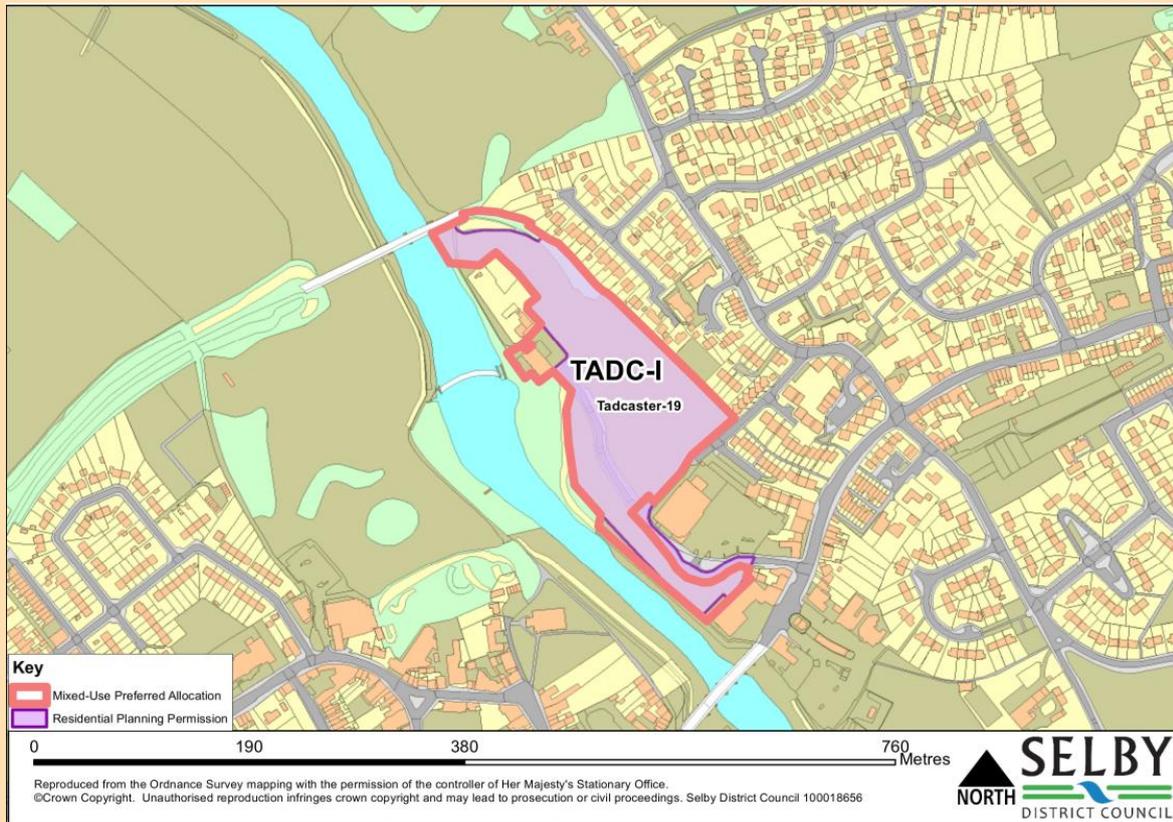
2. Please let us know if there are any other locations or solutions for replacement parking to serve the town's needs? Please include a plan if you would like to put forward a particular site.

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TADC-I

Location: Land at Mill Lane

Total Site Area: 3.03 hectares.



This site is a preferred allocation for residential development, open space and public car parking.

Indicative dwelling capacity: 248 dwellings.

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Provide safe vehicle access to Mill Lane.
2. Provide affordable dwellings on site, the percentage of which is to be determined by a viability study, in accordance with the criteria set out in policy HG4.
3. Ensure safe, attractive and convenient pedestrian and cycle routes between the development and neighbouring areas and across the river to the town centre, including linking to the existing Public Rights of Way to the north, across the viaduct and along the river.
4. Ensure the overall layout, design, massing and density reflect the historic mill buildings and the character of the town.
5. Provide recreation open space along the southern edge of the site, to the south of Mill Lane along the river frontage, to protect the important riverine landscape and historic setting of the town and provide public access to the river for health and well-being.
6. Provide an element of public car parking to meet the needs of the town in the south-eastern portion of the site in association with the adjoining allocation at (TADC-V).
7. Ensure that those elements which contribute to the significance of the designated historic assets are not harmed and in particular preserve and enhance the character and setting of the Conservation Area.
8. Provide sufficient information to demonstrate that the risks to groundwater in this SPZ1 location can be managed.

Explanation

28.21 The site is scrub land and mixed brown field / green field with a partly implemented planning permission. It formerly accommodated a complex of mill buildings relating to the Medieval corn mill with remains on the riverbank. It has a current planning application for 248 dwellings. The site is directly adjacent to the River Wharfe and is well related to the residential area here and close to local services (particularly the Sainsbury's supermarket, local shops, bus station and medical centre) and the town centre. The proposed use is compatible with nearby land uses.

Reasons for Proposed Allocation

28.22 This large, well located site with an extant planning permission as well as current planning application, will make a major contribution to meeting housing needs for the town and support the wider regeneration ambitions through the town centre strategy.

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- 28.23** A small part of the site is within the Conservation Area and the remainder is in very close proximity. The site is a prominent site as viewed from the west across the river to the riverside area and town centre beyond where there are a number of listed buildings and a Scheduled Monument. A Heritage Impact Assessment will need to be undertaken for this site. For all these reasons it is important that development is sensitively designed and laid out and must ensure that those elements which contribute to the significance of the designated historic assets are not harmed.
- 28.24** While it is appropriate to create a development of some scale and high density on this town centre site and be inspired by the historic mill complex, the overall layout and design, including quantum and massing of any scheme should respect the character and appearance of this part of Tadcaster and its historic environment.

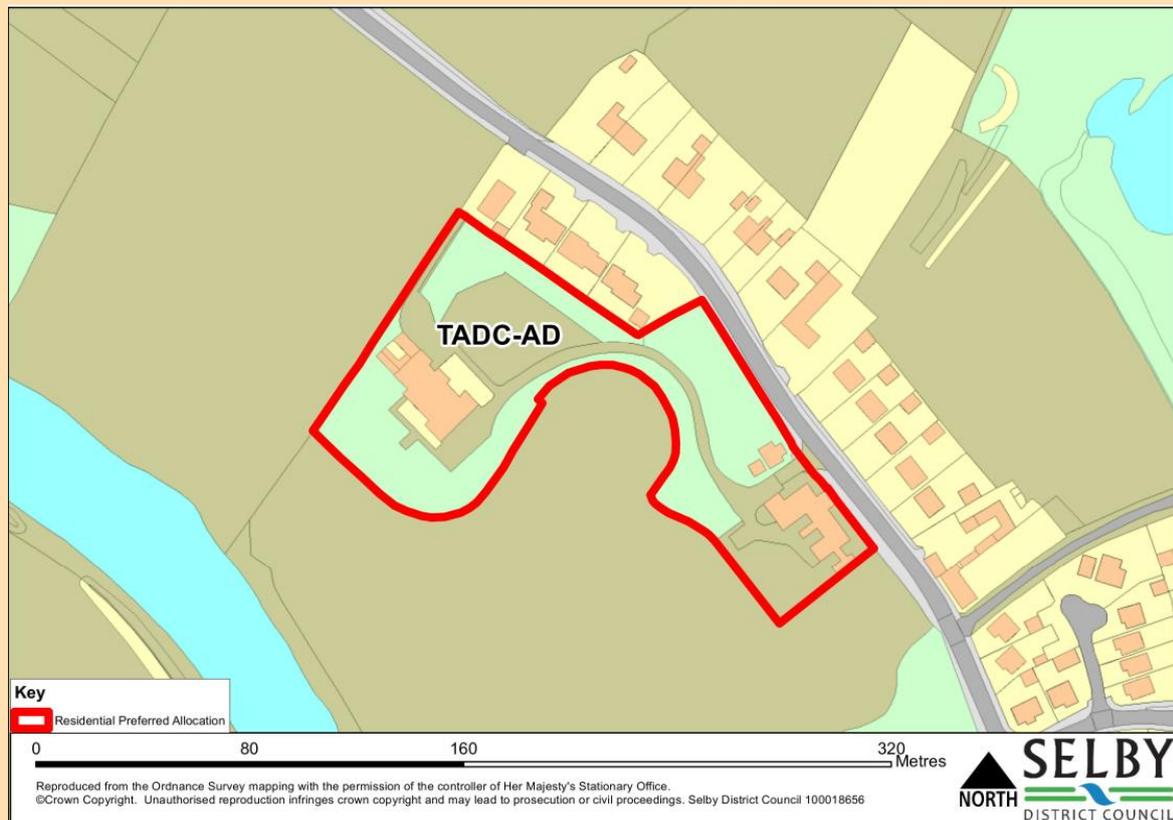
Question TADC-I

Do you agree with the proposed allocation of site TADC-I for residential development, open space and an element of public car parking? If not, please give the reason for your answer and explain how you would like to see it changed.

TADC-AD

Location: 'Fircroft' and Former Barnardo's Home, Wighill Lane.

Total Site Area: 1.19 hectares.



This site is a preferred allocation for residential development.

Indicative dwelling capacity: 5 dwellings

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Provide 5 dwellings through the bringing back into use of the main building and the conversion of other existing buildings within the site.
2. Ensure those elements which contribute to the significance of the designated historic assets are not harmed.
3. Retain the tree screen along the western boundary and protect the trees within the site which are covered by a Tree Preservation Order, and take account of the character of the extensive formal landscaped garden setting associated with Fircroft.
4. Utilise the existing access onto Wighill Lane.

Explanation

28.25 This site comprises existing vacant properties and their curtilages but excludes the larger associated garden area to the south. 'Fircroft' is Grade II listed.

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Reasons for Proposed Allocation

- 28.26** As well as the Listed Building on-site, the site is close to the disused railway viaduct which is also Grade II listed. The development of this area could also affect the setting of the nearby Tadcaster Conservation Area. A Heritage Impact Assessment will need to be undertaken for this site. The development of this site must ensure that those elements which contribute to the significance of the designated historic assets are not harmed.
- 28.27** It is proposed to allocate this site, but only the bringing back into use the existing buildings amounting to about 5 dwellings. Allocating this small site and bringing back into use these vacant listed buildings will secure their viable future use and will have significant positive benefits for the buildings themselves as well as the immediate surroundings. The aim will be to retain the heritage asset within its formal landscape setting, whilst ensuring occupation and good stewardship into the future.

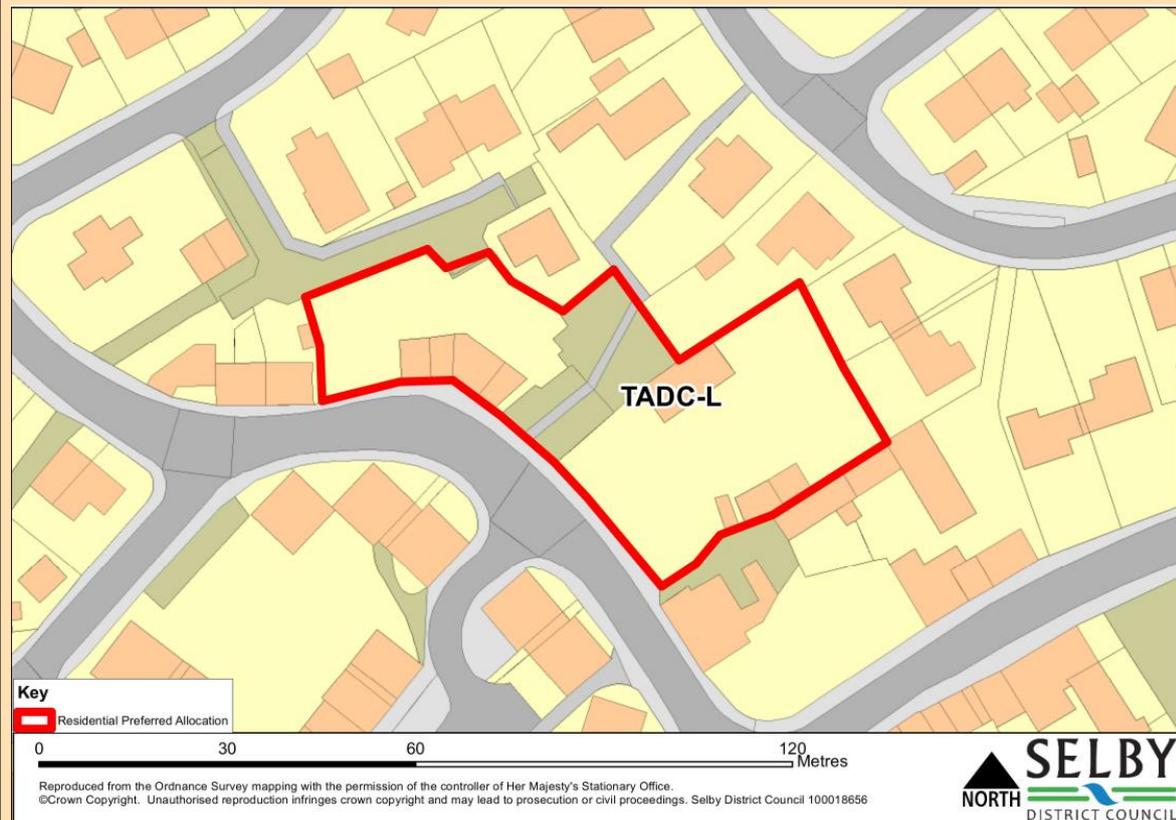
Question TADC-AD

Do you agree with the proposed allocation of site TADC-AD for residential development? If not, please give the reason for your answer and explain how you would like to see it changed.

TADC-L

Location: Land to rear of 46 Wighill Lane and Former Coal Yard.

Total Site Area: 0.24 hectares.



This site is a preferred allocation for residential development.

Indicative dwelling capacity: 17 dwellings

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Provide affordable dwellings on site, the percentage of which is to be determined by a viability study, in accordance with the criteria set out in policy HG4.
2. Provide safe vehicle access from Wighill Lane and/or Prospect Drive.
3. Take account of the Public Right of Way crossing the site.
4. Protect residential amenity of existing and proposed dwellings, in particular to protect against noise and light disturbance from the adjacent public house and beer garden.
5. Provide sufficient information to demonstrate that the risks to groundwater in this SPZ1 and SPZ2 location can be managed.

28 Tadcaster

Explanation

28.28 This is a mixed green field / brownfield site within Development Limits within this large residential area to the east of the river in the town. This is a small site surrounded by housing on all sides and is an amalgamation of two parcels of land comprising a partly implemented planning permission and a former coal yard. The proposed site use is compatible with nearby land uses. The site contains some vacant terraced cottages on the road frontage, scrub land and outbuildings including an attractive stone barn. There is also a public footpath running across the land connecting Wighill Lane with the residential area off Manor Road.

Reasons for Proposed Allocation

28.29 Part of the site has outstanding planning permission and has therefore been considered sustainable through the application process and has been further assessed through the SAM. The site has been consolidated into a single ownership by a recent acquisition.

28.30 Allocating this small site and bringing back into use these vacant buildings will have significant positive benefits for the buildings themselves as well as the immediate surroundings. The site provides for a small contribution towards the housing needed in the town as part of the mixed portfolio of sites.

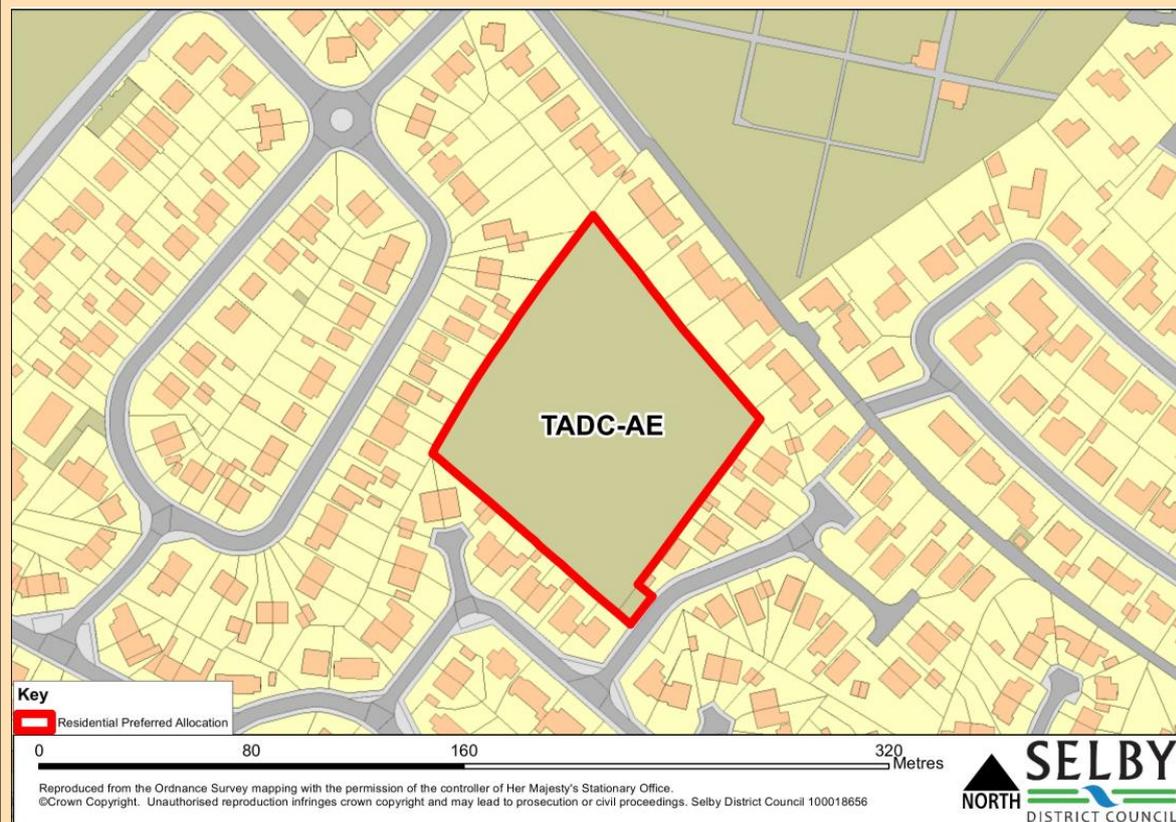
Question TADC-L

Do you agree with the proposed allocation of site TADC-L for residential development? If not, please give the reason for your answer and explain how you would like to see it changed.

TADC-AE

Location: Land off Hill Crest Court

Total Site Area: 0.95 hectares



This site is a preferred allocation for residential development. In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

Indicative dwelling capacity: 30 dwellings

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Provide affordable dwellings on site, the percentage of which is to be determined by a viability study, in accordance with the criteria set out in policy HG4.
2. Ensure that dwellings do not exceed two storeys in height.
3. Provide a safe vehicle access to Hill Crest Court.
4. Ensure safe, attractive and convenient pedestrian and cycle routes between the development and neighbouring areas.
5. Protect residential amenity of existing and proposed dwellings.

28 Tadcaster

Explanation

28.31 The site comprises an open green field currently within Development Limits with the existing built up area of a modern housing estate with residential properties on all four sides on the outskirts of the town centre and has an access onto Hill Crest Court. The site is bounded by garden fences and hedges of existing residential properties. The site is a maintained grassed area but is private land with no public access. The preferred use is compatible with nearby land uses.

Reasons for Proposed Allocation

28.32 The site is close to the town centre and accessible by public transport and close to employment opportunities. There is existing access into the site that is either adequate or requires upgrade works. There are no known constraints. Allocating this site on an underused plot of land will have significant positive benefits for the town. The site provides a significant contribution towards the housing needed in the town as part of the mixed portfolio of sites.

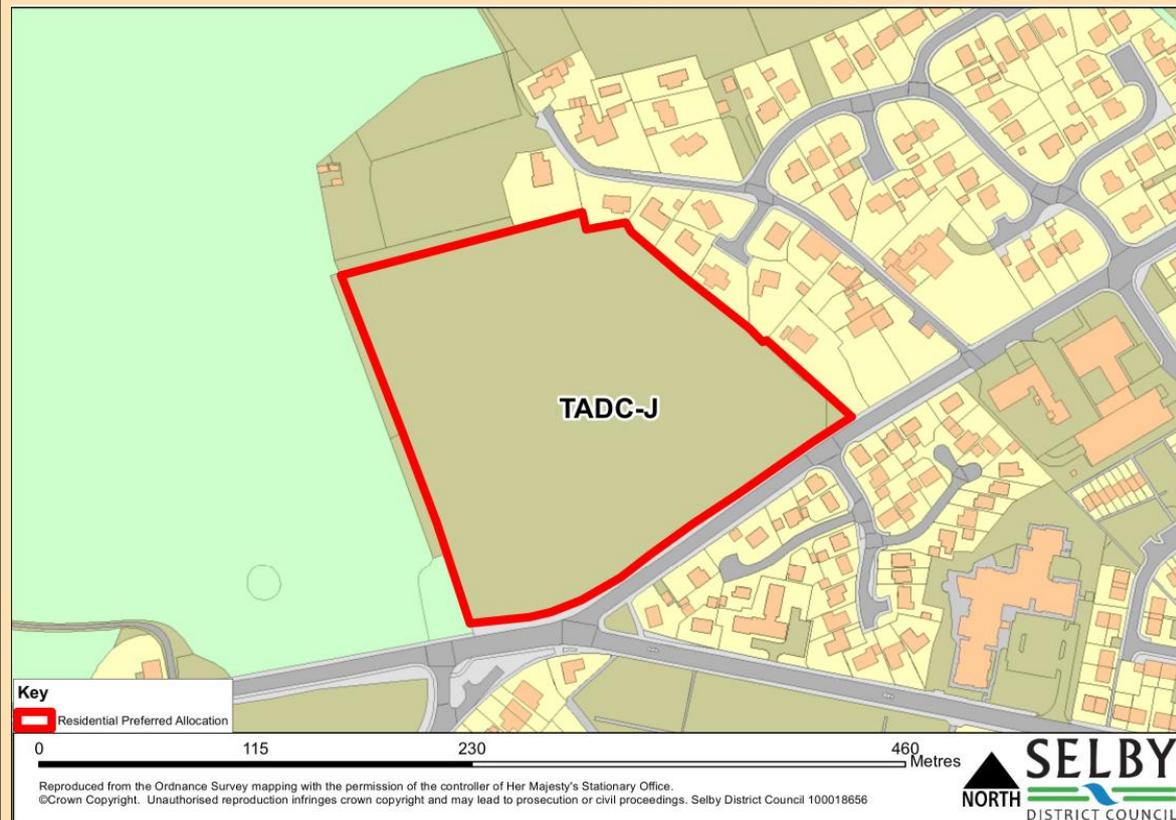
Question TADC-AE

Do you agree with the proposed allocation of site TADC-AE for residential development? If not, please give the reason for your answer and explain how you would like to see it changed.

TADC-J

Location: Land at Station Road

Total Site Area: 3.46 hectares.



This site is a preferred allocation for residential development.

Indicative dwelling capacity: 104 dwellings.

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Provide affordable dwellings on site, the percentage of which is to be determined by a viability study, in accordance with the criteria set out in policy HG4.
2. Provide safe vehicle access access from Station Road.
3. Ensure safe, attractive and convenient pedestrian and cycle routes between the development and neighbouring areas.
4. The retention and enhancement of the existing tree belt at the northern and western boundaries.
5. Provide sufficient information to demonstrate that the risks to groundwater in this SPZ1 location can be managed.

28 Tadcaster

Explanation

28.33 The site comprises an open green field currently in agricultural use within Development Limits with existing housing development on two sides and bounded by the A659 (Station Road) to the south. There is a strong hedge and tree boundary to the north and west, beyond which lies Green Belt land which is also designated as Locally Important Landscape Area (LILA).

Reasons for Proposed Allocation

28.34 The site represents a sustainable rounding off for the town in this area, significantly contributing to meeting the housing needs as part of the mixed portfolio of sites in this option. The site was previously allocated for residential use in the Selby District Local Plan (reference TAD/2) but had not been brought forward.

28.35 Development design and layout would need to consider impact on the setting of the Conservation Area which is approached from this side of the town along Station Road. The development of this site must ensure that those elements which contribute to the significance of the designated historic assets are not harmed.

Question TADC-J

Do you agree with the proposed allocation of site TADC-J for residential development? If not, please give the reason for your answer and explain how you would like to see it changed.

Sport and Recreation

Introduction

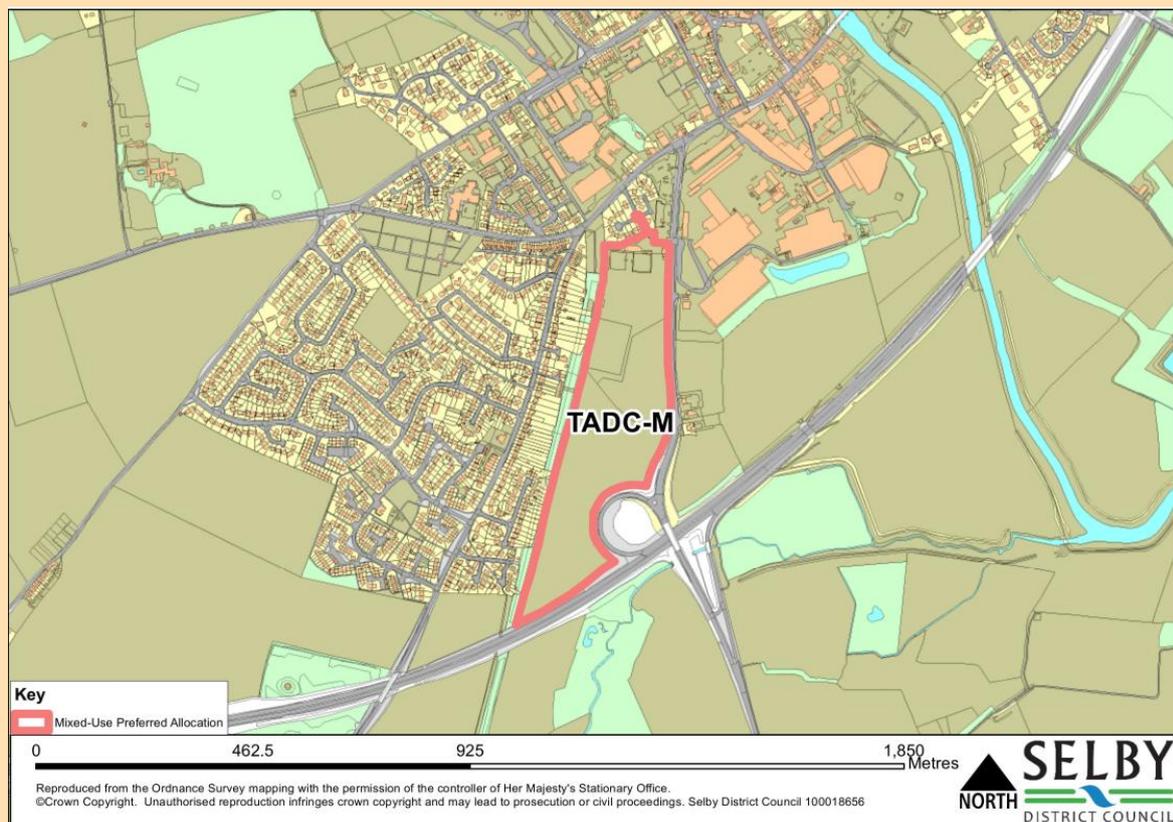
28.36 It is appropriate to allocate land for development which recognises proposals coming forward in order to protect the loss of that land to other uses. There is an ambition for enhanced community sports facilities in Tadcaster. This would also aim to provide a substantial car and coach park for users of the facilities, which can also provide a public parking facility particularly during weekdays to off-set a proportion of the parking requirements displaced from the development of the Central Area Car Park. The land is therefore allocated for new recreation open space and parking.

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TADC-M

Location: Land at London Road

Total Site Area: 12.57 hectares.



This site is a preferred allocation for a new Tadcaster Sports Park and Community Hub in association with the existing Queen's Gardens site of the Tadcaster Community Sports Trust complex to the north, which was formerly known as the Tadcaster Magnets Sports and Social Club.

The new gateway proposal for the town will broadly comprise sports pitches, car and coach parking, changing facilities, ancillary buildings, running/cycle/trim trail track and open space/play/nature and ecology areas.

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Follow a comprehensive, phased approach to development in accordance with a master plan to be approved by SDC.
2. Provide a new primary access onto A162 London Road to the east with current access from Queen's Gardens to the north for secondary / emergency access only.
3. Maximise public access and promote dual use for community and social gatherings as well as sports use.
4. Provide sufficient car parking and cycle parking for all users (including Electric Vehicle Charging points) and on-site circulation for servicing with pedestrian priority over vehicle movements.
5. Provide safe cycle and pedestrian routes linking to the surrounding residential areas and the town centre.
6. Ensure the design and layout is informed by the rural landscape character.
7. Protect residential amenity and avoid light pollution from flood lights and to orientate buildings to minimise noise disturbance.
8. Protect the trees covered by a Tree Preservation Order, retain and enhance the strong landscape buffers along all the site boundaries.
9. Address potential contamination associated with the former railway land to the west of the site.
10. Ensure design and layout allows for land required for future A162/A64 junction improvements.

Explanation

28.37 The Tadcaster Community Sports Trust has engaged with other stakeholders and considered how the fragmented nature of sports provision and social facilities in Tadcaster can be improved through development of a Sports Park and Community Hub. This comprises a project designed to increase sports and community provision on a single site to be delivered in a number of phases. The owners of the additional land which is required to deliver the project are supportive of the proposals and the intent to consolidate sports provision within the settlement.

28.38 The preferred approach is to recognise this community ambition and therefore land comprising the existing Tadcaster Community Sports Trust site located at Queens Gardens (previously known as Tadcaster Magnets Sports and Social Club) and open fields to the south is proposed to be allocated for formal recreation open space as a combined new Sports Park and Community Hub.

28 Tadcaster

28.39 This green field site is bounded by a mix of residential curtilages of properties on Stutton Road and tree belt to the west which follows the line of the former railway, the A162 main road into Tadcaster to the east and the A64 and A64/A162 junction to the south. While the site is well contained within strong boundaries; it is at lower level to the A64 and well-screened by mature hedgerows and trees; it has a rural character which should be retained as far as possible through the layout and design of the scheme as a whole which could be achieved by concentrating new buildings to the north and providing the sports pitches to the south.

Reason for allocation

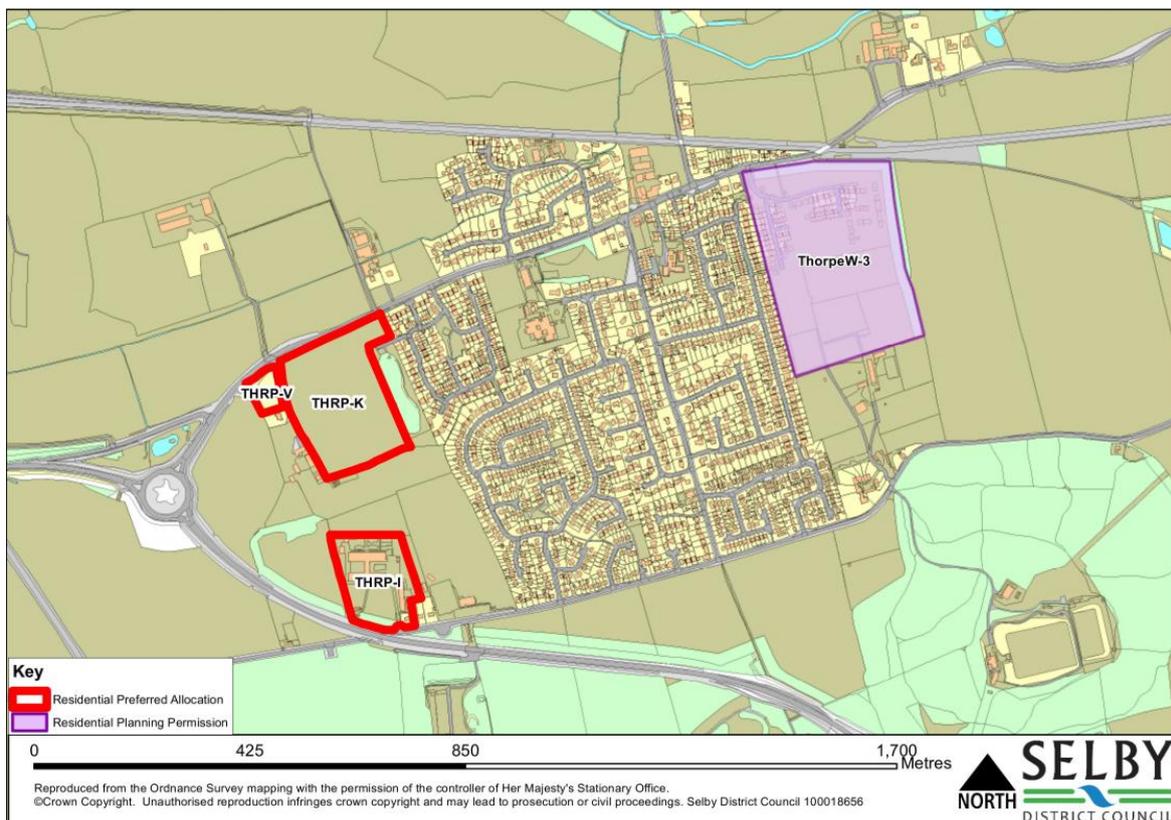
28.40 It is within Development Limits and was previously allocated for employment development in the Selby District Local Plan (reference TAD/3). However the site has not been marketed or made available for employment use.

Question TADC-M

Do you agree with the proposed allocation of site TADC-M for a new Sports Park and Community Hub with an element of public car and coach parking? If not, please give the reason for your answer and explain how you would like to see it changed.

29 Thorpe Willoughby

- 29.1** Thorpe Willoughby is a Tier 1 Village located approximately 3 miles to the west of Selby. Thorpe Willoughby has a population of approximately 3,176 (2019 ONS). The village is well-served by local facilities, which include a primary school, healthcare facility, two convenience stores, and a village hall/ meeting room. The village is well served by public transport. Two bus routes to Selby and Leeds pass through Thorpe Willoughby, which run from Monday to Saturday and have up to 17 journeys per day.
- 29.2** The village is situated south of the Selby to Leeds railway and north of the A63 bypass, it is connected to Selby in the east and the A63 bypass to the west by Leeds Road. The village is close proximity to the hills of Hambleton Hough in the southwest and Brayton Barff to the south-east, these are protected landmarks in an otherwise flat landscape. The houses in the village are mostly modern estate developments with a cluster of services including a pub, a park and a few shops comprising a small village centre at the northern end of Fox Lane. Thorpe Willoughby currently has straight and abrupt built edges, especially along Leeds Road and Barff Lane. Buildings in the village are relatively uniform and suburban in character and style. The variations of buildings present reflecting the various late 20th-century estate development styles.
- 29.3** The major factors affecting the selection of sites for allocation in Thorpe Willoughby include an area of flood zone 2 and 3 to the north of the village and Brayton Barff Ancient Woodland and Locally Important Landscape Area to the south east; various Grade II listed buildings, the railway line to the north and the A63 to the south.

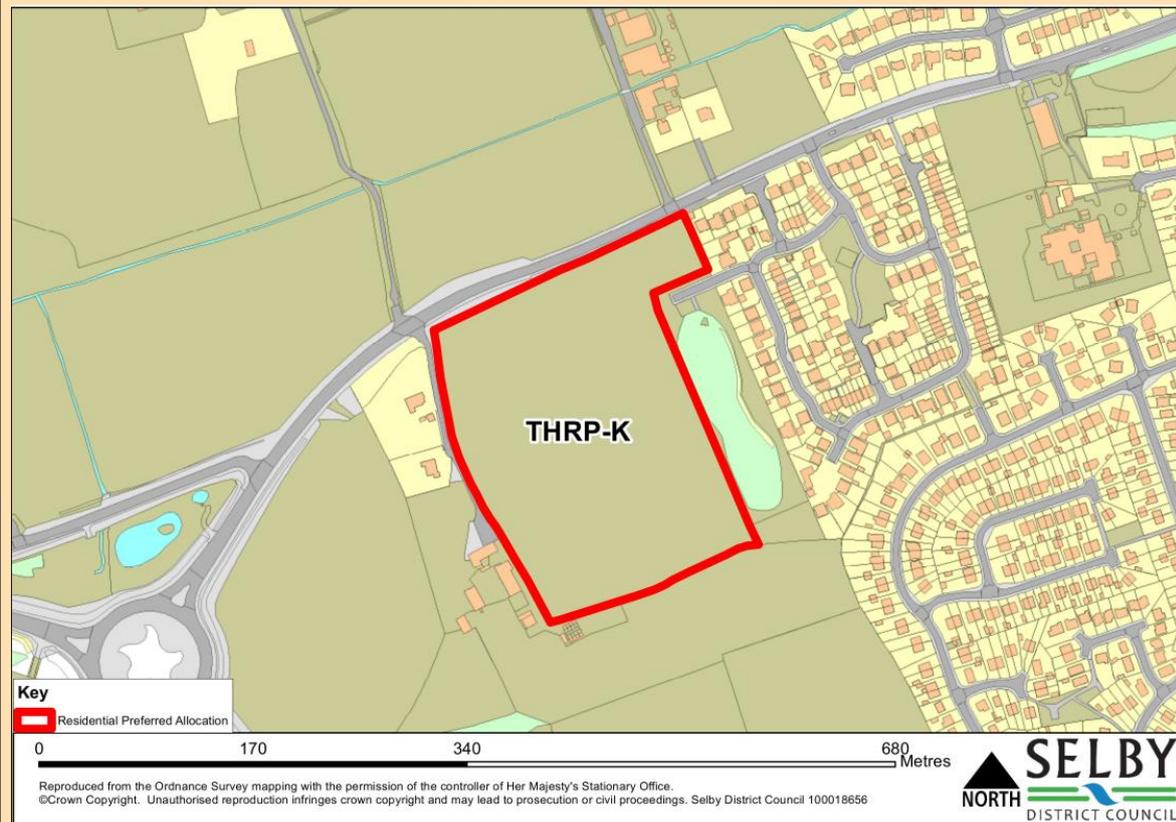


29 Thorpe Willoughby

THRP-K

Location: Land South of Leeds Road, Thorpe Willoughby

Total Site Area: 4.99 hectares



This is a preferred allocation for residential development

Indicative dwelling capacity: up to 127 dwellings

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Provide affordable dwellings on site, the percentage of which is to be determined by a viability study, in accordance with the criteria set out in policy HG4.
2. Provide vehicle access to the site from Leeds Road, whilst also implementing traffic calming measures on Leeds Road to allow safe access into the development;
3. Cycle paths and footpaths should connect to the adjoining development via Pond Lane and increase sustainable walking patterns towards Thorpe Willoughby by enhancing the footpath along the northern boundary of the site along Leeds Road;
4. Retain the mature trees and hedgerows present on the southern and western edges of the site and add to these to make a landscaped screening;

Explanation

- 29.4** The site is a preferred allocation for residential use and has the capacity to accommodate up to 127 new dwellings. Access to the site should be taken from Leeds Road, however, this is a busy road and is in close proximity to a nearby roundabout and slight bend in the road so traffic calming measures into the site will need to be implemented.
- 29.5** Cycle paths and footpaths should connect to the adjoining development to the east via Pond Lane and increase sustainable walking patterns towards Thorpe Willoughby by enhancing the footpath along the northern boundary of the site along Leeds Road. There are several mature trees on the southern and western boundaries of the site which should be retained and added to in order to make a landscaped screening which will mitigate the impact of the development on the surrounding landscape.

Reasons for Allocation

- 29.6** The site marks a logical western extension to the village of Thorpe Willoughby. The site is currently surrounded by residential to the east and is contained by Leeds Road to the north and has established hedgerows to the west. The site is adjacent to Leeds Road and so has quick access to the A63 for access west towards Leeds and east towards Selby. In the landscape sensitivity it was identified as having a low to moderate sensitivity to development and the site is located wholly within Flood Zone 1.

Question THRP-K

Do you agree with the proposed allocation of site THRP-K for residential development? If not, please give the reason for your answer and explain how you would like to see it changed.

29 Thorpe Willoughby

THRP-V

Location: Land at Swallowvale Leeds Road, Thorpe Willoughby

Total Site Area: 0.43 hectares



This site is a preferred allocation for residential development

Indicative dwelling capacity: up to 13 dwellings

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Provide affordable dwellings on site, the percentage of which is to be determined by a viability study, in accordance with the criteria set out in policy HG4.
2. Enhance the footpath along the northern boundary of the site along Leeds Road to encourage sustainable walking patterns into Thorpe Willoughby;
3. Provide improved vehicle access to the site from Leeds Road, whilst also implementing traffic calming measures on Leeds Road to allow safe access into the development.
4. Retain the mature trees and hedgerows present on the southern and western edges of the site and add to these to make a landscaped screening;

Explanation

- 29.7** The site is a preferred allocation for residential use and has the capacity to accommodate up to 13 new dwellings. Access to the site should be taken from Leeds Road, however, this is a busy road and is in close proximity to a nearby roundabout with a slight bend in the road so traffic calming measures into the site will need to be implemented.
- 29.8** There are several mature trees on the southern and western boundaries of the site which should be retained and added to in order to make a landscaped screening which will mitigate the impact of the development on the surrounding landscape.

Reasons for Allocation

- 29.9** The site marks a logical western extension to the village of Thorpe Willoughby. The site is currently surrounded by residential to the east and is contained by Leeds Road to the north and has established hedgerows to the west. The site is adjacent to Leeds Road and so has quick access to the A63 for access west towards Leeds and east towards Selby. In the landscape sensitivity it was identified as having a low to moderate sensitivity to development and it is outside of any high flood risk areas.
- 29.10** This site is able to contribute to the requirement in the NPPF for land on small sites (i.e. those under 1ha) to accommodate at least 10% of housing requirements.

Question THRP-V

Do you agree with the proposed allocation of site THRP-V for residential development? If not, please give the reason for your answer and explain how you would like to see it changed.

29 Thorpe Willoughby

THRP-I

Land north of Field Lane, Thorpe Willoughby

Total Site Area: 2.5 hectares



This site is a preferred allocation for residential development (the site has since been granted planning permission for housing after the base date of this plan)

Indicative dwelling capacity: up to 70 dwellings

This site has been granted planning permission for housing (2018/0134/REMM), if this permission were to lapse then, in addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Provide affordable dwellings on site, the percentage of which is to be determined by a viability study, in accordance with the criteria set out in policy HG4.
2. Take access from Field Lane to the South.
3. Demolish the existing pig farm buildings.
4. Retain the mature trees and hedgerows present on all four edges of the site and add to these to make a landscaped screening;

Explanation

Thorpe Willoughby 29

- 29.11** This site benefits from a planning permission referenced 2018/0134/REMM if this permission (or any other permission thereafter) lapses then the requirements of this policy apply to any new application.
- 29.12** The site is a preferred allocation for residential use and has the capacity to accommodate up to 70 new dwellings. Access must be taken from Field Lane to the south of the site, the derelict pig farm buildings must be removed and the existing screening around the edges of the site must be retained.

Reasons for Allocation

- 29.13** This site was given planning permission for 70 houses (reference 2018/0134/REMM) on the 22 July 2020 - after the base date of this plan - therefore it is allocated for housing in this plan.
- 29.14** The site represents an opportunity to remove derelict pig farm buildings and is also very well screened by existing vegetation.

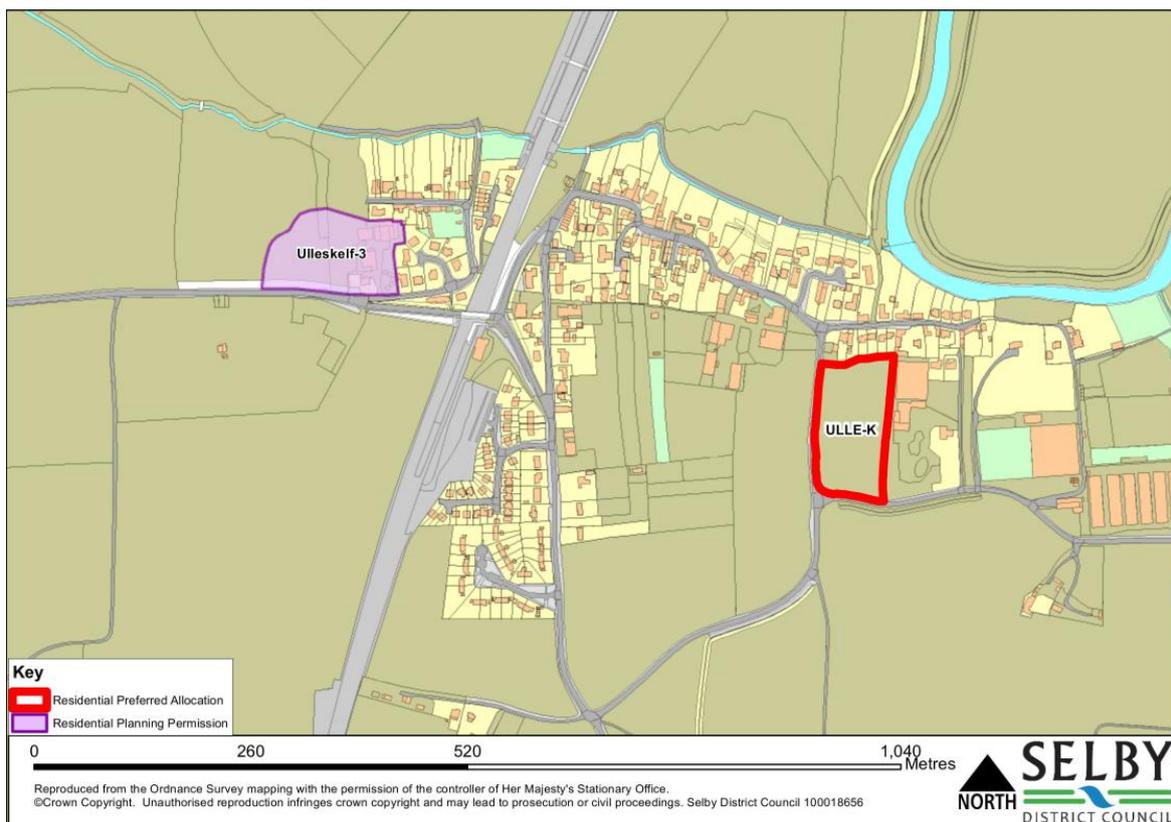
Question THRP-I

Do you agree with the proposed allocation of site THRP-I for residential development? If not, please give the reason for your answer and explain how you would like to see it changed.

30 Ulleskelf

30 Ulleskelf

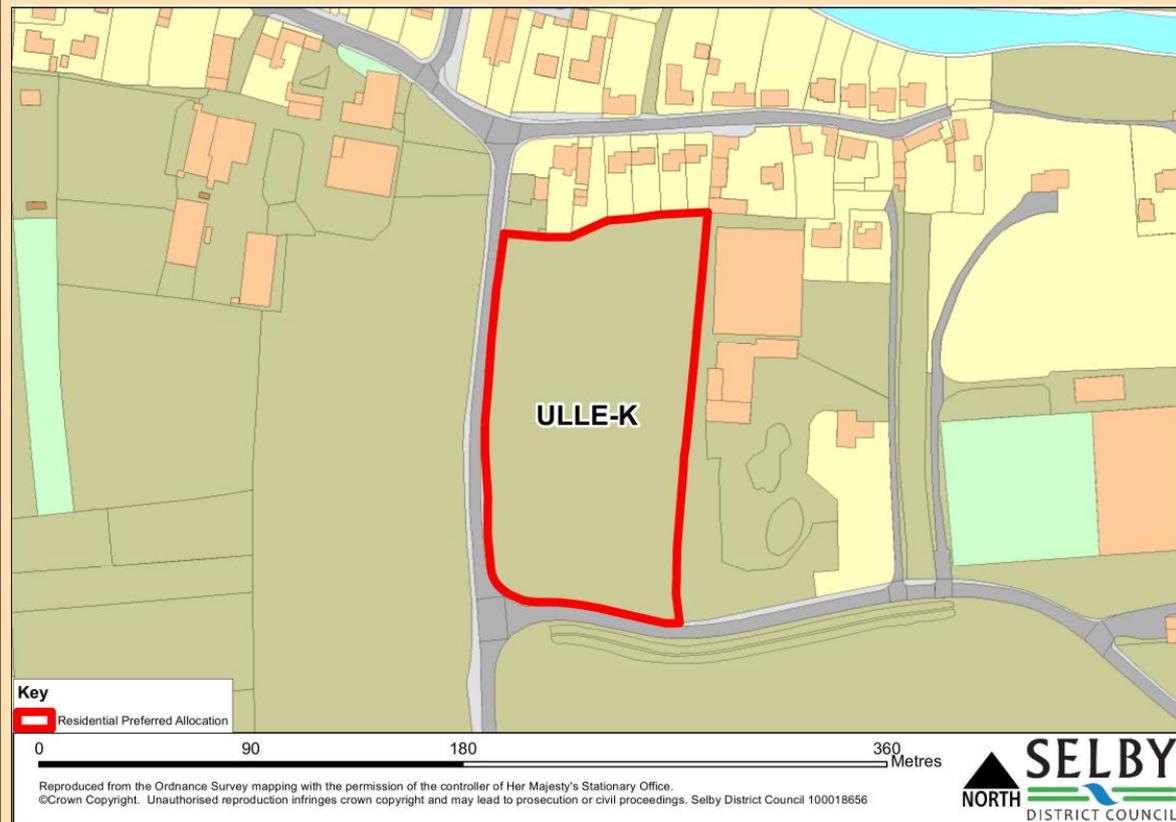
- 30.1** Ulleskelf is a Tier 2 Village located approximately 4 miles to the south east of Tadcaster and approximately 6 miles north east from Sherburn in Elmet, it has a population of 1,142 (2019 ONS). The village is well-served by local facilities, which include a convenience store and a village hall/ meeting room. There are also two bus routes which pass through Ulleskelf which run 7 days a week, trains also run Monday to Sunday, but stops at Ulleskelf station are infrequent.
- 30.2** The village of Ulleskelf is situated immediately to the south of the River Wharf and is split by the East Coast Mainline railway line. The western and smaller extent of this historic village, features traditional buildings constructed from limestone from the neighbouring Magnesian Limestone ridge further to the west. The village features prominent, modern cul-de-sac developments along the southern boundary.
- 30.3** The major factors affecting the selection of sites for allocation in Ulleskelf include: the River Wharfe and Flood Zone 3 to the north; various Grade II buildings; a Site of Special Scientific Interest (SSSI) located at Kirkby Wharfe; a Site of Importance for Nature Conservation located to the south and the railway line to the west.



ULLE-K

Location: Land South of Barley Horn Road

Total Site Area: 1.37 hectares



This site is a preferred allocation for residential development

Indicative dwelling capacity: up to 35 dwellings.

In addition to satisfying the requirements of relevant planning policies, development proposals on the site will be required to:

1. Provide affordable dwellings on site, the percentage of which is to be determined by a viability study, in accordance with the criteria set out in policy HG4.
2. Provide vehicular access from Bell Lane to the west of the site;
3. Enhance and compliment existing tree coverage to the east of the site and provide a tree and hedgerow screening to the south of the site.

Explanation

- 30.4** The site is a preferred allocation for residential use and has the capacity to accommodate up to 35 new dwellings. Access to the site should be taken from Bell Lane to the west of the site.

30 Ulleskelf

- 30.5** The development must enhance and complement existing tree coverage to the east of the site and provide a tree and hedgerow screening to the south of the site in order to reduce the impact of the development on the surrounding landscape.

Reason for Allocation

- 30.6** The site has no constraints, has good access to a B road and is in Flood Zone 1.

Question ULLE-K

Do you agree with the proposed allocation of site ULLE-K for residential development? If not, please give the reason for your answer and explain how you would like to see it changed.

Part 5 - Rejected Sites

31 Rejected Sites

31 Rejected Sites

- 31.1** As part of the Call for Sites exercise we received 412 sites for consideration. Following an assessment of these, the sites set out in Part 4 are the Council's Preferred Sites to meet the District's housing requirements up to 2040. The sites listed below have been rejected at this stage due, for example because of their potential environmental impact, policy constraints (such as their current designation as Green Belt and Strategic Countryside Gaps) or are considered likely to have a harmful impact on the character of the settlement. The reasons why these sites have been rejected at this stage are set out in detail in the [Site Assessment Methodology](#)
- 31.2** However we recognise that some of these sites may be considered more favourably by local communities for a variety of reasons and therefore we are keen to hear your views on any of these sites and whether you consider that any should be considered for allocation in addition to or instead of the preferred sites in Part 4 and your reasons for this.

Question 72

Do you consider any of the sites below to be suitable alternative sites for allocation? If yes please specify the site reference number and your reasons for this.

Local Plan Reference	Site Location	Settlement	Size (Ha)	Proposed Use
AROE-A	North Hall Farm, Chapel Green	Appleton Roebuck	0.75	Residential
AROE-C	Land at Villa Farm, Main Street	Appleton Roebuck	1.71	Residential
AROE-D	Land East of Colton Lane	Appleton Roebuck	9.81	Residential
AROE-E	Land West of Malt Kiln Lane	Appleton Roebuck	17.82	Residential
AROE-F	Land East of Malt Kiln Lane	Appleton Roebuck	5.59	Residential
AROE-G	Roebuck Barracks, Broad Lane	Appleton Roebuck	6.46	Residential
AROE-H	Land at Therncroft Maltkiln Lane	Appleton Roebuck	0.17	Residential
AERO-K	Land adjacent to Hillcrest House, Colton Lane	Appleton Roebuck	1.38	Residential

Rejected Sites 31

Local Plan Reference	Site Location	Settlement	Size (Ha)	Proposed Use
AROE-L	Land adjacent to Maltkin Lane	Appleton Roebuck	0.37	Residential
AROE-M	Land adjacent to Rosemary Garth, Villa Farm Way	Appleton Roebuck	0.74	Residential
BALN-A	Land to the rear of Council Houses, Low Gate	Balne	0.05	Residential
BALW-A	Land East of Mill Lane	Barlow	1.26	Residential
BALW-C	Land at Oak Tree Nursery, Mill Lane	Barlow	0.47	Residential
BALW-E	Land at School Farm, Mill Lane	Barlow	2.10	Residential
BALW-F	Land to rear of Morello Garth, Park Lane	Barlow	1.81	Residential
BARK-A	Land at Sawyer Wells Farm, Saw Wells Lane	Barkston Ash	1.26	Residential
BARK-B	Land east of London Road and north of Back Lane	Barkston Ash	2.38	Residential
BARL-A	Land North of Barlby Hall, York Road	Barlby	1.45	Residential
BARL-E	Land at the Magazine	Barlby	14.54	Residential/ Employment.
BARL-H	Land at Turnhead Farm	Barlby	6.56	Residential
BARL-I	Land south of Market Weighton Road	Barlby	0.96	Employment
BARL-J	Land north of Market Weighton Road	Barlby	0.58	Employment
BARL-L	Land off York Road	Barlby	2.79	Residential
BARL-N	Sand Lane, York Road	Barlby	1.18	Residential
BARL-O	Land off Turnhead Crescent	Barlby	0.04	Residential
BARL-P	Land to the south of Riccal Airfield employment site	Barlby	23.7	Employment
BEAL-A	Land North of Ings Lane	Beal	0.65	Residential

31 Rejected Sites

Local Plan Reference	Site Location	Settlement	Size (Ha)	Proposed Use
BEAL-D	Land at Dorham Hollygarth Lane	Beal	0.38	Residential
BEAL-F	Land to the west side of New Lane	Beal	4.77	Residential
BEAL-G	Land to the East site of New Lane	Beal	17.17	Residential
BIGG-C	Land south of Sycamore Farm	Biggin	3.31	Residential
BIGG-D	Land north of Sycamore Farm	Biggin	0.99	Residential
BIGG-E	Field adjacent to entrance to Biggin Lodge Farm on Oxmoor Lane	Biggin	4.77	Residential
BIGG-F	Field to left of entrance to Biggin Lodge Farm on Oxmoor Lane	Biggin	1.7	Residential
BIGG-G	Field to right of entrance to Biggin Lodge Farm on Oxmoor Lane	Biggin	0.97	Residential
BILB-A	Land adjacent to 3 The Old Stables, Moor Lane	Bilbrough	0.22	Residential
BILB-C	Land at Bilbrough Top adjacent to the A64	Bilbrough	2.21	Employment
BILB-E	Land to the South East of Cat Lane	Bilbrough	3.72	Residential
BILB-F	Land to the west of Redhill Field Lane	Bilbrough	1.24	Residential
BILB-G	Land at Bilbrough Top, south of the A64	Bilbrough	0.45	Employment
BILB-H	Land to rear of Redhill House	Bilbrough	0.50	Residential
BIRK-A	Land North of Haddlesey Road	Birkin	0.84	Residential
BIRK-B	Land west of Main Street	Birkin	3.80	Residential

Rejected Sites 31

Local Plan Reference	Site Location	Settlement	Size (Ha)	Proposed Use
BPER-A	Land to the West of Marsh Lane	Bolton Percy	0.51	Residential
BPER-B	Land to the east of North House	Bolton Percy	1.05	Residential/ Leisure
BPER-C	Land to the west of North House	Bolton Percy	1.89	Residential/ Leisure
BPER-D	Land North of School Lane	Bolton Percy	0.89	Residential/ Leisure
BRAY-A	Land North of Bridgfelde, Brayton Lane	Brayton	3.86	Residential
BRAY-AA	Land south of A63 and east of A19 (Doncaster Road)	Brayton	14.84	Employment
BRAY-AB	Land to east of Foxhill Lane and north of Brayton Community Centre	Brayton	1.15	Residential
BRAY-D	Land East of Foxhill Lane	Brayton	2.63	Residential
BRAY-F	Land East of Ness Bank Close	Brayton	6.12	Residential
BRAY-G	Land north of Barff Lane	Brayton	20.75	Residential
BRAY-J	Land east of Meadowcroft	Brayton	5.68	Residential
BRAY-K	Land east of Linton Close	Brayton	4.59	Residential
BRAY-Q	Land between Barff Lane and Mill Lane	Brayton	7.32	Residential
BRAY-R	Land at Brayton Hall	Brayton	17.64	Residential
BRAY-S	Land south of Mill Lane	Brayton	13.29	Residential
BRAY-Y	Land south west of A63/A19 roundabout	Brayton	1.13	Employment
BROT-B	Land at Pasture Lane	Brotherton	1.60	Residential
BROT-D	Land at North East side of Low Street	Brotherton	0.12	Amenity related to school facility
BROT-E	Land at Brotherton Quarry	Brotherton	46.36	Residential

31 Rejected Sites

Local Plan Reference	Site Location	Settlement	Size (Ha)	Proposed Use
BSAL-C	Land adjacent to Hillam Lane	Burton Salmon	0.10	Residential
BSAL-D	Land to the east of Ledgate Lane	Burton Salmon	10.10	Residential
BSAL-E	Land at Johns Drive south of New Lane	Burton Salmon	0.99	Residential
BSAL-F	Land at Drive End east of A162	Burton Salmon	1.31	Residential
BSAL-G	Land at Poole off New Lane	Burton Salmon	7.33	Residential
BURN-A	Burn Grange Farm, Doncaster Road	Burn	6.17	Residential/ Employment.
BURN-B	Land at Millstones West Lane	Burn	1.15	Residential
BURN-C	Land at Burn House Farm West Lane	Burn	1.43	Residential
BURN-H	Land East of Main Road	Burn	1.92	Residential
BURN-I	Phase 1 – Burn Airfield	Burn	0.77	Residential
BYRM-A	Land adjacent Primrose Dene	Byram	1.75	Residential
BYRM-B	Land south of Field View	Byram	15.62	Residential
BYRM-C	Land North of Byram Park Road	Byram	2.73	Residential
BYRM-F	Land North of Byram Park Road A	Byram	11.91	Residential
BYRM-G	Land South of Byram Park Road	Byram	0.57	Residential
BYRM-H	Land at Stack Yard Field	Byram	4.24	Residential
BYRM-I	Land at Barrel Field	Byram	1.98	Residential
CAMB-A	Land adjacent to Parkwood farm, Selby Road	Camblesforth	0.66	Residential
CAMB-B	Land at New Oak Farm	Camblesforth	2.03	Residential

Rejected Sites 31

Local Plan Reference	Site Location	Settlement	Size (Ha)	Proposed Use
CAMB-D	Land to the rear of Prospect Close and garages	Camblesforth	0.13	Residential
CARL-I	Land adjacent to Holray Park, Carlton Selby	Carlton	1.53	Residential
CARL-J	Land West of Low Street and south of Hirst Road	Carlton	0.58	Residential
CARL-K	Land to the north of Holy Family School & east of Station Road	Carlton	10.55	Residential
CARL-L	Land North of Lynwith Close and Columbine Grove	Carlton	2.34	Residential
CARL-M	Land at Park Farm, Carlton	Carlton	1.9	Residential
CARL-N	Land to the west of Holy Family School and Station Road	Carlton	1.10	Residential
CARL-O	Land South of Mill Lane	Carlton	6.04	Residential
CATT-D	Land South of Moor Lane	Catterton	1.22	Residential
CAWD-D	Land off Castle Close	Cawood	1.69	Residential
CAWD-I	Field at Broad Lane	Cawood	1.03	Residential
CAWD-J	Land south east of Cawood off Bishop Dyke Road/Broad Lane	Cawood	4.80	Residential
CFAB-D	Land east of Busk Lane, RAF Church Fenton	Church Fenton Airbase	7.32	Residential
CFEN-A	Land North of Gate Bridge, Main Street	Church Fenton	1.53	Residential
CFEN-C	Land East of Church Street	Church Fenton	6.61	Residential
CFEN-D	Land South of Sandwath Drive	Church Fenton	0.53	Residential
CFEN-E	Land south of Hall Lane	Church Fenton	0.10	Residential
CFEN-H	Land North of Station Road	Church Fenton	7.74	Residential
CFEN-I	Land west of Northfield Lane	Church Fenton	1.74	Residential

31 Rejected Sites

Local Plan Reference	Site Location	Settlement	Size (Ha)	Proposed Use
CFEN-J	Land west of Busk lane	Church Fenton	0.55	Residential
CFEN-K	Land at Mountain Ash, Sandwath Lane	Church Fenton	2.70	Residential
CFEN-L	Land south of Sandwath Farmon	Church Fenton	2.34	Residential
CFEN-M	Land north of Sandwath Drive	Church Fenton	3.21	Residential
CFEN-N	Land west of Sandwath Lane	Church Fenton	0.16	Residential
CFEN-P	Land west of Sandwath Lane	Church Fenton	3.39	Residential
CFEN-R	Land South of Hall Lane	Church Fenton	0.28	Residential
CFEN-S	Land to north of Station Road	Church Fenton	1.34	Residential
CFEN-T	South of Common Lane	Church Fenton	1.77	Residential
CFEN-U	The Orchards	Church Fenton	1.20	Residential
CFEN-V	Land adjacent Kennel Garth Farm	Church Fenton	0.46	Residential
CHAD-A	Land south of Millfield	Chaddlesey	1.10	Residential
CHAD-B	Land west of Millfield	Chaddlesey	1.39	Residential
CHAD-D	Land at Manor Farm Court	Chaddlesey	0.23	Residential
CLIF-AA	Land to the north of the A63, adjacent to Garth House	Cliffe	0.98	Residential
CLIF-AB	Land to the north of the A63	Cliffe	10	Residential
CLIF-AC	Land to the south of Turnham Lane	Cliffe	0.4	Residential
CLIF-AD	Chapel Field	Cliffe	1.41	Residential
CLIF-AE	Land off Ings Road	Cliffe	0.14	Residential
CLIF-AF	Land off York Road, Cliffe Common	Cliffe	0.12	Residential
CLIF-C	Land east of York Road	Cliffe	2.87	Residential

Rejected Sites 31

Local Plan Reference	Site Location	Settlement	Size (Ha)	Proposed Use
CLIF-D	Land off Fenwick Lane	Cliffe	0.23	Residential
CLIF-E	Whitemoor Business Park, Cliffe Common	Cliffe	10.25	Employment
CLIF-F	Land South of Station Lane	Cliffe	0.43	Residential
CLIF-G	Land South of Turnham Lane	Cliffe	0.83	Residential/ Employment/ Leisure
CLIF-H	Land North of Turnham Lane	Cliffe	2.79	Residential
CLIF-P	Land West of Broadlands, Hull Road, Lund	Cliffe	4.60	Travellers Site
CLIF-Q	Land on south side of A163, either side of High Common Farm	Cliffe	2.44	Residential/ Employment/ Leisure
CLIF-R	Land on west side of Lowmoor Road	Cliffe	8.28	Residential/ Employment/ Leisure
CLIF-S	Land at Cliffe Cottages Field	Cliffe	1.03	Residential
CLIF-T	Land at Green Lane Farm	Cliffe	0.24	Residential
CLIF-U	Land to the south of Station Lane and north of the A63	Cliffe	2.54	Residential
CLIF-V	Land to the south of Turnham Lane	Cliffe	0.27	Residential
CLIF-W	Land to the north of the A63	Cliffe	1.09	Residential
CLIF-X	Location: Land to the north of the A63	Cliffe	1.65	Residential
CLIF-Y	Land at Four Acres, South Duffield Road, Cliffe Common	Cliffe	1.45	Residential
CLIF-Z	Land to the north of the A63, adjacent to Chantry House	Cliffe	0.15	Residential
COLT-A	Land North of Main Street	Colton	1.71	Residential
CRID-A	Land to the west of Criddling Stubbs and to the South of M62	Criddling Stubbs	3.45	Residential

31 Rejected Sites

Local Plan Reference	Site Location	Settlement	Size (Ha)	Proposed Use
CRID-C	Land to the south of Wrights Lane	Criddling Stubbs	28.29	Employment
DRAX-A	Land South of Main Road	Drax	4.40	Residential
DRAX-B	Land adjacent to Read School	Drax	0.69	Residential
DRAX-D	Land adj to former Adamson House	Drax	0.39	Residential
DRAX-E	Land at Back Lane	Drax	0.15	Residential
EGGB-B	Land West of Meadow View	Eggborough	0.86	Residential/ Employment/ Open space/ community space/ leisure.
EGGB-K	Land at Tranmore Lane	Eggborough	5.32	Employment
EGGB-T	Land adjacent to 23 Tranmore Lane	Eggborough	3.00	Residential
EGGB-U	Land West of White House Farm, Low Eggborough Road	Eggborough	2.60	Residential
EGGB-S	Teasle Hall Farm, Weeland Road	Eggborough	2.76	Residential
EGGB-Z	Land to the rear of Glenholme, Kellington Lane	Eggborough	1.35	Residential
ESCK-A	Land north of Skipwith Road	Escrick	18.79	Mixed Use
ESCK-B	Land west of Escrick	Escrick	16.43	Mixed Use
ESCK-D	Land to the West of Queen Margaret's School	Escrick	2.97	Residential
FAIR-A	Land to rear of Renarta, Rawfield Lane	Fairburn	0.85	Residential
FAIR-B	Land at First Pinfold Farm, Caudle Hill	Fairburn	0.37	Residential
FAIR-C	Land North of Top House Farm Mews	Fairburn	2.35	Residential
FAIR-D	Land west of Silver Street	Fairburn	1.03	Residential

Rejected Sites 31

Local Plan Reference	Site Location	Settlement	Size (Ha)	Proposed Use
FAIR-E	Land adjacent Beech House, Silver Street	Fairburn	0.41	Residential
FAIR-G	Land at Watergarth Quarry, Lunnsfield Lane	Fairburn	2.62	Residential
FAIR-H	Land south of Rawfield Lane	Fairburn	1.10	Residential
FAIR-K	Land at Pear Tree House, Rawfield Lane	Fairburn	0.21	Residential
FAIR-L	Land adj Pollums Farm	Fairburn	0.28	Residential
FAIR-M	Land at Junction 42 of A1 (M)	Fairburn	128.36	Employment
FAIR-N	Land at Beckfield Lane	Fairburn	0.03	Residential
GATE-A	Land south of Hillam Road	Gateforth	0.61	Residential
HAMB-A	White House Farm & Manor Farm	Hambleton	6.39	Residential
HAMB-C	Land West of Bar Lane	Hambleton	4.46	Residential
HAMB-D	Land east of Common Lane and west of Station Road	Hambleton	12.67	Residential
HAMB-F	Land north of Main Road	Hambleton	5.15	Residential
HAMB-N	Land east of Gateforth Lane	Hambleton	14.86	Residential
HAMB-Q	Land east of Gateforth Court	Hambleton	0.91	Residential
HCOU-A	Land at Royal Oak	Hirst Courtney	0.34	Residential
HECK-A	Land east of Great Heck Basin	Great Heck	1.52	Residential/ Employment
HECK-D	Land west of Long Lane	Great Heck	1.98	Residential/ employment.
HEMB-A	Land to West of Chapel Balk Road	Hemingbrough	3.40	Residential
HEMB-AA	Land at Chapel Fields	Hemingbrough	1.14	Residential
HEMB-AB	Land at Chantry Field	Hemingbrough	1.68	Residential
HEMB-AC	The old Brickyard	Hemingbrough	8.34	Leisure

31 Rejected Sites

Local Plan Reference	Site Location	Settlement	Size (Ha)	Proposed Use
HEMB-AD	Brickyard Field; land to the north of the A63	Hemingbrough	2.29	Residential
HEMB-C	Land West of Chapel Balk Lane	Hemingbrough	1.17	Residential
HEMB-G	Plinthstones, School Road	Hemingbrough	1.46	Residential
HEMB-K	Land south of School Road	Hemingbrough	1.91	Residential
HEMB-L	Land East of Poorlands Road	Hemingbrough	1.90	Residential
HEMB-O	Land west of Selchant Gardens	Hemingbrough	0.64	Mixed Use
HEMB-S	Land to the north of the A63	Hemingbrough	6.58	Residential
HEMB-V	Land between Barmby Ferry Road and Chapel Balk Road	Hemingbrough	1.63	Residential
HEMB-Y	The Coach Station, Hull Road	Hemingbrough	1.62	Mixed Use
HENS-B	A19 Caravan Storage Ltd, Hazel Old Lane	Hensall	1.60	Mixed Use
HENS-C	Land East of Heck Lane	Hensall	0.81	Residential
HENS-H	Land north of Dovecote Gardens	Hensall	0.22	Residential
HENS-J	Land south of Field Lane	Hensall	1.51	Residential
HENS-K	Land adjacent to Dene Close	Hensall	3.28	Residential
HENS-M	Land south of Field Lane	Hensall	0.73	Residential
HENS-N	Land at Main Street	Hensall	0.24	Residential
HENS-O	Land to the rear of Wand Lane	Hensall	0.12	Residential
HENS-P	Land South of Station Road	Hensall	6.21	Residential
HENS-Q	Land north of Ashleigh	Hensall	1.02	Residential
HENS-R	Land West of Ings Lane	Hensall	2.22	Residential
HILL-D	Land at Hillam Lane	Hillam	2.02	Residential

Rejected Sites 31

Local Plan Reference	Site Location	Settlement	Size (Ha)	Proposed Use
HILL-F	Orchard Farm	Hillam	4.00	Residential
HILL-I	Land east of Betteras Hill Road	Hillam	0.41	Residential
HILL-J	Land to the rear of Hillam Lane	Hillam	0.06	Residential
KELF-A	Institute Field, Riccall Lane	Kelfield	1.00	Mixed Use
KELF-B	Cherry Trees, Main Street	Kelfield	0.48	Residential
KELF-C	Land opposite Orchard House, Moor End	Kelfield	0.21	Residential
KELL-A	Land off Roall Lane and Uppercommon Lane	Kellington	2.26	Residential
KELL-C	Land North of Manor Garth,	Kellington	0.15	Residential
KELL-E	Land on West side of Broach Lane	Kellington	3.21	Residential
KELL-H	Land off Church Lane and Lunn Lane	Kellington	2.61	Residential
KELL-I	Land off Roall Lane and Uppercommon Lane	Kellington	4.37	Residential
KELL-J	Land off Roall Lane and Uppercommon Lane	Kellington	10.69	Residential
KELL-K	Land on West side of Broach Lane	Kellington	4.49	Residential
KSME-A	Land East of Rectory Court	Kirk Smeaton	0.37	Residential
KSME-B	Land north of Went Bridge Road	Kirk Smeaton	1.35	Residential
KSME-D	Garden to Rear The Manor House, Pinfold lane	Kirk Smeaton	0.30	Residential
KSME-E	Paddock adjacent The Manor House	Kirk Smeaton	1.36	Residential
LSME-A	Land at College Farm	Little Smeaton	0.52	Residential
LSME-B	Land east of Windy Ridge	Little Smeaton	0.12	Residential

31 Rejected Sites

Local Plan Reference	Site Location	Settlement	Size (Ha)	Proposed Use
LSME-C	Land south of Mount Pleasant	Little Smeaton	1.46	Residential
LSME-D	Land north of New Road	Little Smeaton	1.58	Residential
LSME-E	Land south of Main Street	Little Smeaton	1.14	Residential
LSME-F	Field next to Windy Ridge	Little Smeaton	1.47	Residential
LUMB-C	Land between Old Quarry Lane and Cass Lane	Lumby	3.47	Residential
MFRY-B	Land between Water Land and Main Street	Monk Fryston	3.17	Residential
MFRY-D	Land South of Fryston Common Lane	Monk Fryston	1.08	Residential
MFRY-E	Land north of Fryston Common Lane	Monk Fryston	0.98	Residential
MFRY-G	Land South of 8 Priory Park Grove	Monk Fryston	0.63	Residential
MFRY-H	Land South of Old Vicarage Lane	Hillam	0.64	Residential
MFRY-N	Land at North Priory Park Farm	Monk Fryston	2.50	Mixed Use
MFRY-O	Former garage site off Mill Lane	Monk Fryston	0.07	Residential
MFRY-P	Land to the north of A63	Monk Fryston	33.36	Residential
NDUF-B	Land to the West and South of Meadow Gate	North Duffield	2.67	Residential
NDUF-C	Land South of A163 and East of Menthorpe Lane	North Duffield	3.58	Residential
NDUF-J	Land at York Road	North Duffield	4.28	Residential
NDUF-M	Land at Hall Farm	North Duffield	2.73	Residential
NDUF-N	Land to the South of A163	North Duffield	2.94	Residential
NEWL-A	Land at Newlands adjacent to Wood Lane between Langrick House and Owl Lodge	Newland	1.27	Residential

Rejected Sites 31

Local Plan Reference	Site Location	Settlement	Size (Ha)	Proposed Use
NKYM-B	Land South of Papyrus Villas	Newton Kyme	0.45	Residential
NKYM-C	Land east of Newton Kyme Papyrus Works	Newton Kyme	33.81	Mixed Use
NTHP-A	Land at Hillcrest, Old Great North Road	Newthorpe	0.45	Travellers Site
OSGB-C	Location: Land East of St Leonards Avenue	Osgodby	0.84	Residential
OSGB-D	Osgodby Nurseries, Hull Road	Osgodby	0.8	Residential
OSGB-H	Land south of Hull Road	Osgodby	5.94	Residential
OSGB-K	Land at South Duffield Road	Osgodby	0.73	Mixed Use
OSGB-L	Land at site directly north of Barlby and Osgodby Methodist Church	Osgodby	9.82	Residential
RICC-G	Land North of Riccall	Riccall	6.47	Residential
RICC-H	Riccall Business Park, Selby Road	Riccall	26.99	Residential
RICC-I	Land between Landing Lane and Kelfield	Riccall	9.94	Residential
RYTH-A	Woodbine Grange Farm	Ryther	2.86	Residential
RYTH-B	Land east of Mill Lane	Ryther	1.64	Residential
SAXT-A	Land East of Milner Lane	Saxton	2.10	Residential
SAXT-B	Land at Scarthingwell Park, Barkston Ash	Saxton	3.85	Residential
SDUF-A	Land adjacent to Willow Cottage, Mill Lane	South Duffield	3.06	Residential
SDUF-B	Land at Haymoor House Moor Lane	South Duffield	0.45	Residential
SDUF-C	Land South of Moor Lane	South Duffield	1.15	Residential
SDUF-E	Land to the west of Hagg Lane	South Duffield	0.15	Residential

31 Rejected Sites

Local Plan Reference	Site Location	Settlement	Size (Ha)	Proposed Use
SDUF-F	Land to the west of Hagg Lane	South Duffield	0.25	Residential
SDUF-G	Orchard House, South Duffield	South Duffield	0.75	Residential
SELB-AD	Land to West of Selby Business Park	Selby	1.75	Residential
SELB-BD	Land west of Foxhill Lane, Brayton	Selby	19.58	Residential
SELB-BE	Land between Baffam Lane and Selby Canal, Brayton	Selby	6.20	Residential
SELB-BF	Land north of Brayton Bridge, east of canal	Selby	4.97	Residential
SELB-BO	Land off Canal Road	Selby	0.23	Residential
SELB-BX	Land to the north west of Selby Business Park	Selby	1.99	Residential
SELB-CB	Land between A19 and A63 bypass	Selby	5.62	Employment
SELB-CC	Olympia Park, Barlby Road, Barlby	Selby	42.71	Residential/ Employment. Open Space/ Community Space/ Leisure
SELB-CG	Land off Friars Meadow	Selby	1.12	Residential
SELB-CH	Land at Cockret Farm	Selby	11.51	Residential
SELB-CL	Land adjacent to St. James's Church	Selby	0.07	Residential
SELB-CM	Land at Benedict Avenue	Selby	0.07	Residential
SELB-CN	Land at Richard Street	Selby	0.10	Residential
SELB-CO	Land at Former Police Station Site	Selby	0.61	Employment
SELB-CP	Land north of Flaxley Road, Selby Common	Selby	3.01	Residential
SELB-E	Holmes Field, South of Lordship Lane	Selby	32.57	Residential

Rejected Sites 31

Local Plan Reference	Site Location	Settlement	Size (Ha)	Proposed Use
SELB-T	Land north of Brayton Lane, south of bypass	Selby	1.60	Residential
SELB-U	Land south of Brayton Lane	Selby	1.50	Residential
SHER-AB	Land North of Lennerton Farm, Lennerton Lane	Sherburn	3.50	Employment
SHER-AE	Chapel Hill, Tadcaster Road	Sherburn	2.85	Mixed Use
SHER-AK	Land South of Moor Lane Trading Estate	Sherburn	6.16	Employment
SHER-AM	Land east of A162	Sherburn	6.78	Employment
SHER-AP	Old Vicarage, Church Hill	Sherburn	1.22	Residential
SHER-AU	Land between Coldhill Lane and Finkle Hill	Sherburn	22.91	Residential
SHER-AY	Old Vicarage, Church Hill	Sherburn	1.22	Residential
SHER-AZ	Land associated with The Wheatsheaf	Sherburn	2.99	Residential
SHER-BA	Land on the south side of Church Hill	Sherburn	0.50	Residential
SHER-BB	Land at the Back of No.44 Garden Lane	Sherburn	0.21	Residential
SHER-BD	Land South of Leeds Road	Sherburn	24.05	Residential
SHER-Q	Land to west of Nos. 8 to 36 (even) Garden Lane	Sherburn	0.47	Residential
SHER-R	Land west of Garden Lane	Sherburn	2.30	Residential
SHER-U	Plot 4a & 5a, Church Hill	Sherburn	0.3	Residential
SHER-V	Land North of Leeds Road	Sherburn	1.18	Residential
SHER-W	Land North of Millcroft House, Garden Lane	Sherburn	4.99	Residential
SHER-X	Land at Ellarfield Lane	Sherburn	10.32	Residential
SHER-Z	Land West of Tadcaster Road	Sherburn	2.54	Residential
SMIL-B	Land North of LundSyke Lane	South Milford	6.89	Residential

31 Rejected Sites

Local Plan Reference	Site Location	Settlement	Size (Ha)	Proposed Use
SMIL-C	Land South of Mill Lane	South Milford	3.09	Residential
SMIL-D	Land South of Legion Street	South Milford	9.81	Residential
SMIL-G	Land at Whitecote Lane	South Milford	2.61	Residential
SMIL-H	Land east of Common Lane	South Milford	2.67	Residential
SMIL-J	Land East of Milford Road	South Milford	3.54	Residential
SMIL-S	Land at junction 42 of the A1(M)	Fairburn	22.30	Employment
SMIL-T	Land between A1 (Junction 42) and A63	Fairburn	5.92	Employment
SMIL-U	Land to the south of China Palace, London Road	South Milford	0.58	Residential
STIL-B	Land south of The Green	Stillingfleet	0.52	Residential
STIL-C	Former Stillingfleet Mine, Cawood Road	Stillingfleet	31.67	Employment
TADC-AG	Land north of Edgerton Drive	Tadcaster	4.01	Residential
TADC-AJ	Land East of Grimston Grange	Tadcaster	0.27	Employment
TADC-AK	Garage site off Wharfedale Crescent	Tadcaster	0.08	Residential
TADC-B	Land north of Kelcbar Hill	Tadcaster	31.49	Residential
TADC-C	Land north of Kelcbar Close	Tadcaster	4.44	Residential
TADC-D	Land at Auster Bank Road	Tadcaster	0.15	Residential
TADC-V	Land at Powerplus	Tadcaster	0.22	Other
TADC-X	Willow Farm, Doncaster Road	Tadcaster	1.93	Employment
TADC-Y	Land West of Grimston Grange	Tadcaster	3.86	Employment
THBY-D	Land to the west of The Poplars, Westfield Lane	Thorganby	0.28	Residential
THBY-E	Pinfold Farm, Main Street	Thorganby	0.45	Residential

Rejected Sites 31

Local Plan Reference	Site Location	Settlement	Size (Ha)	Proposed Use
THBY-F	Yard to the rear of Pasture Cottage	Thorganby	0.2	Residential
THBY-G	Land at Thorganby Gale (1)	Thorganby	0.23	Residential
THBY-H	Land at Thorganby Gale (2)	Thorganby	0.16	Residential
THRP-D	Land North of Leeds Road	Thorpe Willoughby	2.01	Residential
THRP-E	Land West of Harry Moor Lane	Thorpe Willoughby	2.22	Residential
THRP-F	Land west of Harry Moore Lane	Thorpe Willoughby	5.75	Residential
THRP-G	Land west of Meadow View Farm	Thorpe Willoughby	2.99	Residential
THRP-M	Land South of Field Lane	Thorpe Willoughby	14.96	Residential
THRP-N	Land East of A63 Roundabout	Thorpe Willoughby	3.82	Residential
THRP-U	Land north of Field Lane	Thorpe Willoughby	2.47	Residential
THRP-W	Land east of Linden Way	Thorpe Willoughby	5.07	Residential
TOWT-B	Land at Towton Hall	Towton	0.67	Residential
ULLE-D	Land south of Barley Horn Road	Ulleskelf	2.83	Residential
ULLE-E	Ulleskelf Station	Ulleskelf	0.98	Mixed Use
ULLE-H	Land at New Road	Ulleskelf	3.54	Residential
ULLE-I	Land off Bell Lane	Ulleskelf	7	Residential
ULLE-L	Land at Hall Garth	Ulleskelf	0.35	Residential
WHAD-A	Land at Main Street	West Haddlesey	0.23	Residential
WHAD-B	Land to the rear of Main Street	West Haddlesey	0.11	Leisure
WHIT-A	Ashcroft, Templar Close	Whitley	0.38	Residential

31 Rejected Sites

Local Plan Reference	Site Location	Settlement	Size (Ha)	Proposed Use
WHIT-AA	Land east of Blackthorn Close	Whitley	5.95	Residential
WHIT-AB	Land at Whitley Bridge	Whitley	11.06	Residential
WHIT-B	Land South of Gravel Hill Lane	Whitley	1.52	Residential
WHIT-D	Land north of Whitefield Lane	Whitley	1.12	Residential
WHIT-H	Land at Blenheim House	Whitley	0.36	Residential
WHIT-I	Land North of Whitley Farm Close	Whitley	3.05	Residential
WHIT-J	Land off Selby Road/ Whitfield Lane	Whitley	7.69	Residential
WHIT-K	Land at rear of George and Dragon	Whitley	11.00	Mixed Use
WHIT-L	Land north of Firs Court	Whitley	0.18	Residential
WHIT-O	Land west of Car Boot, Whitley Bridge	Whitley	7.99	Employment
WHIT-Q	Land North of M62, West of templar Close, Whitley Bridge	Whitley	16.49	Leisure
WHIT-R	Land east of Selby Road	Whitley	1.19	Employment
WHIT-T	Land to rear of Copper Beech Drive	Whitley	2.48	Residential
WHIT-V	Land to the North East of Whitley	Whitley	11.57	Residential
WHIT-W	Site West of Templar Close	Whitley	0.21	Residential
WHIT-X	Land between Knottingley and Goole Canal and M62	Whitley	2.64	Leisure
WHIT-Y	Land to the South of Whitfield Lane	Whitley	2.38	Residential
WHIT-Z	Site at Tunstall Healthcare	Whitley	1.98	Residential

Rejected Sites 31

Local Plan Reference	Site Location	Settlement	Size (Ha)	Proposed Use
WIST-A	Plantation House / Plantation Garage, Cawood Road	Wistow	0.92	Residential
WIST-C	Land to rear of Oak Farm, Garmancarr Lane	Wistow	0.61	Residential
WIST-D	Land between Field Lane and Lordship Lane	Wistow	3.43	Residential
WIST-E	Land south of Long Lane	Wistow	6.39	Residential
WIST-F	Land north of Long Lane	Wistow	11.66	Residential
WIST-I	Land at Cawood Road (adjacent Wesgarth)	Wistow	0.08	Residential
WIST-J	Land between Westley and Rivendell, Cawood Road	Wistow	0.59	Residential
WIST-K	Land west of Cawood Road	Wistow	3.00	Residential
WIST-L	Land at Field Lane	Wistow	2.35	Residential
WIST-M	Land at Selby Road	Wistow	6.65	Residential
WIST-N	Land west of Carr Lane	Wistow	6.97	Residential
WIST-O	Land east of Station Road	Wistow	4.53	Residential
WIST-P	Land adjacent to Roselyn, Selby Road	Wistow	0.39	Residential
WOMR-C	Land at Station Road	Womersley	0.14	Residential

Table 31.1

List of Residential Planning Permissions 32

List of Residential Planning Permissions 32

32 List of Residential Planning Permissions

32.1 Table 32.1 shows a list of residential planning permissions, both implemented and not implemented, at the date of 31/03/2020. As described in policy HG1, these sites are allocated for the duration of the plan period. Only sites of large sites with permitted for 10 or more dwellings are shown on the policies map, these large sites are referred to by their SHLAA reference on the map. More information on these sites can be seen in the [2020-2025 Five Year Housing Land Supply Report](#).

SHLAA Reference	Location	Application Reference	Permission started?	Dwellings Permitted	Gross Capacity Remaining
Aroebuck-11	Sunbeam Cottage, Main Street, Appleton Roebuck	2017/0174/FUL	No	1	1
Aroebuck-19	Studley, Church Lane, Appleton Roebuck	2019/0401/FUL	No	1	1
Aroebuck-20	Yew Tree House, Chapel Green, Appleton Roebuck	2017/0348/FUL	No	1	1
Aroebuck-21	Windmill, Old Road, Appleton Roebuck	2016/0673/FUL	No	1	1
Barkston-6	Croft Farm, Back Lane, Barkston Ash	2018/0957/FUL	No	1	1
Barlby-1	Garden of 1 Bramley Avenue, Barlby	2018/0129/FUL	No	1	1
Barlby-24	The Cedars, Old School Lane, Barlby	2019/0258/FUL	No	4	4
Barlby-25	Low Mill, York Road, Barlby	2019/0724/OUT	No	2	2
Barlby-26	1 Bungalow Road, Barlby	2018/1037/FUL	No	1	1
Barlby-30	West View Garage, Barlby Road, Barlby,	2018/1362/OUT	No	9	9
Barlby-5	Land North of The Laurels, Barlby	2018/0468/REMM & 2019/0792/FUL	Yes	37	16

32 List of Residential Planning Permissions

SHLAA Reference	Location	Application Reference	Permission started?	Dwellings Permitted	Gross Capacity Remaining
Barlby-9	Land West of York Road, Barlby	2013/0478/FUL, 2016/1314/FUL & 2017/1295/FULM	Yes	238	58
Barlow-10	Plot Opposite Number 24E, Park Lane, Barlow	2018/0970/FUL	No	1	1
Barlow-2	Land rear of Morello Garth, Park Lane, Barlow	2018/1122/REMM	No	15	15
Barlow-9	Plot Opposite Number 26, Park Lane, Barlow	2019/0744/FUL	No	1	1
Beal-10	9 Glebelands, Weeland Road, Beal	2017/0425/FUL	Yes	1	1
Beal-5	Ings Lane/Village Farm Close, Beal	CO/2000/0211	Yes	23	9
Beal-6	Land off Jasmine, Broad Lane, Beal	2018/0313/OUT	No	1	1
Beal-7	215 Weeland Road, Beal	2018/0579/FUL	No	1	1
Biggin-1	Land adjacent to Little Common Farm, Biggin Lane, Biggin	2017/1269/FUL	Yes	1	1
Bilbrough-4	Village Farm, Main Street, Bilbrough	2017/0125/FUL	Yes	5	5
Bilbrough-5	Land at Piggy Lane, Bilbrough	2018/0229/FUL	No	2	2
Bilbrough-6	Merrymoles, Cat Lane, Bilbrough	2018/1190/FUL	No	1	1
Bilbrough-7	Land off Back Lane, Back Lane, Bilbrough	2018/0701/FUL	No	1	1
BoltonPercy-3	Land adjacent The White House, Marsh Lane, Bolton Percy	2018/1117/FUL	No	1	1

List of Residential Planning Permissions 32

SHLAA Reference	Location	Application Reference	Permission started?	Dwellings Permitted	Gross Capacity Remaining
Brayton-1	Land South of Brackenhill Lane, Brayton	2018/0294/REM	No	9	9
Brayton-13	Ivy Cottage, Doncaster Road, Brayton	2018/0770/OUT	No	2	2
Brayton-18	Land West of St Wilfrids Close, Brayton	2017/0427/FULM	Yes	111	15
Brayton-21	Land rear of The Poplars, Brayton	2017/1356/REMM	Yes	44	22
Brayton-24	5A Barff Lane, Brayton	2017/0675/OUT	No	3	3
Brayton-25	Manor Felde, Barff Lane, Brayton	2019/0940/FUL	No	1	1
Brotherton-1	1 Gauk Street, Brotherton	2018/0583/FUL	No	1	1
Brotherton-11	Mulberry House, High Street, Brotherton	2016/1372/FUL	Yes	2	1
Brotherton-12	1 The Bungalow, High Street, Brotherton	2017/0245/FUL	No	1	1
Brotherton-13	Horseshoe House, High Street, Brotherton	2017/0457/FUL	No	2	2
Brotherton-14	Land Adjacent Little Cottage, Old Great North Road, Brotherton	2018/1136/OUT	No	7	7
Brotherton-15	Dobsons Yard, High Street, Brotherton	2018/1332/FUL	No	7	7
Brotherton-16	Land Adjacent To Punch Bowl Yard, Low Street, Brotherton	2019/0386/FUL	No	4	4

32 List of Residential Planning Permissions

SHLAA Reference	Location	Application Reference	Permission started?	Dwellings Permitted	Gross Capacity Remaining
BSalmon-4	1 Railway Cottages, Hillam Lane, Burton Salmon	2018/0852/FUL	Yes	1	1
Burn-5	Land at Beech Tree House, Main Road, Burn	2017/1001/FUL	No	1	1
Burn-6	Poplar House, Main Road, Burn	2009/0950/REM	Yes	9	6
Burn-9	Burn Grange Farm, Doncaster Road, Burn	2016/1438/FUL	Yes	2	2
Byram-11	Ashfield, 50 Sutton Lane, Byram	2016/0904/OUT	No	1	1
Byram-5	Woodland, 11 Sutton Lane, Byram	2018/0233/FUL	Yes	1	1
Byram-7	4 Sutton Lane, Byram	2018/0415/OUT	No	6	6
Byram-9	17 Sutton Lane Byram	2011/0319/FUL	Yes	3	3
Camblesforth-11	The Shieling, Beech Tree Lane, Camblesforth	2019/1303/FUL	No	1	1
Camblesforth-12	Land at Mill Farm, Camblesforth	2018/1115/FUL	No	9	9
Camblesforth-14	Land at Oaklands Close, Camblesforth	2019/1234/FUL	No	3	3
Camblesforth-15	Land off 75 Brigg Lane Camblesforth	2019/0269/S73	No	1	1
Camblesforth-19	Land South of Mill Farm, Camblesforth	2015/1405/OUT	No	45	45
Camblesforth-6	Land adjacent to No 3 Chapel Court	2018/0276/REM	No	1	1

List of Residential Planning Permissions 32

SHLAA Reference	Location	Application Reference	Permission started?	Dwellings Permitted	Gross Capacity Remaining
Camblesforth-9	Jasmin Cottage, 32 Brigg Lane, Camblesforth	2018/0199/FUL	No	1	1
Carlton-1	Land North of cemetery, Station Road, Carlton	2018/0870/REMM	Yes	67	67
Carlton-12	Elmstone House, Low Street, Carlton	2015/0814/FUL	Yes	1	1
Carlton-13	Land at Carlton Supermarket and Post Office, High Street, Carlton	2017/0272/FUL	No	7	7
Carlton-14	Vine Farm, Low Street, Carlton	2019/0169/FUL	No	7	7
Carlton-15	Bingley Cottage, Low Street, Carlton	2019/0370/FUL	No	2	2
Carlton-16	The Conifers, Low Street, Carlton	2019/1292/OUT	No	5	5
Carlton-17	Land Adj Thorn Tree Cottage, Low Street, Carlton	2019/1072/OUT	No	3	3
Carlton-3	Land at Elmstone House, Low Street, Carlton	2018/0186/FUL	No	1	1
Carlton-4	Pear Tree Farm, Low Street, Carlton	2018/0741/FUL	No	3	3
Carlton-9	Land North of cemetery, Station Road, Carlton	2018/0871/REMM	No	66	66
Catterton-5	Old Street Farm, Moor Lane, Catterton	2017/0919/FUL	No	1	1
Catterton-6	Old Street Farm, Moor Lane, Catterton	2019/0376/FUL	No	2	2

32 List of Residential Planning Permissions

SHLAA Reference	Location	Application Reference	Permission started?	Dwellings Permitted	Gross Capacity Remaining
Cawood-1	Land between Ryther Road and the Cemetery, Cawood	2017/0177/FULM	No	23	23
Cawood-11	Land off Castle Close, Cawood	2018/0940/REMM	No	17	17
Cawood-16	1-3 Rythergate, Rythergate, Cawood	2017/1185/FUL	No	1	1
Cawood-17	New House, Wistowgate, Cawood	2019/0685/S73	No	1	1
Cawood-7	Land at Wistowgate Cawood	2020/0065/S73	Yes	1	1
CFenton-16	Farm buildings to the East and South of Old Farmhouse, Oxmoor Lane, Church Fenton	2018/0398/FUL	No	1	1
CFenton-17	Wyke Holme, Main Street, Church Fenton	2018/0522/FUL	No	1	1
CFenton-2	Maple Cottage, Nanny Lane, Church Fenton	2018/1281/OUT	No	1	1
CFenton-24	Land North of Station Road, Church Fenton	2017/0443/REM	Yes	5	5
CFenton-30	The Orchards, Church Fenton	2019/0108/FUL	No	2	2
CFenton-4	Land South of Sandwath Drive, Church Fenton	2017/0887/FUL	No	2	2
Cliffe-23	School House, Main Street, South Duffield	2016/1457/FUL	No	1	1

List of Residential Planning Permissions 32

SHLAA Reference	Location	Application Reference	Permission started?	Dwellings Permitted	Gross Capacity Remaining
Cliffe-24	Brocks Farm, York Road, Cliffe	2017/0108/FUL	Yes	1	1
Cliffe-25	Turnham Lane, Cliffe	2017/0080/OUT	No	2	2
Colton-3	Land Adjacent, St Pauls Church, Main Street, Colton	2017/0238/FUL	No	1	1
Cstubbs-3	Spring Lodge Farm, Northfield Lane, Cridling Stubbs	2017/0495/FUL	No	3	3
Cstubbs-4	4 Manor Farm Cottage, Cridling Stubbs	2018/0306/OUT	No	1	1
Cstubbs-5	Manor Grange Equestrian, Cobcroft Lane, Cridling Stubbs	2018/1225/FUL	No	1	1
Eggborough-1	Land East of Selby Road, Eggborough	2017/1131/REMM & 2019/0109/FULM	Yes	76	38
Eggborough-19	Land West of Meadow View, Eggborough	2017/0542/OUTM	No	120	120
Eggborough-22	1 Weeland Road, Eggborough	2016/0415/FUL	Yes	1	1
Eggborough-23	May Villa, Selby Road, Eggborough	2016/1469/FUL	No	4	4
Eggborough-4	Land East of High Eggborough Lane, Eggborough	2016/0875/FUL	Yes	54	4
Eggborough-7	1 The Bungalow, Weeland Road, Eggborough	2019/0784/REM	No	6	6
Escrick-9	2 Carr Lane, Escrick	2019/0575/FUL	No	1	1

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SHLAA Reference	Location	Application Reference	Permission started?	Dwellings Permitted	Gross Capacity Remaining
Fairburn-12	Land At, The Haven, Rawfield Lane, Fairburn	2019/1352/FUL	No	5	5
Fairburn-18	Land Adjacent To Araslie, Caudle Hill, Fairburn	2019/0679/OUT	No	1	1
Fairburn-8	North of Old North Quarry, Fairburn	2018/0980/REM	Yes	1	1
Gateforth-4	Wheatlands Gateforth, New Road, Brayton	2019/0059/S73	Yes	1	1
Gateforth-5	Maspin Grange, Hillam Common Lane, Hillam	2017/0804/FUL	No	2	2
Gheck-7	Land Adjacent To Aysgarth, Main Street, Great Heck	2016/1475/OUT	No	1	1
Hambleton-18	Land North of Main Road, Hambleton	2017/0117/REMM	Yes	115	107
Hambleton-21	Hollybank Forge, Philip Lane, Hambleton	2015/1221/FUL	No	1	1
Hambleton-24	White House Farm & Manor Farm, Hambleton	2017/0377/FUL	No	9	9
Hambleton-25	7 St Marys Walk, Hambleton	2019/0176/FUL	No	1	1
Hambleton-26	Land Off Station Road, Hambleton	2019/1159/FUL	No	3	3
Hambleton-5	2 Anson Croft, Hambleton	2018/0767/OUT	No	1	1
Healaugh-1	Land off Oakwood, Main Street, Healaugh	2017/0706/FUL	No	2	2
Hemphingburgh-29	Land adjoining Woodland House,	2019/0217/REM	No	5	5

List of Residential Planning Permissions 32

SHLAA Reference	Location	Application Reference	Permission started?	Dwellings Permitted	Gross Capacity Remaining
	School Road, Hemingbrough				
Hemingbrough-33	HF Brown And Sons, Portland Works, Main Street, Hemingbrough	2018/0963/FUL	No	1	1
Hemingbrough-34	2 Babthorpe Cottages, Hull Road, Hemingbrough	2019/0857/FUL	No	1	1
Hensall-22	The Lydens, Station Road, Hensall	2019/0696/OUT	No	1	1
Hensall-23	Land Adjacent To The Bungalow, Finkle Street, Hensall	2019/0975/FUL	No	1	1
Hensall-25	A19 Caravan Storage Ltd, Hazel Old Lane, Hensall	2018/0646/FUL	No	1	1
Hensall-9	Hazel Grove Farm, Weeland Road, Hensall	2018/1220/FUL	No	1	1
Hillam-16	Greystones, Chapel Street, Hillam	2019/0757/OUT	No	1	1
Hillam-2	Land at Kendall Cottage, Chapel Street, Hillam	2017/0814/FUL	No	1	1
Hillam-5	Land South of Hillam Common Lane, Hillam	2019/0009/FUL	No	1	1
Hillam-6	The Old Orchard, Hillam Lane, Hillam	2018/0521/OUT	No	2	2
Huddleston-1	Huddleston Grange, Huddleston	2017/0063/FUL	No	1	1

32 List of Residential Planning Permissions

SHLAA Reference	Location	Application Reference	Permission started?	Dwellings Permitted	Gross Capacity Remaining
Kelfield-3	Yew Tree House, Main Street, Kelfield	2017/0701/OUT	No	2	2
Kellington-13	Land on West side of Broach Lane, Kellington	2018/1123/REM	No	2	2
Kellington-8	Hideaway, Wells Lane, Kellington	2019/0075/FUL	No	2	2
Ksmeaton-4	Went Edge Road, Kirk Smeaton	2018/1334/FUL	No	1	1
LFenton-1	The Courtyard, Sweeming Lane, Little Fenton	2019/0578/FUL	No	1	1
LFenton-2	The Old Barn, Sweeming Lane, Little Fenton	2019/1074/FUL	No	2	2
LFenton-3	Barn Rear Of Meadow Croft, Sweeming Lane, Little Fenton	2016/0994/FUL	No	2	2
LSmeaton-4	The Fox Inn, Main Street, Little Smeaton	2018/0944/FUL	No	1	1
Lumby-1	Hall Farm, Butts Lane, Lumby	2018/1164/FUL	No	2	2
Lumby-6	Land at Lumby Court, Lumby	2017/1209/FUL, 2018/1414/FUL	Yes	5	3
MFryston-10	Ashville, Main Street, Monk Fryston	2017/0435/OUT	No	3	3
MFryston-11	Margyl Cottage, Monk Fryston	2018/0482/FUL	Yes	1	1
MFryston-13	The Bungalow, 31 Lumby Hill, Monk Fryston	2018/0642/FUL	No	3	3
MFryston-15	Wayside Cottage, 16 Main	2019/0444/FUL	No	3	3

List of Residential Planning Permissions 32

SHLAA Reference	Location	Application Reference	Permission started?	Dwellings Permitted	Gross Capacity Remaining
	Street, Monk Fryston				
NDuffield-13	Lilac House, York Road, North Duffield	2018/0971/FUL	No	1	1
NDuffield-29	Emmaus, Green Lane, North Duffield	2018/1428/FUL	No	3	3
NDuffield-5	Land North of Green Lane, North Duffield	2018/0273/REM	No	9	9
NDuffield-6	Land West of Green Lane, North Duffield	2016/1265/REM	No	6	6
NDuffield-7	Land West of The Green, North Duffield	2018/1344/OUTM, 2018/1345/FUL, 2018/1346/FULM, 2018/1347/OUT, 2019/0951/FUL	No	35	35
NDuffield-8	Land at Springfield House Farm, North Duffield	2018/1050/FUL	No	4	4
Newland-1	Land Adjacent Orchard Villa, Newland	2019/1099/REM	No	1	1
Osgodby-10	Land West of South Duffield Road, Osgodby	2017/0222/FUL	No	1	1
Osgodby-13	Holly Lodge, Back Lane, Osgodby	2019/1121/FUL	No	2	2
Osgodby-14	Tindalls Farm, Sand Lane, Osgodby	2018/0679/OUT	No	4	4
Osgodby-6	Land East of St Leonards Avenue, Osgodby	2018/1119/REM	No	9	9

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SHLAA Reference	Location	Application Reference	Permission started?	Dwellings Permitted	Gross Capacity Remaining
Riccall-2	Land North of Chapel Walk, Riccall	2017/0008/OUT	No	8	8
Riccall-21	22 Kelfield Road, Riccall	2017/0196/FUL	No	1	1
Riccall-22	Land at Church Street, Riccall	2017/0807/FUL	Yes	1	1
Riccall-23	Land off Riccall Lane, Kelfield	2017/0866/FUL	No	1	1
Riccall-24	Garden House, Manor Garth, Riccall	2018/0476/FUL	No	1	1
Riccall-25	York House, York Road, Riccall	2019/0855/S73	No	1	1
Riccall-5	20 Main Street, Riccall	2018/0157/FUL	Yes	5	4
Riccall-7	Tamwood, Station Road, Riccall	2018/0185/FUL	No	2	2
Riccall-9	Jackadory, 37 York Road, Riccall	2018/0263/FUL	No	1	1
Ryther-4	Manor Cottage, Boggart Lane, Ozendyke	2016/1425/FUL	Yes	1	1
Saxton-8	Milner Lane, Saxton	2018/0050/FUL	Yes	4	4
SDuffield-4	Land west of Main Street, South Duffield	2019/1218/REM	No	4	4
Selby-21	Land East of Flaxley Road, Selby	2017/0775/REMM	Yes	163	136
Selby-30	34 Leeds Road, Selby	2016/1465/FUL	Yes	2	1
Selby-33	Phases 4A,4B,4C,4D,4E, Staynor Hall Development,	CO/2002/1185	Yes	296	296

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SHLAA Reference	Location	Application Reference	Permission started?	Dwellings Permitted	Gross Capacity Remaining
	Bawtry Road, Selby				
Selby-35	191 Leeds Road, Selby	2018/0804/FUL	No	1	1
Selby-36	Land between 45 Wistow Road and Fairview, Wistow Road, Selby	CO/1999/597	Yes	2	2
Selby-37	36 Sandhill Lane, Selby	2016/1430/FUL	No	1	1
Selby-44	Rear 13 Cedar Crescent, Selby	2007/0468/FUL	Yes	6	1
Selby-50	47 Gowthorpe, Selby	2014/0414/FUL	Yes	2	2
Selby-52	Golden Lion, 30 Millgate, Selby	2014/0415/FUL	Yes	1	1
Selby-58	Phase 3E, 3F, 3G, Staynor Hall, Abbots Road, Selby	2015/0579/REM	Yes	168	10
Selby-71	Simpsons Yard, Millgate, Selby	2017/0206/FUL	No	1	1
Selby-72	Lake House Bawtry Road, Selby	2017/0784/FUL	No	1	1
Selby-73	St Johns Ambulance, 40 Ousegate, Selby	2017/0936/FUL	No	1	1
Selby-75	12 Brook Street, Selby	2017/1081/FUL	Yes	1	1
Selby-76	31 Gowthorpe, Selby	2018/1185/FUL	No	1	1
Selby-77	First Floor And Second Floor, 21 Finkle Street, Selby	2018/1456/FUL	No	2	2

32 List of Residential Planning Permissions

SHLAA Reference	Location	Application Reference	Permission started?	Dwellings Permitted	Gross Capacity Remaining
Selby-78	Access Selby, 8 - 10 Market Cross, Selby	2019/0817/FUL	No	9	9
Selby-79	54 Millgate, Selby	2019/0967/FUL	No	4	4
Selby-85	Brighthouse, 20 Market Cross, Selby	2019/0736/FUL	No	1	1
Selby-86	Santander, 25 Market Cross, Selby	2019/0405/FUL	No	1	1
Sherburn-1	Land at 23 Finkle Hill, Sherburn In Elmet	2018/0289/FUL	Yes	1	1
Sherburn-10	land adjacent to Hodgsons Lane and Moor Bridge, Moor Lane, Sherburn In Elmet	2018/0682/FUL	No	1	1
Sherburn-11	25 Finkle Hill, Sherburn In Elmet	2018/1322/REM	No	1	1
Sherburn-2	Land adjacent to number 4 Sir Johns Lane, Sherburn In Elmet	2018/0650/FUL	No	1	1
Sherburn-23	Land East of Moorland Way, Sherburn In Elmet	2016/0359/OUT	No	20	20
Sherburn-26	Land between Low Street and Moor Lane, Low Street, Sherburn In Elmet	2014/0321/REM	Yes	249	1
Sherburn-37	Land South of Pasture Avenue, Sherburn In Elmet	2017/0234/REMM	Yes	50	50

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SHLAA Reference	Location	Application Reference	Permission started?	Dwellings Permitted	Gross Capacity Remaining
Sherburn-40	Land South East of Carousel Walk, Sherburn In Elmet	2016/0744/REM & 2017/0046/REMM	Yes	97	19
Sherburn-5	Land North of Pinfold Garth, Sherburn In Elmet	2018/0385/REMM	Yes	60	46
Sherburn-53	Land at 4 Sir Johns Lane, Sherburn In Elmet	2018/1379/FUL	No	1	1
Sherburn-54	Land South of Saxton Way, Sherburn In Elmet	2017/0147/REMM	Yes	45	39
Sherburn-55	61 Kirkgate, Sherburn In Elmet	2019/0558/OUT	No	3	3
Sherburn-56	34 Kirkgate, Sherburn In Elmet	2019/1089/FUL	No	1	1
Sherburn-6	Land off Hodgsons Lane, Sherburn in Elmet	2015/0544/OUT & 2018/0045/REMM	Yes	270	270
Sherburn-60	Land Off Highfield Villas, Sherburn In Elmet	2019/1158/FUL	No	3	3
Sherburn-9	Land West of Hodgsons Lane, Sherburn In Elmet	2016/1409/OUTM	No	150	150
Skipwith-3	Land North of Main Street, Skipwith	2017/1052/FUL	No	8	8
Skipwith-4	Land South of Main Street, Skipwith	2018/0051/FULM	No	14	14
Skipwith-5	North House Farm, Main Street, Skipwith	2016/1170/FUL & 2019/0294/S73	Yes	8	7
SMilford-30	40 Steincroft Road, South Milford	2018/1088/FUL	Yes	1	1

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SHLAA Reference	Location	Application Reference	Permission started?	Dwellings Permitted	Gross Capacity Remaining
SMilford-31	Cragland, 20 Milford Road, South Milford	2019/0918/FUL	No	3	3
Smilford-36	Land off Westfield Lane, South Milford	2017/1250/FUL	No	1	1
Smilford-38	The Old Methodist Church, 7 High Street, South Milford	2019/0638/FUL	No	4	4
Smilford-39	111A High Street, South Milford	2018/1166/FUL	No	1	1
SMilford-6	11 Milford Road, South Milford	2018/0096/FUL	Yes	1	1
SMilford-9	25 Sand Lane, South Milford	2018/1141/OUT	No	6	6
Stillingfleet-13	Woodlands Farm Barns, Moreby, Stillingfleet	2016/1311/FUL	No	3	3
Stillingfleet-5	Stillingfleet Service Station, Stillingfleet	2018/0152/FUL	No	2	2
Stillingfleet-6	Moreby Hall, Moreby, Stillingfleet,	2018/0810/FUL	No	9	9
Stutton-2	Land to the east of 15 Mill Lane, Stutton	2018/0354/REM	No	1	1
Tadcaster-19	Land at Mill Lane, Tadcaster	CO/1992/1168	Yes	156	156
Tadcaster-28	26 Bridge Street, Tadcaster	2017/1331/FUL	No	3	3
Tadcaster-29	Land off Fairfield Road, Tadcaster	2019/0106/FUL	No	1	1
Thorganby-3	East End Cottage, Main Street, Thorganby	2018/0226/FUL	No	3	3

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SHLAA Reference	Location	Application Reference	Permission started?	Dwellings Permitted	Gross Capacity Remaining
Thorganby-5	Thorganby Methodist Church, Main Street, Thorganby	2016/1309/FUL	No	1	1
Thorganby-6	Yew Tree Farm, Main Street, Thorganby	2018/1075/FUL	No	3	3
ThorpeW-23	30 Fox Lane, Thorpe Willoughby	2018/1031/FUL	No	1	1
ThorpeW-24	Sunnyside Farm, Fir Tree Lane, Thorpe Willoughby	2017/1156/FUL	Yes	7	6
ThorpeW-3	Land east of Linden Way, Thorpe Willoughby	2016/0197/REM	Yes	276	124
Towton-3	Old Hall Farm, Scarthingwell Lane, Towton	2018/1314/S73	No	9	9
Ulleskelf-11	RAF Church Fenton, Busk Lane, Church Fenton	2015/0318/FUL	Yes	40	1
Ulleskelf-15	Land To Rear Of Church View, Main Street, Ulleskelf	2017/0597/OUT	No	3	3
Ulleskelf-3	West Farm, Ulleskelf	2016/0403/OUT	No	25	25
Whaddlesey-1	Windsor Farm, Main Street, West Haddlesey	2016/1394/FUL	No	2	2
Whaddlesey-2	Land Adjacent To Garth View, Main Street, West Haddlesey	2019/0590/FUL	No	1	1
Whitley-13	Poplar Farm, Selby Road, Whitley	2014/0464/FUL	Yes	8	6

32 List of Residential Planning Permissions

SHLAA Reference	Location	Application Reference	Permission started?	Dwellings Permitted	Gross Capacity Remaining
Whitley-18	Land at Chantry House, Doncaster Road, Whitley	2018/0394/FUL	No	1	1
Whitley-19	Land At All Saints Court, All Saints Court, Whitley	2018/0355/OUT	No	5	5
Whitley-20	Land West of Larth Close, Whitley	2019/0815/OUT	No	4	4
Wistow-1	Rose Cottage Farm, Station Road, Wistow	2018/0897/OUT	No	1	1
Wistow-24	Land at Hollytree Cottage, Garman Carr Lane, Wistow	2017/1256/FUL	No	1	1
Womersley-4	Womersley C of E Primary School, Womersley	2016/0856/FUL	Yes	4	2
Womersley-5	Village Hall, Main Street, Womersley	2018/0285/FUL	No	4	4
Womersley-6	Grange Farm, Fulham Lane, Womersley	2019/0582/FUL	No	1	1

Table 32.1

Monitoring 33

33 Monitoring

33 Monitoring

Monitoring Framework

- 33.1** Effective monitoring has an essential role in policy development. It is important that checks are in place to ensure that the plan is being implemented correctly. Continuous monitoring enables achievements and changing circumstances to be identified, where policy changes may be required and to ensure that policies remain relevant and that a sufficient supply of land for development exists.
- 33.2** The plan will be monitored throughout its life against the indicators seen in the table below. Indicators have been chosen for their relevance and their feasibility in terms of being able to be monitored. The results of this monitoring will be seen in the Authority Monitoring Reports which will be produced annually. If development policies are not performing as intended then actions and contingences will be put in place to address any underperformance.

Plan Theme	Indicator
Spatial Growth Strategy	Number of net additional housing completions
	Number of years housing supply
	Green Belt land lost to inappropriate development
	Number of developments which compromise the openness of the SCG
	Amount of renewable energy schemes installed
	Number of electric vehicle charging points installed
	Permissions granted contrary to outstanding EA flood risk objection
	Number of assets on the heritage at risk register.
Supporting a Diverse Local Economy and Thriving Town Centres	Hectares of Key Employment Areas Lost
	Amount of new employment land permitted and completed
	Number of new jobs created
	Hectares of other employment land lost to non-employment uses

Monitoring 33

Plan Theme	Indicator
	Amount of floorspace developed for B2 and B8 uses.
	Number of jobs created
	Number of farm diversification schemes granted
	Number of tourist, recreation and cultural facilities schemes granted
	Number of holiday accommodation schemes granted
	Number of tourist accommodation properties used as a permanent residence
	Amount of retail uses permitted in town centres
	Amount of retail proposals permitted outside of town centres which fail the sequential test.
	Number of local shops granted permission
	Number of hot food takeaways granted within 400m of a secondary school or further education college without restricted opening hours.
Providing the Right Infrastructure to Support Local Communities	Number of lost facilities registered as community assets.
	Number of school places added.
	Number of health facilities added.
	Number of sport facilities granted consent.
	Number of sustainable transport facilities provided.
Creating High Quality Places to Live	Ensure the right sizes and types of homes are being built.
	Number of homes meeting the national space standards for living spaces.
	Number of homes built to M4 (2) 'accessible and adaptable' standard.

33 Monitoring

Plan Theme	Indicator
	Number of homes built to M4 (3) 'wheelchair user' standard.
	Achieving the right densities of houses
	Percentage of new homes built as affordable
	Number of affordable dwellings sold as home ownership
	Proportion of affordable homes by tenure
	Committed sums collected and spent on providing affordable homes
	Number of affordable homes provided on rural exception sites
	Meeting the identified need for self/custom build units
	Large sites contributing to the supply of self/custom build units
	Number of care bed homes added.
	Additional LAP's, LEAP's and NEAP's added
Maintaining a High Quality Natural Environment	Number of appeals lost in LILA's where landscape is the key determinant
	Amount of land identified as important for habitat or species.
	Amount of net biodiversity gain.
	Number of applications approved which have a negative effect on the AQMA.
	Number of applications approved which are incompatible with contaminated land.
	Number of important and protected trees and hedgerows lost through development.

Table 33.1

Question 73

Do you agree with the preferred approach to the monitoring of the policies in the plan? If not please give the reason for your answer and explain how you would like it changed.

Glossary 34

34 Glossary

34.1 This glossary provides a brief explanation and more detail of some of the terms and terminology used in the Local Plan document.

Item	Description
Affordable Housing	Housing provided to households whose needs are not met by the housing market. Types of affordable housing include: starter homes, affordable housing for rent, discounted market sales housing, intermediate housing. Eligibility is determined by income and local house prices. The affordable price is secured for future households
Air Quality Management Area	Areas designated by local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines.
Ancient Woodland	An area that has been wooded continuously since at least 1600 AD. It includes ancient semi-natural woodland and plantations on ancient woodland sites (PAWS).
Authority Monitoring Report	A report on the extent to which objectives and policies of the Local Plan are being achieved. It also contains the Local Development Scheme which sets out the progress of preparing the Local Plan and other Development Plan Documents.
Brownfield Land	Another term for Previously Developed Land
Community Infrastructure Levy	A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area. The funds are used to help deliver infrastructure to support the development of their area.
Council Plan/Corporate Plan	A document setting out the Council's ambitions for its service provision. It sets out the strategic priorities and business objectives to achieve the vision for the next ten years.
Curtilage	The enclosed space of ground immediately adjacent to a dwelling house.

34 Glossary

Item	Description
Development Brief	Development briefs are documents prepared by the Local Planning Authority in advance of a planning application being submitted. Usually for larger sites, they set out in further detail what type of development is to be required.
Development Plan	A suite of documents setting out a Local Planning Authority's policies and proposals for the development and use of land and buildings in the Local Authority area. The development plan includes Local Plans and Neighbourhood Plans.
Development Plan Documents	<p>Development Plan Documents are prepared by the local planning authority. This includes an adopted policies map which illustrates the spatial extent of policies that must be prepared and maintained to accompany all Development Plan Documents.</p> <p>All DPDs must be subject to rigorous procedures of community involvement, consultation and independent examination, and adopted after receipt of the inspector's binding report. Once adopted, development management decisions must be made in accordance with them unless material considerations indicate otherwise.</p>
Green Infrastructure	A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.
Habitats Regulations Assessment	A report required to assess the potential effect of the Local Plan on Ramsar sites, Special Protection Areas and Special Areas of Conservation
Housing and Economic Development Needs Assessment (HEDNA)	A document that sets out the local housing and economic development requirements for the Local Authority area. Usually prepared by consultants to inform planning policy.
Infrastructure Delivery Plan	A document prepared by the Local Planning Authority setting out the infrastructure requirements needed to meet development.

Glossary 34

Item	Description
Local Development Document	These include Development Plan Documents (which form part of the statutory development plan) and Supplementary Planning Documents (which do not form part of the statutory development plan). LDDs collectively deliver the spatial planning strategy for the local planning authority's area.
Local Development Scheme	A three-year project plan setting out the Council's programme for the preparation of Local Development Documents within the Local Plan. It lists the documents to be prepared and provides a timetable for producing them. Under the Localism Act, there is no longer a requirement for the LDS to be approved by the Secretary of State. It is set out in the Authority Monitoring Report.
Local Housing Need	The number of homes identified through the local housing needs assessment conducted using the standard method set out in National Planning Guidance.
Major Development	For housing development sites of 10 or more dwellings (0.5Ha). For non-residential development sites with a floorspace of 1000sqm or more, or a site of 1ha or more.
Marine Plan	A Marine Plan is part of the Development Plan. They are prepared by the Marine Management Organisation. The East Inshore and East Offshore Marine Plan (2014) are part of the Selby Development Plan.
Minerals and Waste Local Plan	The Minerals and Waste Local Plan is prepared by North Yorkshire County Council, the Minerals and Waste Planning Authority who is responsible for mineral and mineral matters for the Selby area. The Minerals and Waste Plans form part of the Development Plan for the District.
National Trails	Long distance trails for walking, cycling and horse riding.

34 Glossary

Item	Description
National Planning Policy Framework	Document setting out the Government's planning policies for England and how these are expected to be applied. Initially produced in 2012 it was revised in 2018 and updated in 2019. The NPPF replaced the PPGs and PPSs.
North Yorkshire County Council	Sub-regional tier of government responsible for amongst other things Social Care, Education, Minerals & Waste and Highways within Selby District.
Policies Map / Proposals Map	An Ordnance Survey based map showing the proposals for the development and use of land which are set out in the written chapters of the Local Plan. Under the NPPF 2012, the terminology was changed from "Proposals Map" to "Policies map".
Primary Shopping Area	Defined on the Policies Map, an area where retail development is concentrated.
Previously Developed Land	Land that has or is occupied by a permanent structure including the curtilage. It does not include land that is or was occupied by agriculture or forestry buildings, land that has been developed for minerals extraction or waste disposal by landfill, land that has been restored, residential gardens, parks, recreational areas and allotments.
Priority Habitats and Species	Species and Habitats of Principal Importance included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006.
Ramsar Sites	Wetlands of international importance, designated under the 1971 Ramsar Convention.
Rural Exception Sites	Small sites used for affordable housing in perpetuity where sites would not normally be used for housing.
Site of Special Scientific Interest	Sites designated by Natural England under the Wildlife and Countryside Act 1981.

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Item	Description
Special Areas of Conservation	Areas defined by regulation 3 of the Conservation of Habitats and Species Regulations 2017 which have been given special protection as important conservation sites.
Special Protection Areas	Areas classified under regulation 15 of the Conservation of Habitats and Species Regulations 2017 which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds.
Supplementary Planning Document	Documents that add further detail to the policies in the Local Plan. They can be used to provide further guidance for development on specific sites or on particular issues such as design.
Sustainability Appraisal	An assessment of the environmental effects of a plan or programme. Identifies and evaluates the effects of the strategy or plan on social, environmental and economic conditions.
Use Class	The Town and Country Planning (Use Classes) Order 1987 (as amended) puts the use of land and buildings into various categories known as "Use Classes". The Use Class Order was amended on 1 September 2020. The changes include Classes A, B1 and D being revoked, the introduction of two new Classes: Class E - Commercial, Business and Service, and Class F - Local Community and Learning, and certain uses being defined and excluded from classification by legislation to become "sui generis". Uses Classes B2, B8 and C remain and are unaffected by these changes.
Veteran or Ancient Tree	A tree which, because of its age, size and condition, is of exceptional biodiversity, cultural or heritage value. All ancient trees are veteran trees. Not all veteran trees are old enough to be ancient, but are old relative to other trees of the same species. Very few trees of any species reach the ancient life-stage. Ancient woodland:

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Table 34.1



The Preferred Options document is available to view online at:

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

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